PH - 01
BOT 1-17-2017

Local Law Filing **NEW YORK STATE DEPARTMENT OF STATE**
41 STATE STREET, ALBANY, NY 12231

Village of Port Chester, New York

Local Law No. I-11 of the year 2016

Be it enacted by the Board of Trustees of the Village of Port Chester, New York

A LOCAL LAW AMENDING THE CODE OF THE VILLAGE OF PORT CHESTER, BY ADDING A NEW CHAPTER, CHAPTER 104 "RECREATION DEPARTMENT", WITH REGARD TO RECREATION ACTIVITIES ADMINISTERED BY THE VILLAGE

SECTION 1: Purpose and Intent

The Village of Port Chester has a comprehensive recreation program promoting multi-generational recreational, cultural and play activities. The Recreation Department administers such program through a system of user fees. This local law provides the requisite support to set and adjust these fees.

SECTION 2: The Code of the Village of Port Chester, is hereby amended by adding a new chapter, Chapter 104, previously reserved, to be entitled "Recreation Department, to read as follows:

Article 1

§104-1 User Fees.

The Recreation Department shall administer certain recreational programs and provide that the cost for same shall be defrayed by a system of user fees. Such fees shall be set forth by resolution in Chapter 175, "Fees."

SECTION 3: Severability

If any provision of this local law is held to be invalid or unenforceable in whole or in part, such invalidity or unenforceability shall attach only to such provision or part thereof and the remaining part of such provision and all other provisions shall continue in full force and effect.

SECTION 4: Effective Date

This local law shall be effective immediately upon filing with the Secretary of State.

PH RES - 02
BOT 1-17-2017

VILLAGE OF
PORT CHESTER
222 Grace Church Street, Port Chester, New York 10573

AGENDA MEMO

Department: Planning and Development Department
Department: Village Engineer
Department: Office of the Village Attorney

BOT Meeting Date: 1/17/2017

Item Type: Public Hearing; Resolution

Sponsor's Name:	Eric Zamft, Director of Planning & Economic Development
Sponsor's Name:	Vincent Masucci, Village Engineer
Sponsor's Name:	Tony Cerreto, Village Attorney

Description	Yes	No	Description	Yes	No
Fiscal Impact	☐	☒	Public Hearing Required	☒	☐
Funding Source: Account #:			BID # **Strategic Plan Priority Area** Transit Oriented Development		
	Yes	**No**			
Agreement	☐	☒	**Manager Priorities**		
Strategic Plan Related	☒	☐	Planning & Zoning		

Agenda Heading Title
(Will appear as indicated below on Agenda)

G&S Colony Grill: Public Hearing; LWRP Findings, SEQRA Determination of Significance, and Site Plan Approval Determination

Summary

At the December 5, 2016 Board of Trustees meeting, the Board set a public hearing for January 17, 2017. G&S Port Chester LLC (the "Applicant") has agreed to extend the 90-day determination period to that date, unless further on agreement. At this meeting, the Board must make a decision regarding the approval or disapproval of the "Restaurant Pad" application. The actions before the Board are: 1) hold public hearing; 2) LWRP findings; 3) SEQRA determination of significance; and 4) site plan approval.

Background

On July 15, 2016, G&S Port Chester LLC (the "Applicant") submitted a draft set of site plans to the Department of Planning & Economic Development for the "Restaurant Pad" located off of the Marina Parking Lot, adjacent to the Cove and Byram River (Section 142.31, Block 1, Lot 39 of the Town of Rye Official Tax Map).

The proposal is for an approximately 5,500 square-foot restaurant (the "Application"), which is slightly smaller footprint and re-oriented from what was originally envisioned and approved as part of the Marina Redevelopment Project Concept Development Plan in 1999. The project site is located within the MUR Marina Redevelopment Project Urban Renewal District. The Applicant briefed the Board at the August 15, 2016 Board of Trustees meeting, as well as the Planning Commission at their August 29, 2016 meeting.

Unique Zoning

The MUR Zoning District contains specific and unique regulations (§ 345-67D of the Village Code) related to the review and approval of site plans within the Concept Development Plan. Per § 345-67D(3) of the Village Code, *"[t]he applicant for site plan approval shall submit to the director of the Office of Planning and Development of the Village site plans…which carry out all or any part of the Concept Development Plan. Site plans shall comply, as to content and completeness, with § 345-23 of this Zoning Regulation."* Only when the Director of Planning & Economic Development determines that the site plan is complete shall the site plan be forwarded to the Board of Trustees and the Board's responsibilities (as codified in § 345-67D(4)) shall be considered. Further, § 345-67D(4) notes that there is a 90-day period of action by the Board of Trustees following a determination of completeness by the Director of Planning & Economic Development (per § 345-67D). Further, § 345-67D(4) states that *"[t]he Board of Trustees shall not disapprove a site plan submitted under this Subsection D or require that such site plan be revised or amended, by reason of or with respect to general location and disposition of uses, buildings, parking areas and open space, density and height of structures and site access and circulation…"* However, the Board does have the ability to render an approval or disapproval decision, as it typically would under the Village Site Plan Review Procedure and Standards (§ 345-23), for any other specific resource or impact not listed above. Finally, § 345-67D(4) states that *"[s]ubsequent to site plan approval the developer shall submit detailed construction plans and specifications…"*

Review Process

Village staff, including the Department of Planning & Economic Development, Village Engineer, and Building Department, reviewed the submitted plans, met a number of times informally with the Applicant, provided comments, and worked with the Applicant on a short-list of items required for a complete package. As detailed in an August 30, 2016 memorandum from the Department of Planning & Economic Development, based upon the submitted plans and information, the Director of Planning & Economic Development recommended that the application is complete, thereby enabling the Board to consider the Application.

At the September 6, 2016 Board of Trustees meeting, the Board acknowledged receipt of the Application as complete, referred it to the Planning Commission, Waterfront Commission, and Westchester County Planning Board for review. While the 90-day period concluded on December 5, 2016, the Applicant provided a letter that extended the review period through a requested public hearing on January 17, 2017. The Board scheduled the public hearing for January 17, 2017 and, per the MUR regulations, will have to then make a determination at that meeting.

On-Going Technical Engineering Coordination

During the review period a review of the plans and comments from the Board of Trustees had shown that some of the infrastructure (i.e., the deadmen) of both the earlier steel and 2002 vinyl bulkhead that is adjacent to the Property are within the perimeter of the proposed restaurant footprint. As a safety issue – an issue not listed in § 345-67D(4) – the Board has the responsibility to render a site plan decision based on this issue and is not constrained by the limited review authority of § 345-67D(4). As a result, the Village Engineer has been coordinating with Boswell Engineering (Boswell) and both have been working with the Applicant's engineer (Langan), and their bulkhead consultant (McLaren) on the engineering issues related to the bulkhead and the site design.

Since Boswell is the Village's consultant on the bulkhead reconstruction project, the Applicant has to satisfy Boswell that the safety concerns of the bulkhead infrastructure adjacent to the Property are addressed – both the extent of site plan considerations (per § 345-67D(4) and § 345-23) and the more detailed construction plans and specifications (per § 345-67D(4) and Chapter 151) that would be part of the building permit process. Boswell raised concerns about the Applicant's initial proposal and the Applicant responded to those concerns by revising the plans. To that end, Boswell has been fully engaged with the Applicant in the site plan review process and would continue to review the design as part of the building permit process towards a solution that will protect the Village's infrastructure while also allowing the Application to proceed. Attached please find a memorandum from Boswell discussing their concerns and the coordination.

Planning Commission Favorable Recommendation

The Planning Commission held a public meeting on the Application on September 26, 2016 and scheduled a public hearing for October 24, 2016. The public hearing was held on October 24, 2016 and provided comments, as encapsulated in the October 24, 2016 Planning Commission meeting minutes and November 28, 2016 memorandum. The Planning Commission's comments are attached.

Waterfront Commission Favorable Determination

A Coastal Assessment Form (CAF) was provided to the Waterfront Commission for their review. At the October 27, 2016 Waterfront Commission meeting, the Application was discussed and the Waterfront Commission issued a determination that the Application was consistent with the LWRP, adopted in 1992 and amended in 1999.

No Objection from Westchester County

In a September 20, 2016 letter, Westchester County stated that they reviewed the rezoning petition under the provisions of Section 239 L, M and N of the General Municipal Law and Section 277.61 of the County Administrative Code and found the proposed zoning amendment to be a matter for local determination.

Proposed Actions

Given that, there are three separate matters that need to be resolved, in order that they need to be heard:

1. **LWRP Consistency** – Although the Village is currently in the process of receiving adoption of an update to its LWRP, we are currently still bound by the 1992 (as amended in 1999) version. The Waterfront Commission found the Petition to be inconsistent with the 1992 LWRP. However, per that 1992 LWRP, the Board has the ability to have a finding that the action should proceed. The attached memorandum from staff describes how such a finding could be provided. The Board would need to adopt such finding for the project to continue.
2. **SEQRA Determination of Significance** – The Board is the Lead Agency under SEQRA. Staff and its independent consultants have reviewed the provided material, including the most recent engineering information, as well as the Waterfront Commission's and Planning Commission's comments. Should that be satisfactory, the Board would need to adopt a determination of significance – i.e., a Negative Declaration. This would complete the SEQRA process.
3. **Site Plan Approval** – Once the SEQRA process is completed, the Board has the ability to approve or disapprove the site plan. As you will see below, Village Staff recommends a third option not explicit in the MUR regulations, approval with conditions.

Staff Recommendation

The level of engineering issues necessary for site plan approval have been resolved, and Boswell Engineering will be available at the January 17, 2017 public hearing to answer any questions related to the Application and the Village's bulkhead infrastructure.

Based upon these reviews and the on-going detailed engineering work, Village staff recommends that the Board take into account any public comments that are raised during the January 17, 2017 public hearing. After affording all interested parties the opportunity to speak, the Board should close the public hearing.

Acknowledging the 90-day review period, but depending on comments provided at the public hearing, staff would recommend that the Board take the necessary steps towards approval of the project by first providing **LWRP findings** that concur with the Waterfront Commission

Staff would then recommend providing the **SEQRA determination of significance**. In this case, a Negative Declaration, with specific impacts and mitigations noted.

Finally, staff would recommend **approving the site plan**, with a number of conditions, based upon the mitigations provided in the SEQRA Negative Declaration.

Therefore, should the Board wish to proceed, the attached resolutions undertake the following actions:

1. LWRP Findings
2. SEQRA Determination of Significance
3. Site Plan Approval

Proposed Action(s)
• Public Hearing • LWRP Findings • SEQRA Determination of Significance • Site Plan Approval

Attachments
• Original Petition from Applicant (sans full-scale site plans, already provided to the Board) • EAF Part 1, prepared by the Applicant • Coastal Assessment Form (CAF) • Traffic studies prepared as part of the 'Retail D' application • September 20, 2016 Letter from Westchester County • Planning Commission minutes from October 24, 2016 • Waterfront Commission LWRP Determination from October 27, 2016 • November 28, 2016 Planning Commission memorandum • December 1, 2016 Memorandum from Boswell Engineering • December 2, 2016 Letter from G&S • EAF Part 2, prepared by the Department of Planning & Economic Development • EAF Part 3, prepared by the Department of Planning & Economic Development • January 9, 2017 Letter from Boswell Engineering • Additional Engineering Plans and Studies • 1999 Environmental Findings

RESOLUTION

FINDINGS OF THE VILLAGE OF PORT CHESTER BOARD OF TRUSTEES WITH REGARDS TO THE CONSISTENCY OF THE MODIFIED MARINA REDEVELOPMENT PROJECT "RESTAURANT PAD" COLONY GRILL WITH THE VILLAGE'S ADOPTED 1992 LOCAL WATERFRONT REVITALIZATION PLAN

On motion of Trustee , seconded by Trustee ,

the following resolution was adopted by the Board of Trustees of the Village of Port Chester, New York:

WHEREAS, G&S Port Chester LLC (the "Applicant") owns the parcel known as Section 142.31, Block 1, Lot 39 of the Town of Rye Official Tax Map (the "Property"); and

WHEREAS, the Property is located within the MUR Marina Redevelopment Project Urban Renewal District; and

WHEREAS, in 1999, the Board of Trustees (hereinafter referred to as the "Board") approved the Modified Marina Redevelopment Project ("MMRP"); and

WHEREAS, a component of the overall project was the development of the Property as a ±6,258 square foot restaurant; and

WHEREAS, the Applicant now seeks to develop the Property as a smaller footprint and slightly re-oriented ±5,500 square foot restaurant (the "Proposed Action"); and

WHEREAS, pursuant to Chapter 332 of the Village Code and in congruence with the Village of Port Chester's current (1992, as amended in 1999) Local Waterfront Revitalization Program ("LWRP") regulations, the Village of Port Chester Waterfront Commission ("Waterfront Commission") is responsible for evaluating the proposed action against the policies and purposes of the adopted LWRP and provide such determination to the Lead Agency (the Board of Trustees).

WHEREAS, as part of its submission, the Applicant provided a Coastal Assessment Form ("CAF") for review by the Waterfront Commission; and

WHEREAS, at the October 27, 2016 Waterfront Commission meeting, the Waterfront Commission issued a determination that the Proposed Action was consistent with the LWRP, adopted in 1992 and amended in 1999; and

WHEREAS, the LWRP, under Section 5.3, provides the management structure necessary to implement the LWRP, including the ability for Village agencies to issue their own findings; and

WHEREAS, the LWRP, under Section 5.3.C states that the Board's findings should be based upon the Waterfront Commission's recommendation, the CAF, and other pertinent information;

WHEREAS, the Board has considered such information in its review.

NOW, THEREFORE, be it

RESOLVED, that the Board of Trustees hereby finds that the Proposed Action is consistent with the LWRP, adopted in 1992 and amended in 1999.

Approved as to Form:

_____
Village Attorney, Anthony Cerreto

REASONS SUPPORTING THE DETERMINATION OF NO SIGNIFICANT ENVIRONMENTAL IMPACT

The Proposed Action involves new construction of a new 5,500 square foot, 152-seat dine-in restaurant located on the north side of Port Chester Cove adjacent to the Marina Parking Lot, also known as the "The Restaurant Pad" (SBL 142.31-1-39).

The Proposed Action will not result in any significant adverse impacts on the environment. In reaching this determination the Board of Trustees has considered relevant areas of environmental concern and the criteria identified in 6 NYCRR § 617.7.

The Board of Trustees' rationale with respect to particular areas of relevance for the elements of the Proposed Action follows:

1. ***Land Use.*** The Proposed Action does not create a material conflict with the community's current development plans or goals. The proposed restaurant is part of the 1999 approved Modified Marina Redevelopment Project (MMRP) which designated the subject property for future use as a restaurant (nicknamed "The Restaurant Pad"). Further, the proposed project helps to implement the Village's adopted Comprehensive Plan by helping to accomplish the following Land Use Goals:

   The Proposed Action helps to promote business retention and expansion in an area that is currently underutilized by the public. The Proposed Action seeks to strengthen Port Chester's waterfront by providing a new outdoor dining option near the waterfront promenade. Further, the Proposed Action seeks to preserve and protect Port Chester's waterfront by building a modest structure at a pedestrian scale that will not overwhelm the waterfront or significantly block viewsheds of the water. The proposed restaurant can act as an attraction point for the public and will encourage them to visit the waterfront and spend time recreationally in the area.

   In addition, the Comprehensive Plan provides for seven main economic development recommendations, one of which is to "strengthen and expand economic opportunity and the Village's tax base by focusing efforts on retaining and expanding existing businesses and attracting new businesses." The Proposed Action involves the creation of new restaurant space which will help to strengthen and expand economic opportunity and the Village's tax base.

   Therefore, no significant adverse impacts on land use, zoning, community character, or aesthetics are anticipated from the Proposed Action.

2. ***Floodplain.*** The Proposed Action is located within the 100-year floodplain (flood zone AE) according to data provided by FEMA. The Applicant proposes to construct the proposed restaurant on a pile foundation with the finished floor elevation (FFE) of the structure to be at

14 feet freeboard. As a result, it is not anticipated that the Proposed Action will result in any significant adverse floodplain impacts.

3. ***Wetlands.*** No wetlands are located on the Project Site, but there are tidal wetlands immediately adjacent to the subject Property. The use of construction Best Management Practices (BMP) would avoid adverse impacts to these areas. Therefore, no significant adverse impacts on wetland resources are anticipated.

4. ***Endangered Species.*** No threatened or endangered species of animals or the habitat of such species have been identified on the Site according to the New York State Natural Heritage Inventory (NYSNHI). Therefore, no significant adverse impacts on wildlife resources are anticipated.

5. ***Stormwater.*** Improvements to the existing stormwater system were implemented as part of the original MMRP approval, including upsizing pipes and culverts and incorporating oil/grit separators, outfall hoods and deep sump catch basins into the overall MMRP site. The Proposed Action represents a decrease in impervious surface of approximately 750 square feet from the originally-approved MMRP Restaurant Pad, which was proposed as 6,250 square feet. Plans submitted by the Applicant's Engineer, Langan Engineering Inc., include Grading, Drainage & Utility Plans (Sheet CG101) which illustrate the use of roof leaders to channel all rainwater on the roof to the existing stormwater system via gutter downspouts and existing drain inlets. Therefore, no significant adverse impacts on stormwater are anticipated.

6. ***Water/Sewer Demand.*** It is anticipated that the Proposed Action can be accommodated by the Village's existing network of infrastructure. The previously approved MMRP states that the entire MMRP requires approximately 48,300 gallons of water per day for commercial use, and an available fire flow of 1,000 to 2,000 gallons per minute at 20 pounds per square inch residual pressure. Hydrant flow tests as part of the original MMRP approval determined that the existing water distribution system is capable of supplying adequate water supply and pressures to the project. Further, the originally approved project required the Applicant to construct a new 8-inch water main to be connected to an existing main in Adee Street in order to service the proposed restaurant. This new water main has been constructed.

   In terms of sanitary sewage, the Applicant was required as part of the original MMRP approval to construct a new eight inch sanitary sewer line from the proposed restaurant to the existing sewer line in Abendroth Avenue. This new sanitary sewer line has been constructed.

   All connections to the existing sanitary sewer system will be maintained in accordance with the requirements of the *Recommended Standards for Wastewater Facilities*. There are no anticipated modifications to the existing system as part of this proposal. New mains were installed as a result of the original MMRP, and the Applicant proposes to connect to these new mains. There is not an anticipated increase in demand due to the fact that the current proposed restaurant is scaled back from the originally-approved restaurant. It is therefore anticipated that no adverse impacts to the Village's existing network of infrastructure will result from this Proposed Action.

7. ***Bulkhead.*** The Proposed Action is located in the vicinity of an existing bulkhead and waterfront promenade. Specifically, tie-rods and bunker blocks which provide structural support for the bulkhead are located underground on the subject Property. In order to protect Village infrastructure, the Applicant has proposed a means of construction and development which will retain the existing tie-rods and bunker blocks in place, and will 'do no harm'. Specifically, the Applicant proposes to:

    - Construct an elevated reinforced concrete slab which will be supported by timber piles. "The lateral loads from the building will be resisted by installing the perimeter piles on a batter. These battered piles will transfer the loads down to the supporting subgrade in axial compression to minimize any load transfer into the bulkhead."

    - Predrilling up to eight (8) feet, and then velocity monitoring the driving of the piles to ensure speeds of no greater than 0.5 inches per second in order to minimize potential for vibration and soil liquefaction around the piles during construction.

    - The proposed pile foundation layout is designed in such a way as to not preclude the proposed rehabilitation of the bulkhead along the cove. The pile locations do not prohibit installation of new ties for the new bulkhead along this section.

    Boswell Engineering, retained by the Village as Engineering consultants on this project, state in a memo dated January 9, 2017 that "Based on our review of the proposed Colony Grill foundation design, installation methodology, and monitoring program, it is my opinion the concerns with respect to the impact on the existing and proposed bulkhead infrastructure have been satisfactorily addressed."

    The Village will work with the Applicant to create and mutually agree to a set of terms regarding the Village's right to the following:

    a. Holding the Village harmless for and future repair, replacement, or reconstruction of the bulkhead, bunker blocks and/or tie-rods; and

    b. A perpetual access easement agreement with the Village which allows for uninterrupted servicing, management, repair and/or replacement of the bulkhead, bunker blocks and/or tie-rods; and

    c. Any and all other easements, covenants, restrictions and insurances which may now or hereafter be required by the Village in order to protect the integrity of its bulkhead, promenade and waterfront in the vicinity of the Project Site.

    If the Applicant should so meet these terms to the satisfaction of the Village Attorney, then it is anticipated that there would be no significant adverse impacts to the Village with regards to the bulkhead and Village infrastructure.

8. ***Transportation/Traffic.*** The Proposed Action represents a scaled-back version of the originally-approved 'Restaurant Pad' site in the MMRP. At that time, traffic impacts for the

MMRP were studied and mitigated for a potential 6,250 square foot restaurant. The current proposal is for a 5,500 square foot restaurant, which represents a decrease in floor area of 750 square feet. While traffic conditions from the original MMRP have changed, it is anticipated that with a 2% annual growth rate, the Village can absorb the proposed restaurant without significant adverse impacts to the existing traffic system in the vicinity of the project site.

Parking**.** The original MMRP designated the Marina Parking Lot as the lot to be used for the future Restaurant Pad. The Proposed Site Plan (CS101) submitted by the Applicant illustrates six (6) new handicap-designated spaces in the lot, as well as a new proposed driveway to access the solid waste receptacle on the side of the restaurant. This results in a net loss of eight (8) existing spaces in the Marina Parking Lot. Eight spaces removed from the Marina Parking Lot represents roughly 3% of the total number of available spaces in the lot. No spaces within the Marina Parking Lot will be designated or reserved for patrons of the proposed restaurant. Public access to the parking lot will remain as-is.

Pedestrians. The Proposed Action includes construction and installation of a new five (5) foot concrete sidewalk and standing area around the front entrance of the restaurant. In accordance with the Americans with Disabilities Act (ADA), the Applicant proposes to incorporate the use of an independently-operated elevator lift at the front entrance of the restaurant. The Applicant proposes to incorporate an outdoor dining area that fronts on the waterfront promenade and includes approximately 42 seats for patrons to dine outdoors. The submitted Plans do not illustrate any encroachment on to the existing waterfront promenade, nor do they restrict or limit access to the promenade by the public.

Construction-Related Transportation Effects. Sheet CE101 on the submitted plans from the applicant illustrate a proposed construction schedule. The overall construction timeline is expected to last approximately 5 months. A memo from the Applicant dated August 30, 2016 states that "most of the construction activities will take place within the restaurant pad area" but that occasionally spaces will be temporarily used from the Marina parking lot (< 20) for a matter of hours or up to a day. The Applicant states that "the only time that this would be expanded to cover a larger portion of the lot would be at the request of public utility companies." Further, the Applicant has proposed utilizing the nearby vacant lot at the "Retail D" site for use a construction staging area, in order to minimize potential impacts to the Marina parking lot throughout construction. Previous traffic studies reveal that the Marina Parking Lot is most heavily used overnight and on weekends; times that do not materially conflict with typical construction times during weekday hours.

In terms of construction-related vehicular and pedestrian traffic, the Board of Trustees finds that the volume of traffic will not result in significant adverse impacts; however, certain improvements shall be undertaken, at the sole expense of the Applicant, to improve the traffic and pedestrian conditions during construction:

a. Ensure pedestrian throughways are preserved throughout construction, and avenues for pedestrian travel are provided at all times; and

b. Provide means of interior circulation for vehicles and pedestrians within the Marina Parking Lot should the lot or any portion thereof be obstructed or utilized for purposes of construction staging; and

c. Obtain approvals from the Port Chester Police Department prior to any construction staging activities occurring in and around the Project Site; and

d. Clearly demarcate and channelize vehicular and pedestrian traffic through the use of flag-men, cones, signage, temporary crosswalks and other reasonable means of traffic control as may now or hereafter be required by the Village.

Should the Applicant so satisfy these terms, it is not anticipated that the Proposed Action will not have any significant adverse effects on the Village's traffic and transportation network.

9. ***Fiscal Impact.*** The Proposed Action will involve an investment in the community and will result in the creation of both construction and permanent jobs, and help to increase the Village's tax base. Therefore, the Proposed Action will result in a net positive fiscal and employment impacts for the Village.

10. ***Solid Waste.*** All solid waste generated by the Proposed Action will be collected by Village operated sanitation services, as will recyclables. Because the Port Chester Municipal Sanitation Department services residential customers only, the Proposed Action will not have a significant adverse impact on solid waste generation or disposal.

    The submitted Site Plan (CS101) illustrates the proposed location of the waste receptacle. In order to mitigate potential adverse impacts of smell and general unsightliness, the waste receptacle should be fully enclosed, complete with a roof and swinging gate, and associated landscaping.

11. ***Energy Use.*** The Proposed Action, as part of the original approved MMRP, will utilize energy in the form of fossil fuels and electricity in quantities typical for its uses. Thus, the Proposed Action will not have a significant adverse impact on energy use. All electrical, heating and cooling systems shall comply with the standards set forth by the New York State Energy Code and 2016 International Building Code.

    The Proposed Action will conform to all New York State Building Code requirements, including all State and Federal energy compliance standards. Therefore, it is not anticipated that there will be any significant adverse environmental impacts on energy.

12. ***Building & Fire Codes.*** The Proposed Action will be designed to meet or exceed all applicable building and fire safety code requirements. The Proposed Action includes, among other things, multiple points of egress, fire protection and smoke and fire alarm systems, and fire sprinkler systems.

In accordance with the Americans with Disabilities Act (ADA), plans submitted by the Applicant show an independently-operated elevator lift at the front of the restaurant, handicap-accessible restrooms, and handicap parking spaces.

Therefore, no significant adverse emergency service impacts are anticipated.

13. ***Hazardous Materials.*** The Proposed Action will not include the introduction of hazardous materials and does not present any opportunity to adversely affect public safety nor would it create a hazard to human health. The MMRP is in-part the site of the former Port Chester manufactured gas plant (MGP), in use from the 1860s to the 1880s. All building related to previous operations have been demolished and removed. According to an Environmental Site Remediation Database search, "The site enter[ed] the Voluntary Cleanup Program in 2002…a Site Investigation was completed in 2004 and remedial construction was substantially completed in 2006. The remedy included excavation of former MGP structures and coal tar contaminated soil/wastes." A deed restriction and Site Management Plan are currently in place for the MMRP, which is regularly monitored and reviewed in accordance with New York Department of Environmental Conservation requirements. According to a report by NYDEC, "Contact with contaminated soils is not expected" and "A sub-slab depressurization system has been installed in the on-site structure to prevent exposure to site contaminants potentially entering the building via soil vapor intrusion."

    As a result, no significant adverse impacts caused by hazardous materials are anticipated.

14. ***Erosion & Sediment Control.*** During the construction process, the potential for soil erosion and sedimentation will exist. This situation will be controlled through the use and installation of stabilization and erosion and sediment control devices, as detailed on the Erosion and Sediment Control Plan (Drawing CE101). During construction, the Applicant proposes to use silt fencing and curb drop inlet protection as well as hay bale sediment barriers to prevent sediment run-off and erosion beyond the project site. All devices shall be designed and installed in accordance with *New York Guidelines for Urban Erosion and Sediment Control,* and *New York Standards and Specifications for Urban Erosion and Sediment Control*. This plan will be implemented under the strict supervision of the Village Engineer. As a result, no significant adverse impacts are anticipated.

15. ***Air Quality.*** The redevelopment will result in temporary air quality impacts during construction. These temporary impacts to air quality will be carefully monitored by the Building Department and will be controlled through the implementation of a construction management plan and site development protocol that will be submitted with the Building Permit application, as well as through a continual reliance on construction best management practices and continued equipment repair and maintenance. The approved construction management plan and site development protocol will emphasize minimizing fugitive dust and particulate matter from drifting beyond the confines of the Site. Employing these measures will assure that the Proposed Action will not result in any significant adverse environmental impacts to air quality.

Significant long-term air impacts are not anticipated as a result of the redevelopment of the Site. Carbon dioxide emissions from truck delivery and passenger vehicles will result, but will be no noticeably different than existing conditions at the Marina Parking Lot and surrounding vicinity. The proposed future use as a restaurant is not expected to generate air emissions or air particulate that presents harm to the environment or nearby water resources. Therefore, no significant adverse air impacts are anticipated as a result of this Proposed Action.

16. ***Noise Impacts.*** The potential for short-term noise impacts associated with the redevelopment of the Site exists, but mitigation is proposed by the Applicant. Particularly, the Proposed Action will involve the driving of a timber pile foundation, which has the potential to create noise and vibration. In order to mitigate these impacts, the Applicant proposes to pre-drill to a depth of eight feet, and then complete installation of the piles by driving at a maximum velocity of 0.5 inches per second.

    In conformance with Section 224-2 of the Village Code, construction activities will be limited to the hours of 8:00 AM to 8:00 PM Monday through Friday and 10:00 AM to 7:00 PM on Saturdays. Interior construction activities may take place at other hours, in accordance with the regulations set forth in Chapter 224 of the Village Code. As a result, it is anticipated that these controlled, short-term noise impacts will not result in a significant adverse environmental impact.

17. ***Elements.*** The Proposed Action will not result in changes to two or more elements of the environment, which alone would not have a significant effect on the environment, but when considered together, would result in a substantial adverse impact on the environment.

18. ***Plan Segmentation.*** The Proposed Action is not related to another action which would be funded or approved by an agency which, when considered cumulatively, would meet one or any of the aforementioned criteria.

RESOLUTION

STATE ENVIRONMENTAL QUALITY REVIEW ACT
NEGATIVE DECLARATION
NOTICE OF DETERMINATION OF NO SIGNIFICANCE
RESOLUTION OF THE VILLAGE OF PORT CHESTER BOARD OF TRUSTEES
MODIFIED MARINA REDEVELOPMENT PROJECT "RESTAURANT PAD"
COLONY GRILL

On motion of Trustee , seconded by Trustee ,

the following resolution was adopted by the Board of Trustees of the Village of Port Chester, New York:

WHEREAS, G&S Port Chester LLC (the "Applicant") owns the parcel known as Section 142.31, Block 1, Lot 39 of the Town of Rye Official Tax Map (the "Property"); and

WHEREAS, the Property is located within the MUR Marina Redevelopment Project Urban Renewal District; and

WHEREAS, in 1999, the Board of Trustees (hereinafter referred to as the "Board") approved the Modified Marina Redevelopment Project ("MMRP"); and

WHERAS, in 1999, the Board acted as Lead Agency for the New York State Environmental Quality Review Act ("SEQRA") for the review of the MMRP; and

WHEREAS, in 1998 and 1999, a Generic Environmental Impact Statement ("GEIS") was produced for the MMRP and the Board adopted Environmental Findings on April 12, 1999; and

WHEREAS, a component of the overall project and SEQRA approvals was the development of the Property as a ±6,258 square foot restaurant; and

WHEREAS, the Applicant now seeks to develop the Property as a smaller footprint and slightly re-oriented ±5,500 square foot restaurant (the "Proposed Action"); and

WHEREAS, on September 6, 2016, the Board of Trustees accepted the Application as complete, referred the matter to the Port Chester Planning Commission for their study and report, referred the matter to the Waterfront Commission pursuant to §332-6D for review and comment, and referred the matter to the Westchester County Planning Board and adjoining municipalities, as may be required under the Westchester County Administrative Code, Section 277.61, and/or State General Municipal Law, Sections 239-l, 239-m, and 239-n; and

WHEREAS, the Board is advised that the Proposed Action is the continuation of the environmental review process began in 1998 and that the Board would re-assume their role as Lead Agency under SEQRA; and

WHEREAS, the Proposed Action is designated as an Unlisted Action under Part 617 of the regulations implementing SEQRA, Article 8 of the Environmental Conservation Law; and

WHEREAS, the Proposed Action submitted by the Applicant included a Long Form Environmental Assessment Form ("EAF") Part 1, together with supporting material, pursuant to SEQRA; and

WHEREAS, at its September 26, 2016 meeting, the Planning Commission held a public meeting Application and scheduled a public hearing for October 24, 2016; and

WHEREAS, at its October 24, 2016 meeting, the Planning Commission held a public hearing on the Application and provided comments, as encapsulated in the October 24, 2016 Planning Commission meeting minutes and November 28, 2016 memorandum; and

WHEREAS, at the October 27, 2016 Waterfront Commission meeting, the Waterfront Commission issued a determination that the Proposed Action was consistent with the LWRP, adopted in 1992 and amended in 1999; and

WHEREAS, in a September 20, 2016 letter, Westchester County stated that they reviewed the Proposed Action under the provisions of Section 239 L, M and N of the General Municipal Law and Section 277.61 of the County Administrative Code and found the Proposed Action to be a matter for local determination; and

WHEREAS, the Board of Trustees held a public hearing on the Application on January 17, 2017; and

WHEREAS, per SEQRA, the Lead Agency is responsible to prepare EAF Parts 2 and 3;

WHEREAS, the Department of Planning & Economic Development prepared EAF Parts 2 and 3 for the Board's consideration; and

WHEREAS, in response to inquiries by the Village, its Staff, and Boswell Engineering (the Village's "independent consultants" for the purposes of the evaluating the potential impact to the Village's bulkhead), the Applicant submitted further information pursuant to SEQRA; and

WHEREAS, Village Staff and its independent consultants recommended that the Board issue a determination that the Proposed Action would not have a significant adverse environmental impact; and

WHEREAS, the Board has reviewed and carefully considered the EAF, the additional submissions made by the Applicant, public comments, materials produced by Village Staff, and the recommendations of its Staff and independent consultants.

NOW, THEREFORE, be it

RESOLVED, that pursuant to Part 617 of the implementing regulations pertaining to Article 8 (State Environmental Quality Review Act) of the Environmental Conservation Law, the Lead Agency has determined that the proposed Unlisted Action will not have a significant effect on the environment for the reasons enumerated in the attached Negative Declaration; and be it finally

RESOLVED, that the Village Clerk is directed to undertake all filings and service of this Resolution pursuant to the regulations governing SEQRA at 6 NYCRR 617.12.

Approved as to Form:

_____
Village Attorney, Anthony Cerreto

RESOLUTION

SITE PLAN APPROVAL
RESOLUTION OF THE VILLAGE OF PORT CHESTER BOARD OF TRUSTEES
MODIFIED MARINA REDEVELOPMENT PROJECT RESTAURANT PAD
COLONY GRILL

On motion of Trustee , seconded by Trustee ,

the following resolution was adopted by the Board of Trustees of the Village of Port Chester, New York:

WHEREAS, G&S Port Chester LLC (the "Applicant") owns the parcel known as Section 142.31, Block 1, Lot 39 of the Town of Rye Official Tax Map (the "Property"); and

WHEREAS, the Property is located within the MUR Marina Redevelopment Project Urban Renewal District; and

WHEREAS, in 1999, the Board of Trustees (hereinafter referred to as the "Board") approved the Modified Marina Redevelopment Project (MMRP"); and

WHEREAS, a component of that overall approval was the development of the Property as a ±6,258 square foot restaurant; and

WHEREAS, the steel portion of the bulkhead is adjacent to the Property and was constructed prior to 2002; and

WHEREAS, the vinyl bulkhead is also adjacent to the Property and was constructed on or about 2002; and

WHEREAS, the Applicant now seeks to develop the Property as a smaller footprint and slightly re-oriented ±5,500 square foot restaurant (the "Proposed Action"); and

WHEREAS, on July 15, 2016, the Applicant provided a preliminary set of site plans and associated information (the "Application") to the Department of Planning & Economic Development for their review for completeness, per § 345-67D(3) of the Village Code; and

WHEREAS, the Department of Planning & Economic Development, Village Engineer, and Building Department reviewed and commented on said site plans; and

WHEREAS, the Applicant submitted a revised set of site plans reflecting comments from the Department of Planning & Economic Development, Village Engineer, and Building Department; and

WHEREAS, a review of the site plans showed that the earlier steel and 2002 vinyl bulkhead deadmen are within the perimeter of the proposed restaurant footprint; and

WHEREAS, the Village retained Boswell Engineering ("Boswell") to evaluate and design the reconstruction of the entire vinyl bulkhead, including the portion that is adjacent to the Property; and

WHEREAS, in 2016 the Village retained Boswell to do an additional review the proposed design of the Application and its relation to the earlier steel and 2002 vinyl bulkhead infrastructure; and

WHEREAS, per § 345-67D(4) of the Village Code, the Director of Planning & Economic Development must determine if an application complete prior to formal submittal to the Board of Trustees; and

WHEREAS, as detailed in an August 30, 2016 memorandum, the Director of Planning & Economic Development suggested that the Application is complete; and

WHEREAS, on September 6, 2016, the Board of Trustees accepted the Application as complete, referred the matter to the Port Chester Planning Commission for their study and report, referred the matter to the Waterfront Commission pursuant to §332-6D for review and comment, and referred the matter to the Westchester County Planning Board and adjoining municipalities, as may be required under the Westchester County Administrative Code, Section 277.61, and/or State General Municipal Law, Sections 239-l, 239-m, and 239-n; and

WHEREAS, as a safety issue – an issue not listed in § 345-67D(4) – the Board has the responsibility to render a site plan decision based on this issue and is not constrained by the limited review authority of § 345-67D(4); and

WHEREAS, further detail in the form of construction drawings and specifications is appropriate post approval as part of the building permit process (§ 345-67D(4); Chapter 151); and

WHEREAS, at its October 24, 2016 meeting, the Planning Commission held a public meeting on the Proposed Action and provided comments, as encapsulated in the October 24, 2016 Planning Commission meeting minutes and November 28, 2016 memorandum; and

WHEREAS, at the October 27, 2016 Waterfront Commission meeting, the Waterfront Commission issued a determination that the Proposed Action was consistent with the LWRP, adopted in 1992 and amended in 1999; and

WHEREAS, in a September 20, 2016 letter, Westchester County stated that they reviewed the Proposed Action under the provisions of Section 239 L, M and N of the General Municipal Law and Section 277.61 of the County Administrative Code and found the Proposed Action to be a matter for local determination.

WHEREAS, Village staff and Boswell have been coordinating with the Applicant on the additional documentation related to the Village's earlier steel and 2002 vinyl bulkhead infrastructure; and

WHEREAS, as detailed in a January 9, 2016 memorandum from Boswell, they are in agreement with the engineering and design of the Proposed Action, as it relates to the Village's earlier steel and 2002 vinyl bulkhead infrastructure; and

WHEREAS, the full application before the Board includes the following plans and drawings prepared by Edgewater Group Architects, Langan Engineering, D'Amato Surveying and McLaren Engineering:

Edgewater Group-Architects

C-1	Directory, Drawing Index, Building Location Plan, Locator Map; dated 5/26/2016, last revised 7/22/2016
P-1	Partial Site Plan Showing Lighting/Photometrics, Partial Site Plan, Adjacent Properties & Owners, Partial Zoning Map, Partial Tax Map
P-2	Floor Plan
P-3	Exterior Elevation (Front 1 – Parking Lot Side Abendroth Ave), Exterior Elevation (Front 2 – Parking Lot Side Abendroth Avenue), Exterior Elevation – Right Side
P-4	Exterior Elevation (Rear Byram River), Exterior Elevation Left Side, Bracket Profile Detail, Schedule for Proposed Building Materials & Color Scheme, Exterior Building and Signage Lighting

Langan Engineering

CD 101	Demolition Plan
CS 101	Site Plan
CG 101	Grading, Drainage & Utility Plan
CE 101	Soil Erosion & Sediment Control Plan
LP 101	Landscape Plan
LP 501	Landscape Details & Notes
CS 501	Details 1

D'Amato Surveying
Survey of Tax Lot 39 in Block 1, Section 142.31

McLaren Engineering Group
Floor Plan – Pile/Pile Cap Location Layout

Byram River Marina Bulkhead Rehabilitation Project Phase II, IIA and III – Designed Computations for Typical Bulkhead Sections using PVC Sheet Piling

Structural Design Narative

WHEREAS, the Project is designated as an Unlisted Action under Part 617 of the regulations implementing the State Environmental Quality Review Act ("SEQRA"), Article 8 of the Environmental Conservation Law; and

WHEREAS, on January 17, 2017 the Board held a public hearing concerning the site plan application, and all persons wishing to speak on the application at the public hearing were given an opportunity to be heard; and

WHEREAS, on January 17, 2017, the Board adopted findings that the Proposed Action is consistent with the LWRP, adopted in 1992 and amended in 1999; and

WHEREAS, on January 17, 2017, the Board determined that the Proposed Action will not have a significant adverse impact on the environment, as described in the adopted Negative Declaration.

WHEREAS, the Board has considered the site plan, all other materials submitted by the Applicant in support of this proposal, the comments of Village Staff and its independent consultants and the verbal commentary made during the entire course of the Board's meetings pertaining to the review for site plan approval and the comments of the public; and

WHEREAS, the general requirements for site plan approval contained in §345-23 of the Village of Port Chester Zoning Ordinance have been met by said application for site plan approval; and

WHEREAS, the specific requirements for Board Action regarding the MUR District contained in §345-67.D(4) of the Village of Port Chester Zoning Ordinance have been met by said application for site plan approval and

WHEREAS, the Applicant had agreed to extend the 90-day determination period to January 17, 2017,

NOW, THEREFORE, be it

RESOLVED, that the application for site plan approval submitted by G&S Port Chester LLC as depicted on the plans identified above is hereby granted site plan approval subject to the following conditions:

1. The Applicant shall ensure pedestrian throughways in the Marina Parking Lot are preserved throughout construction, and avenues for safe pedestrian travel are provided at all times; and

2. The Applicant shall provide means for interior circulation of vehicles and pedestrians in the Marina Parking Lot should the lot or any portion thereof be obstructed or utilized for purposes of construction staging; and

3. The Applicant shall obtain approvals from the Port Chester Police Department prior to any construction staging activities occurring in and around the Project Site; and

4. The Applicant shall clearly demarcate and channelize vehicular and pedestrian traffic throughout the Marina Parking Lot via the use of flag-men, cones, signage, temporary crosswalks and other reasonable means of traffic control as now or hereafter required by the Village; and

5. The Applicant shall pay to the Village of Port Chester any outstanding professional review escrow fees in accordance with Article XIX, Reimbursement of Professional Fees, of the Village of Port Chester Zoning Ordinance; and

6. The Applicant shall furnish the Board with ten (10) print sets of the Site Plan as described above for the endorsement by the Mayor and Director of Planning & Economic Development, subject to the satisfaction of all approval conditions, which shall then be recorded as the approved Site Plan; and

7. The Applicant shall obtain all other applicable permits and approvals and shall pay all other fees as a part of the execution of the Site Plan; and

8. The Applicant shall hold the Village harmless for any future repair, replacement, or reconstruction of the bulkhead, bunker blocks and/or tie-rods rising out of the development of the Project Site; and

9. The Applicant shall enter into a perpetual access easement agreement with the Village which allows for uninterrupted servicing, management, repair and/or replacement of its the bulkhead, bunker blocks and/or tie-rods; and

10. The Applicant shall enter into an agreement satisfactory in form to the Village Attorney and Special Counsel regarding the protection and/or repair or replacement to the Village's bulkhead, bunker blocks, tire-rods, promenade, waterfront and associated infrastructure.

RESOLVED, that this Site Plan approval shall have an effective date of January 17, 2017; and be it finally

RESOLVED, that this Site Plan approval authorizes the Applicant to undertake only the activities specifically set forth herein, in accordance with this resolution of approval and as delineated on the Site Plan as endorsed by the Mayor and Director of Planning & Economic Development. *Any material change in use, alteration, or modification to the Site Plan or to the existing or approved facilities and site shall require review and may result in the immediate*

termination and revocation of this resolution or approval, thereby making it null and void. Any such change would then require a new review and approval by the Board.

Approved as to Form:

_____
Village Attorney, Anthony Cerreto

VILLAGE OF
PORT CHESTER
222 Grace Church Street, Port Chester, New York 10573

AGENDA MEMO

Department: Planning and Development Department
Department: Office of the Village Attorney

BOT Meeting Date: 9/6/2016

Item Type: Resolution

Sponsor's Name:	Eric Zamft, Director of Planning & Economic Development

Description	Yes	No	Description	Yes	No
Fiscal Impact	☐	☒	Public Hearing Required	☒	☐
Funding Source: Account #:			BID #		
			Strategic Plan Priority Area Transit Oriented Development		
	Yes	**No**			
Agreement	☐	☒	**Manager Priorities**		
Strategic Plan Related	☒	☐	Planning & Zoning		

Agenda Heading Title
(Will appear as indicated below on Agenda)

G&S Colony Grill: Acknowledging Receipt of a Site Plan Package as Complete, Referral to the Planning Commission, Waterfront Commission, and Westchester County Planning Board, and Setting a Public Hearing

Summary

Background
On July 15, 2016, G&S Port Chester LLC (the "Applicant") submitted a draft set of site plans to the Department of Planning & Economic Development for the "Restaurant Pad" located off of the Marina Parking Lot, adjacent to the Cove and Byram River (Section 142.31, Block 1, Lot 39 of the Town of Rye Official Tax Map). The proposal is for an approximate 5,500 square-foot restaurant (the "Application"), as was originally envisioned and approved as part of the Marina Redevelopment Project Concept Development Plan in 1999. The project site is located within the MUR Marina

Redevelopment Project Urban Renewal District. The Applicant briefed the Board at the August 15, 2016 Board of Trustees meeting, as well as the Planning Commission at their August 29, 2016 meeting.

The MUR Zoning District contains specific regulations (§ 345-67D of the Village Code) related to the review and approval of site plans within the Concept Development Plan. Per § 345-67D(3) of the Village Code, "[t]he applicant for site plan approval shall submit to the director of the Office of Planning and D evelopment of the Village site plans…which carry out all or any part of the Concept Development Plan. Site plans shall comply, as to content and completeness, with § 345-23 of this Zoning Regulation." Only when the Director of Planning & Economic Development determines that the site plan is complete shall the site plan be forwarded to the Board of Trustees and the Board's responsibilities (as codified in § 345-67D(4)) shall be considered. Further, § 345-67D(4) notes that there is a 90 -day period of action by the Board of Trustees following a determination of completeness by the Director of Planning & Economic Development (per § 345-67D).

Note that, there is no need for the Board to declare its intent to be Lead Agency under the New York State Environmental Review Act ("SEQRA"), as Special Counsel Mark Chertok has advised that the Application is the continuation of the environmental review process began in 1998 and that the Board of Trustees would re-assume their role as Lead Agency. That being said, there will be a s pecific environmental review of this Application. To that end, the Applicant was requested and has provided information to supplement the original 1999 Supplemental Environmental Impact Statement ("SEIS"), including a Full Environmental Assessment Form ("FEAF") Part 1, as well as additional information, such as the recently completed traffic and parking studies conducted as part of the Retail "D" Rezoning Petition. Staff will prepare the appropriate future SEQRA documentation (e.g., FEAF Parts 2 and 3) for the Board's consideration as the process continues.

Village staff, including the Department of Planning & Economic Development, Village Engineer, and Building Department, have been reviewing the submitted plans, have met a number of times informally with the Applicant, provided comments, and worked with the Applicant on a short-list of items towards a complete package. As detailed in an August 30, 2016 memorandum from the Department of Planning & Economic Development, based upon the submitted plans and information, the Director of Planning & Economic Development deems that the application is complete; thereby enabling the Board to consider the Application.

<u>Next Steps – Referrals and Public Hearing</u>

Based upon the Director of Planning & Economic Development's determination that the Application is complete, the Board should undertake the following steps:

1. Acknowledge receipt of the Application as complete, refer it to the Planning Commission, Waterfront Commission, and Westchester County Planning Board for review, and set a public hearing.
2. Hold a public hearing on the Application and collect public comment.

Therefore, should the Board wish to proceed, the attached resolution undertakes the following actions:

1. Acknowledges receipt of the Application as complete
2. Refers the Application to the Planning Commission
3. Refers the Application to the Waterfront Commission
4. Refers the Application to the Westchester County Planning Board
5. Sets a public hearing for October 3, 2016

Proposed Action
• Adopt the resolution

Attachments
• Department of Planning & Economic Development Review Memorandum • Site Plan Package • EAF Part 1 • CAF • Dunn Traffic Engineering supporting traffic and parking reports and documentation prepared in connection with Parcel "D" rezoning.

RESOLUTION

ACKNOWLEDGING RECEIPT OF A SITE PLAN PACKAGE AS COMPLETE FOR THE COLONY GRILL APPLICATION, REFERRAL TO THE PLANNING COMMISSION, WATERFRONT COMMISSION AND WESTCHESTER COUNTY PLANNING BOARD, AND SETTING A PUBLIC HEARING

On motion of Trustee , seconded by Trustee ,

the following resolution was adopted by the Board of Trustees of the Village of Port Chester, New York:

WHEREAS, G&S Port Chester LLC (the "Applicant") owns the parcel known as Section 142.31, Block 1, Lot 39 of the Town of Rye Official Tax Map (the "Property"); and

WHEREAS, the Property is located within the MUR Marina Redevelopment Project Urban Renewal District; and

WHEREAS, on 1999, the Applicant received approval from the Board of Trustees (hereinafter referred to as the "Board") to develop the Property as a restaurant as part of the Modified Marina Redevelopment Project (MMRP") in 1999; and

WHEREAS, such approval allows use of the Property for a ±6,258 square foot restaurant; and

WHEREAS, the Applicant seeks to develop the Property as a 5,500 square foot restaurant (the "Proposed Action"); and

WHEREAS, on July 15, 2016, the Applicant provided a preliminary set of site plans and associated information (the "Application") to the Department of Planning & Economic Development for their review for completeness, per § 345-67D(3) of the Village Code; and

WHEREAS, the Board is advised that the Application is the continuation of the environmental review process began in 1998 and that the Board of Trustees would re-assume their role as Lead Agency under the New York State Environmental Review Act ("SEQRA"); and

WHEREAS, the Department of Planning & Economic Development, Village Engineer, and Building Department reviewed and commented on said site plans; and

WHEREAS, the Applicant submitted a revised set of site plans reflecting comments from the Department of Planning & Economic Development, Village Engineer, and Building Department; and

WHEREAS, per § 345-67D(4) of the Village Code, the Director of Planning & Economic Development must determine if an application complete prior to formal submittal to the Board of Trustees; and

WHEREAS, as detailed in an August 30, 2016 memorandum, the Director of Planning & Economic Development has determined that the Application is complete;

NOW, THEREFORE, be it

RESOLVED, that the Village of Port Chester Board of Trustees acknowledges receipt of the Application as complete; and be it further

RESOLVED, that this matter be also referred to the Port Chester Planning Commission for their study and report; and be it further

RESOLVED, that the Board of Trustees refers the Application to the Waterfront Commission pursuant to §332-6D for review and comment; and be it further

RESOLVED, that this matter be referred to the Westchester County Planning Board and adjoining municipalities, as may be required under the Westchester County Administrative Code, Section 277.61, and/or State General Municipal Law, Sections 239-l, 239-m, and 239-n; and be it finally; and be it finally

RESOLVED, that the Board of Trustees sets a public hearing on the Application on October 3, 2016 at 7:00 P.M. or shortly thereafter at the Village Justice Court Room, 350 North Main Street, Port Chester NY 10573.

Approved as to Form:

_____

Village Attorney, Anthony Cerreto

VILLAGE OF PORT CHESTER
DEPARTMENT OF PLANNING & DEVELOPMENT

222 Grace Church Street, Room 202
Port Chester, NY 10573
(P) 914.937.6780
(F) 914.939.2733

Eric Zamft, AICP, Director
Daniel Messplay, AICP, Planner
Andrea Sherman, Assistant Planner
Constance Phillips, Planning Commission Secretary

To: Board of Trustees
From: Eric Zamft, AICP, Director of Planning & Economic Development
Date: August 30, 2016
Re: G&S Colony Grill Application: Completeness Determination

On July 15, 2016, G&S Port Chester, LLC (the "Applicant") submitted preliminary site plans and related information for a ±5,500-square foot restaurant on the "restaurant pad" adjacent to the Marina parking lot and the Byram River (the "Application"). While the restaurant use has already received approvals during the Modified Marina Redevelopment Project process in 1999, per § 345-67D of the Village Code, a specific site plan approval by the Board of Trustees is necessary. However, prior to the Board's consideration of the Application, per § 345-67D(3) of the Village Code, the Director of Planning & Economic Development must first deem an application complete. This memorandum details that determination for the Application.

Initial Application and Staff Feedback

The original July 15, 2016 submission included the following plans:

Edgewater Group- Architects

C-1	Directory, Drawing Index, Building Location Plan, Locator Map; dated 5/26/2016, last revised 7/22/2016
P-1	Partial Site Plan Showing Lighting/Photometrics, Partial Site Plan, Partial Zoning Map, Partial Tax Map, Adjacent Properties & Owners; dated 5/26/2016, last revised 7/22/2016
P-2	Floor Plan; dated 5/26/2016, last revised 7/22/2016
P-3	Exterior Elevation-Front 1 (Parking Lot Side-Abendroth Avenue), Exterior Elevation-Front 2 (Parking Lot Side-Abendroth Avenue), Exterior Elevation-Right Side; dated 5/26/2016, last revised 7/22/2016
P-4	Exterior Elevation-Rear (Byram River), Exterior Elevation-Left Side, Bracket Profile Detail, Schedule for Proposed Building Materials & Color Scheme, Exterior Light Features; dated 5/26/2016, last revised 7/22/2016

Langan Engineering

CD101	Demolition Plan; dated 7/21/2016
CS101	Site Plan; dated 7/21/2016
CG101	Grading, Drainage and Utility Plan; dated 7/21/2016
CE101	Soil Erosion and Sediment Control Plan; dated 7/21/2016
LP101	Landscape Plan; dated 7/21/2016
LP501	Landscape Details and Notes; dated 7/22/2016
CS501	Details 1; dated 7/21/2016

Richard J. Domato- Land Surveyor
Survey Survey, dated 7/12/2016

Tartaglia Law Group LLC
Coastal Assessment Form ("CAF")
Full Environmental Assessment Form ("FEAF"), Part 1

Upon receipt of these plans, the Department of Planning & Economic Development, Village Engineer, and Building Department provided a number of comments. The Applicant submitted revised site plans dated July 22, 2016, as well as engineering plans. The Applicant also provided a revised copy of the FEAF Part 1 on August 9, 2016 to reflect information requested by Village staff. In addition, per the request of Village staff, on August 9, 2016, the Applicant provided traffic information to supplement the FEAF. On August 9, 2016, the Applicant provided a revised set of site plans. Finally, on August 30, 2016, the Applicant provided a revised CAF.

The Applicant has been in close communication with the Village Engineer to address engineering concerns, especially about the location of the bulkhead tie-backs, located on the site of the proposed restaurant, and the Village Engineer has shared this information with Boswell Engineering for their input. The Applicant has proposed exploratory work to determine where the tie-backs are located and to ensure that the construction of a building in this location will not disrupt the structural integrity of the bulkhead. In addition, the Applicant has provided the following at this time:

- August 25, 2016 Memorandum from Edgewater Group Architects
- August 29, 2016 Preliminary Foundation Plan and Foundation Sections by Edgewater Group Architects

Village staff will continue to work with the Applicant, as they provide additional information. In addition, more detailed information regarding the exploratory work and accompanying foundation plan will be provided during the building permit/construction phases of the project (see § 345-67D(4) of the Village Code).

<u>MUR Marina Redevelopment Project Urban Renewal District Review</u>
Upon receipt of the Applicant's revised plans, Planning Department staff reviewed the application in the context of § 345-67, Marina Redevelopment Project Urban Renewal District.

The project as a whole conforms to the purpose set out in §345-67A, including attracting new businesses, creating employment opportunities, generating additional tax revenues and private investment, developing new commercial uses, preserving and enhancing property values within and in the vicinity of the MUR Zoning District.

The project site is located within Land Use Area 4, land use and development controls for which are set by § 345-67B(1)(e):

Requirement	Proposal	Compliance Determination
[1] Permitted land uses: [a] General and professional offices and uses customarily accessory thereto. [b] Retail and personal services uses, restaurant and customary accessory uses. [c] Parking and loading and open space uses.	Restaurant and customary accessory uses.	Compliant
[2] Permitted development: 80,000 square feet of building floor area.	5,546 square feet of building floor area.	Compliant
[3] Permitted height: three stories; 45 feet.	One story; 24', 9.5"	Compliant

As indicated above, the submitted plans comply with all land use and development controls for this specific Land Use Area.

§345-67B(3) establishes additional development controls for Land Use Area 4, including provision of a continuous waterfront promenade with an average width or 10 feet and an average width of 30 feet from the bulkhead, building setbacks of a minimum of 15 feet from the waterfront, landscaped open areas that are visible to the street, consistency with state fire and building codes including full handicapped access, and uses that are not noxious or a hazard to public health and safety. The proposed restaurant complies with all of these spatial, safety, and use requirements. The Zoning Code also mandates minimum parking space requirements. The parking calculation for this restaurant was included in the original site plan application from 1999, and because the floor area of the restaurant has not changed from what was originally proposed, there is no necessary change to the provided number of parking spaces.

Planning staff also evaluated the restaurant proposal based on the site plan application standards set forth in §345-23. The submitted plans are in compliance with the stated requirements, including general preparation standards, legal data, natural features, and proposed development plans. The submitted plans are also in compliance with §345-23G. Site development standards, including site grading, site drainage, sewage system, utilities, traffic circulation, landscaping, lighting, and signage.

Review of Consistency with Village Plans

The proposed restaurant is consistent with the goals set out by the 2012 Village of Port Chester Comprehensive Plan. The Comprehensive Plan states the need to "Strengthen and expand economic opportunity and the Village's tax base by focusing efforts on retaining and expanding existing businesses and attracting new businesses," "Continue to encourage restaurant development in the downtown," and "Promote the waterfront area as a commercial, recreational and cultural destination." Development of this site for restaurant use would meet all of these goals and would more generally contribute to the economic vitality and waterfront appeal of the Village.

The currently adopted 1992/1999 Village of Port Chester Local Waterfront Revitalization Program ("LWRP") highlights the proposed site area as one of the Village's many underutilized waterfront sites. In Policy 1D, the LWRP calls for redevelopment of the downtown area for commercial, recreational, residential and other compatible uses, and the document further calls for encouragement of economic

growth in this area. Restaurant use at this location is in keeping with these specified goals and objectives of waterfront economic development.

Director of Planning & Economic Development Determination

Based on a full review of all submitted plans and associated application documentation, the Application meets the requirements of the MUR Zoning District and general Village site plan application guidelines and is consistent with the Village's guiding planning documents. Therefore, the Director of the Department of Planning & Economic Determination deems that Application is complete and ready for consideration and review by the Board of Trustees.

DEMOLITION NOTES

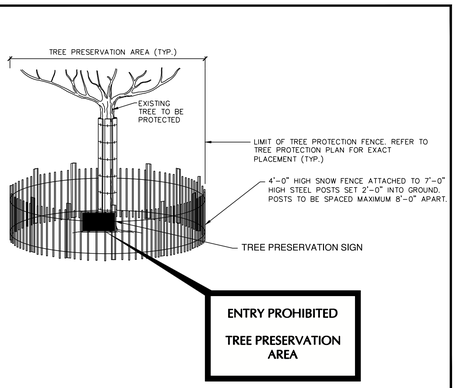
1. BACKFILLING SHALL BE DONE IN ONE FOOT THICK MAXIMUM LOOSE LIFTS. EACH LIFT SHALL BE COMPACTED USING A MINIMUM OF 6 PASSES WITH A 5 TON STATIC DRUM WEIGHT VIBRATORY ROLLER TO OBTAIN A MINIMUM OF 95% OF THE SOIL'S MAXIMUM DENSITY AS DETERMINED BY ASTM D1557, MODIFIED PROCTOR METHOD.
2. THE CONTRACTOR SHALL INSPECT THE SITE THOROUGHLY AND FIELD VERIFY THE LOCATION AND DEPTH OF ALL EXISTING UTILITIES. SOME UNDERGROUND UTILITIES MAY BE LOCATED DIFFERENTLY THAN SHOWN ON THIS PLAN. ALL CONTRACTORS USING THESE PLANS FOR DEMOLITION OR CONSTRUCTION SHALL CONFIRM ALL UTILITIES IN THE FIELD TO ESTABLISH LOCATIONS, SIZES, MATERIALS, AND ELEVATIONS. ANY DISCREPANCIES SHALL IMMEDIATELY BE BROUGHT TO THE ATTENTION OF THE ENGINEER AND THE OWNER. CONTRACTOR SHALL PROTECT AND MAINTAIN UTILITIES AS NOTED.
3. PRIOR TO COMMENCEMENT OF ANY DEMOLITION WORK, THE CONTRACTOR SHALL INSTALL CONSTRUCTION BARRIER AND/OR COVERED WALKWAY AS PRESCRIBED BY NYS BUILDING CODE CHAPTER 33 ALONG THE SITE PERIMETER ADJACENT TO ALL ACTIVE SIDEWALKS, UNLESS OTHERWISE DIRECTED BY CITY BUILDING DEPARTMENT OR CITY ENGINEER.
4. THE CONTRACTOR SHALL THOROUGHLY INSPECT THE SITE TO VERIFY THE EXISTING CONDITIONS DEPICTED ON THE DEMOLITION PLAN. THE CONTRACTOR SHALL NOTIFY THE ENGINEER AND OWNER IMMEDIATELY IF OBSERVED CONDITIONS DIFFER SUBSTANTIALLY FROM THE PLAN.
5. ALL CONSTRUCTION AND DEMOLITION DEBRIS GENERATED BY THIS PROJECT SHALL BE PROPERLY DISPOSED OF AT AN ACCEPTABLE OFF-SITE FACILITY.
6. ALL UTILITIES SCHEDULED TO BE ABANDONED OR REMOVED SHALL BE CUT AND CAPPED AT THE MAIN SERVICE IN THE R.O.W. OR AS OTHERWISE ORDERED BY CITY ENGINEER OR SERVICE PROVIDER.
7. ADJACENT PROPERTIES AND BUILDINGS MUST BE PROTECTED DURING DEMOLITION AND CONSTRUCTION IN ACCORDANCE WITH ANY CITY AND NEW YORK STATE BUILDING CODES.
8. THE CONTRACTOR SHALL REMOVE AND LEGALLY DISPOSE OF ANY AND ALL ABOVE GROUND STRUCTURES AND APPURTANANCES WITHIN THE LIMIT OF DISTURBANCE, WHETHER OR NOT THEY ARE SPECIFICALLY INDICATED ON THIS PLAN. THESE ITEMS INCLUDE, BUT ARE NOT LIMITED TO PAVEMENT, CURBS, CONCRETE PADS, RAMPS, PLATFORMS, CONCRETE WALLS, RAILROAD TIES, ETC.
9. THE EXISTING STRUCTURES SHOULD BE COMPLETELY DEMOLISHED. APPROVED MASONRY AND CONCRETE RUBBLE FREE OF DELETERIOUS MATERIAL MAY BE RECYCLED FOR USE AS CONTROLLED FILL BELOW THE PAVEMENT. THIS MATERIAL SHOULD BE SUITABLY CRUSHED TO FORM A WELL GRADED GRANULAR MIXTURE WITH MAXIMUM AGGREGATE SIZE NOT EXCEEDING 3 INCHES. THE RE-USE OF ANY ON-SITE MATERIAL SHOULD BE COORDINATED WITH ANY ENVIRONMENTAL RE-USE REQUIREMENTS ESTABLISHED FOR THIS SITE.
10. THE EXISTING ASPHALT CAN BE MILLED AND RE-USED AS PAVEMENT SUB-BASE MATERIAL. PER LOCAL AND STATE REQUIREMENTS, THE ASPHALT MUST NOT BE MIXED WITH ANY SITE SOILS TO BE USED AS FILL.
11. EXISTING UTILITIES AND FOUNDATIONS BELOW THE NEW BUILDING FOOTPRINTS MUST BE REMOVED IN ITS ENTIRETY. THE CONTRACTOR'S PROPOSED MEANS AND METHODS FOR ABANDONING EXISTING UTILITIES SHOULD BE SUBMITTED FOR REVIEW AND PRIOR APPROVAL BEFORE PERFORMING WORK.
12. AFTER PAVEMENT REMOVAL AND EXISTING UTILITY ABANDONMENT, THE AREA OF NEW PAVEMENT CONSTRUCTION SHOULD BE BROUGHT TO THE REQUIRED SUBGRADE LEVEL. WHERE EXCAVATION IS REQUIRED, THE AREA SHOULD BE PROOF-ROLLED (AFTER CUTTING TO THE REQUIRED GRADE LEVEL) WITH AT LEAST SIX UNIFORM COVERAGES OF A 5-TON (STATIC DRUM WEIGHT) VIBRATORY ROLLER. SHOULD ANY SOFT OR OTHERWISE UNSUITABLE CONDITIONS BE OBSERVED, THE MATERIAL SHOULD BE REMOVED AND REPLACED WITH APPROVED PROPERLY COMPACTED FILL. IN ADDITION THE SUBGRADE SOIL SHOULD BE COMPACTED TO OBTAIN A MINIMUM OF 95% OF THE SOIL'S MAXIMUM DENSITY AS DETERMINED BY ASTM D1557 MODIFIED PROCTOR METHOD.
13. OFF SITE FILL MATERIAL SHOULD CONSIST OF WELL GRADED SAND AND/OR GRAVEL HAVING NOT MORE THAN 15% BY DRY WEIGHT PASSING THE NO. 200 SIEVE. ALL IMPORTED FILL SHOULD BE FREE OF ORGANICS AND OTHER DELETERIOUS MATERIALS, AND SHOULD HAVE A MAXIMUM PARTICLE SIZE OF NO GREATER THAN 3 INCHES. ANY IMPORTED FILL PROPOSED FOR USE AT THE SITE SHOULD BE FREE OF HAZARDOUS SUBSTANCES AND SHOULD NOT CONTAIN SUBSTANCES IN LEVELS WHICH EXCEED THE MOST RECENT LOCAL AND STATE CRITERIA. THE CONTRACTOR SHOULD PROVIDE DOCUMENTATION OF COMPLIANCE PRIOR TO DELIVERY OF ANY FILL TO THE SITE. GRAIN-SIZE DISTRIBUTION, MAXIMUM DRY DENSITY AND THE OPTIMUM MOISTURE CONTENT DETERMINATIONS SHOULD BE MADE ON RESPECTIVE SAMPLES OF THE BACKFILL MATERIALS PROPOSED BY THE CONTRACTOR.
14. THE CONTRACTOR SHALL FURNISH, INSTALL, TEST AND COMPLETE ALL WORK TO THE SATISFACTION OF THE ENGINEER AND OWNER IN ACCORDANCE WITH THE CONTRACT DOCUMENTS. THE CONTRACTOR IS SOLELY RESPONSIBLE FOR MEANS AND METHODS OF CONSTRUCTION; AS SUCH, THESE PLANS DO NOT COMPLETELY REPRESENT, NOR ARE THEY INTENDED TO REPRESENT, ALL SPECIFIC INSTRUCTIONS REQUIRED FOR SITEWORK CONSTRUCTION. THE CONTRACTOR IS RESPONSIBLE TO CONSTRUCT ALL IMPROVEMENTS DEPICTED ON THESE PLANS IN ACCORDANCE WITH ALL APPLICABLE RULES, REGULATIONS AND LAWS IN EFFECT AT THE TIME OF CONSTRUCTION.
15. THE CONTRACTOR SHALL ACCEPT THE SITE AS IS. THE CONTRACTOR SHALL ASSESS CONDITIONS, AND THE KIND, QUALITY AND QUANTITY OF WORK REQUIRED. THE OWNER AND ENGINEER MAKE NO GUARANTEE IN REGARD TO THE ACCURACY OF ANY INFORMATION THAT WAS OBTAINED DURING INVESTIGATIONS. THE CONTRACTOR SHALL: MAKE A THOROUGH SITE INSPECTION IN ORDER TO FIELD CHECK EXISTING SITE CONDITIONS; CORRELATE CONDITIONS WITH THE DRAWINGS; AND, RESOLVE ANY POSSIBLE CONSTRUCTION CONFLICTS WITH THE OWNER AND ENGINEER PRIOR TO COMMENCEMENT OF WORK. THE CONTRACTOR SHALL PERFORM ADDITIONAL TOPOGRAPHIC SURVEYS HE/SHE DEEMS NECESSARY, PROVIDED THEY ARE COORDINATED WITH THE OWNER. ANY CONDITIONS DETERMINED BY THE CONTRACTOR THAT DIFFER FROM THE INFORMATION SHOWN ON THE DRAWINGS THAT ARE NOT BROUGHT TO THE ATTENTION OF THE OWNER AND ENGINEER PRIOR TO THE START OF WORK SHALL NOT BE CONSIDERED GROUNDS FOR ADDITIONAL PAYMENT OR CHANGES TO THE CONTRACT DURATION, OR ANY OTHER CLAIMS AGAINST THE OWNER OR OWNER'S ENGINEER.
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17. INFORMATION RELATED TO ELEVATIONS AND PROPOSED UTILITIES (SUCH AS ROADWAY GRADES, INVERT ELEVATIONS, RIM ELEVATIONS, GRATE ELEVATIONS, BUILDING FINISHED FLOOR ELEVATIONS, ETC.) MAY BE FOUND IN MORE THAN ONE LOCATION IN THE CONTRACT DOCUMENTS. THE CONTRACTOR SHALL SUFFICIENTLY REVIEW ALL PLANS, PROFILES AND ANY OTHER INFORMATION IN THE CONTRACT DOCUMENTS FOR CONSISTENCY PRIOR TO BID. ANY INCONSISTENCIES OR DISCREPANCIES THAT ARE FOUND BY THE CONTRACTOR OR HIS ASSIGNS SHALL BE IMMEDIATELY BROUGHT TO THE ATTENTION OF THE OWNER AND ENGINEER IN WRITING, IN THE FORMAT OF AN RFI PRIOR TO BID.
18. THERE ARE ADDITIONAL NOTES, SPECIFICATIONS AND REQUIREMENTS CONTAINED THROUGHOUT THE PLAN SET AS WELL AS REFERENCES TO SPECIFICATIONS FROM APPLICABLE GOVERNING AUTHORITIES AND INDUSTRY STANDARDS. IT IS THE CONTRACTOR'S RESPONSIBILITY TO OBTAIN, REVIEW AND ADHERE TO ALL THESE DOCUMENTS.
19. CONTRACTOR IS SPECIFICALLY CAUTIONED THAT ALL CONSTRUCTION STAKEOUT FOR THIS PROJECT MUST BE COMPLETED FROM THE SITE SPECIFIC SURVEY CONTROL (HORIZONTAL AND VERTICAL) UPON WHICH THE DESIGN IS BASED. THE CONTRACTOR SHOULD NOT RELY ON OR RE-ESTABLISH SURVEY CONTROL BY GPS OR OTHER METHODS FOR USE IN CONSTRUCTION STAKEOUT OR ANY OTHER PURPOSE FOR THIS PROJECT. ANY DISCREPANCIES BETWEEN THE EXISTING HORIZONTAL OR VERTICAL DATA SHOWN ON THESE DRAWINGS AND THAT ENCOUNTERED IN THE FIELD MUST BE REPORTED TO THE DESIGN TEAM PRIOR TO CONSTRUCTION FOR RESOLUTION.
20. LIGHT POLES TO BE RELOCATED SHALL BE REMOVED WITHOUT DAMAGE AND REUSED.
21. SIGNS TO BE REMOVED SHALL BE REMOVED WITHOUT DAMAGE AND EITHER REUSED WHERE APPLICABLE OR STORED.

GENERAL NOTES

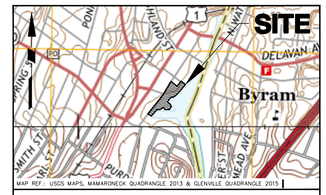
1. EXISTING BOUNDARY AND TOPOGRAPHIC INFORMATION IS BASED ON A PLAN TITLED "SURVEY OF TAX LOT 39 IN BLOCK 1, SECTION 142.31", PREPARED BY RICHARD J. DOMATO, LAND SURVEYOR, DATED JULY 12, 2016.

TREE PROTECTION NOTES

1. ALL EXISTING TREES WITHIN THE LIMITS OF TREE PROTECTION FENCING, SHALL BE PROTECTED THOUGHOUT THE DURATION OF WORK. TREE PROTECTION FENCING SHALL BE INSTALLED AT THE DRIP-LINE OF THE PROTECTED TREE UNLESS CONDITIONS WARRANT THE FENCE TO BE LOCATED WITHIN THE LIMIT OF BRANCHING. THE PROJECT LANDSCAPE ARCHITECT TO APPROVE THE LOCATION OF ALL FENCING PRIOR TO EXCAVATION.
2. TREE PROTECTION PLANKING SHALL BE INSTALLED AROUND ALL EXISTING TREES AS NOTED ON THIS DRAWING. REFER TO DETAIL ON THIS SHEET.
3. TREE PROTECTION FENCING SHALL BE MAINTAINED TO PROTECT TREES AT ALL TIMES. ANY DAMAGED FENCING SHALL BE IMMEDIATELY REPLACED WHEN DAMAGED.
4. IF TREE PROTECTION FENCING NEEDS TO BE MOVED OR BREACHED DUE TO TEMPORARY CONSTRUCTION ACTIVITY WITHIN THE TREE PROTECTION ZONE, THE FENCING WILL BE RESET TO ITS ORIGINAL LOCATION IMMEDIATELY AFTER CONSTRUCTION WITHIN THE TREE PROTECTION ZONE IS COMPLETE.
5. DEMOLITION WORK ADJACENT TO PROTECTED TREES SHALL BE PERFORMED BY NON-MECHANICAL METHODS. CONTRACTOR TO PROTECT ROOT MASS AGAINST DAMAGE DURING EXCAVATION. ANY TREE ROOTS THAT ARE DISTURBED, BROKEN, OR CUT SHALL BE PRUNED BACK WITH CLEAN SHARP TOOLS.
6. ALL EXPOSED TREE ROOTS SHALL BE THOROUGHLY IRRIGATED ON A DAILY BASIS AS DIRECTED BY THE PROJECT LANDSCAPE ARCHITECT.
7. ALL WORK TO BE PERFORMED UNDER THE DIRECT SUPERVISION OF EITHER THE OWNER'S REPRESENTATIVE OR THE PROJECT LANDSCAPE ARCHITECT.



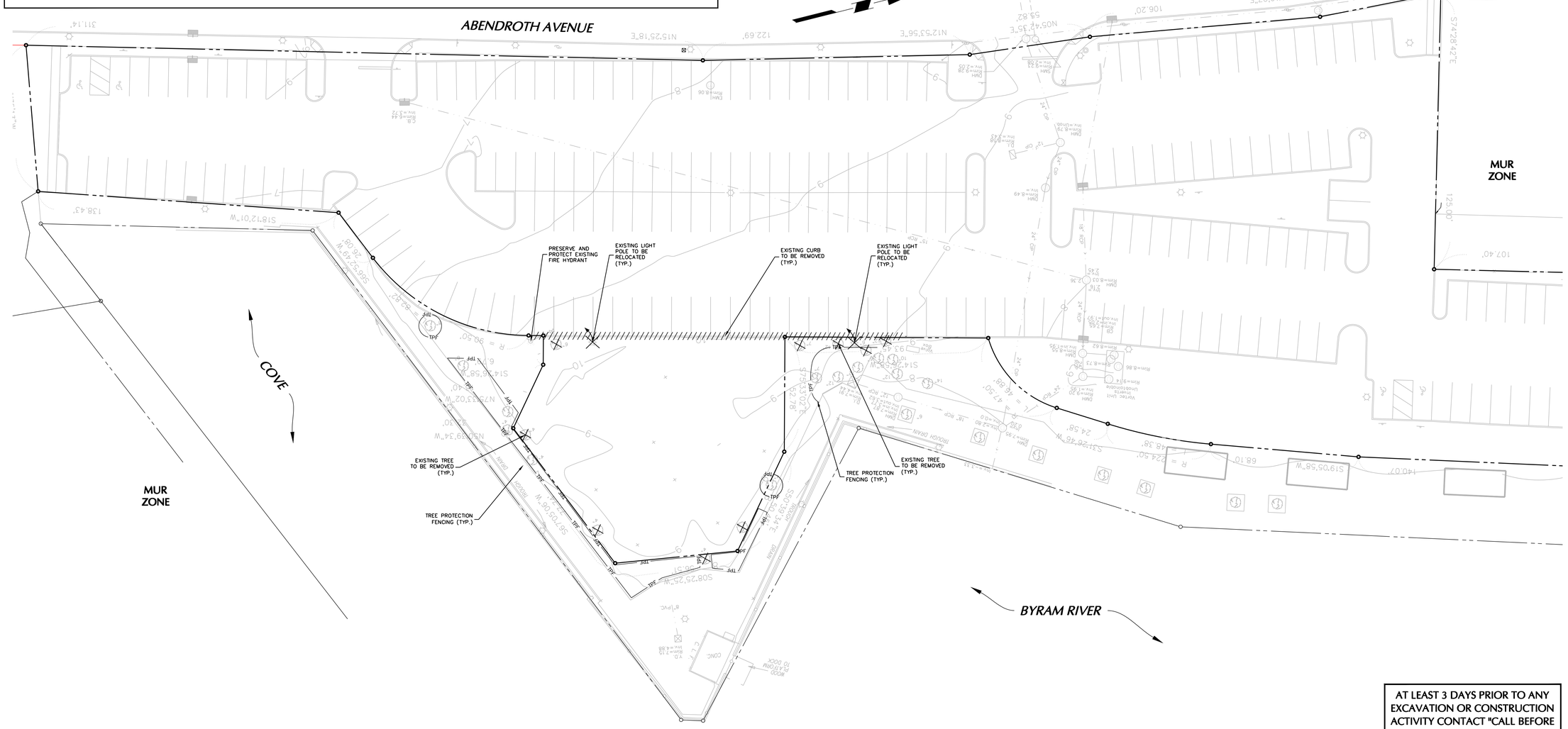
TREE PROTECTION FENCE



PROJECT LOCATION MAP
SCALE: 1" = 1000'

LEGEND

- EXISTING CURB TO REMOVED
- ITEM TO BE REMOVED (TREE, LIGHT POLE, ETC.)
- ITEM TO BE RELOCATED (TREE, LIGHT POLE, ETC.)
- TREE PROTECTION FENCING



AT LEAST 3 DAYS PRIOR TO ANY EXCAVATION OR CONSTRUCTION ACTIVITY CONTACT "CALL BEFORE YOU DIG" 1-(800)-962-7962.

20 0 5 10 20
SCALE IN FEET

WARNING:
IT IS A VIOLATION OF THE NYS EDUCATION LAW ARTICLE 145 FOR ANY PERSON, UNLESS HE IS ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, TO ALTER THIS ITEM IN ANY WAY.

Date	Description	No.

REVISIONS

SIGNATURE DATE SIGNED

LOUIS MASTRIANI
PROFESSIONAL ENGINEER NY Lic. No. 090071

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Langan Engineering and Environmental Services, Inc.
Langan CT, Inc.
Langan International LLC
Collectively known as Langan

Project
PORT CHESTER MARINA RESTAURANT DEVELOPMENT
BLOCK No. 1, LOT No. 39
VILLAGE OF PORT CHESTER
WESTCHESTER COUNTY NEW YORK

Drawing Title
DEMOLITION PLAN

Project No. 190033601	Drawing No. CD101
Date 7/21/2016	
Scale 1" = 20'	
Drawn By DJD / Checked By JCO	
Submission Date	

PROJECT NO. 190033601

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Filename: I:\langan.com\data\PAR\data\190033601\cadd data - 190033601\sheetfiles\190033601-CD101-0101.dwg Date: 8/8/2016 Time: 16:34 User: dduarte Style Table: Langan.stb Layout: CD101

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8. ALL FIRE LANES, FIRE ZONES AND SIGNS TO BE IN ACCORDANCE WITH LOCAL ORDINANCE.
9. ALL IMPROVEMENTS ARE TO BE CONSTRUCTED IN ACCORDANCE WITH THE ADA REGULATIONS.
10. CONTRACTOR SHALL REFER TO ARCHITECTURAL PLANS AND SPECIFICATIONS FOR ACTUAL LOCATIONS OF ALL DOORS, STAIRS, RAMPS, CANOPIES, SIDEWALKS, AND ARCHITECTURAL ELEMENTS AROUND THE BUILDING, AND SHALL COORDINATE INSTALLATION OF THESE ELEMENTS WITH THE SITE LAYOUT PRIOR TO INSTALLATION.

ZONING SUMMARY

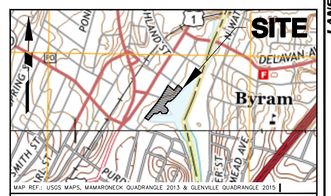
MUR-MARINA REDEVELOPMENT PROJECT
URBAN RENEWAL DISTRICT

ITEM	LANDUSE PARCEL NO. 1 RETAIL A, B, C THEATER LOBBIES & KIOSK		LAND USE PARCEL NO. 2 RETAIL D		LAND USE PARCEL NO. 3 WHOLESALE CLUB, RETAIL G H & SECOND FLOOR THEATER		LAND USE PARCEL NO. 4 RETAIL E, FIREHOUSE RETAILS & RESTAURANT	
	ALLOWED MUR DISTRICT	PROVIDED	ALLOWED MUR DISTRICT	PROVIDED	ALLOWED MUR DISTRICT	PROVIDED	ALLOWED MUR DISTRICT	PROVIDED
USE								
RETAIL, RESTAURANT	YES	-	YES	-	YES	-	YES	
MAXIMUM FLOOR AREA RATIO	-	0.97	-	1.99	-	0.51	-	0.15
MAXIMUM FLOOR AREA RATIO (1 STORY MAXIMUM FLOOR AREA)	-	0.46	-	0.63	-	0.24	-	0.14
MAXIMUM BUILDING FLOOR AREA*	275,000 SF	192,451 SF	40,000 SF	40,000 SF	275,000 SF	253,366 SF	80,000 SF	29,114 SF
MINIMUM LOT SIZE								
AREA	-	6.13 AC	-	0.45 AC	-	12.81 AC	-	3.45 AC
MINIMUM YAR SETBACK FROM WATER	-	-	-	N/A	15'	152'	15'	30'
MAXIMUM HEIGHT OF BUILDING IN FEET	70'	65'	45'	45'	65'	65'	45'	45'

NOTES:
1. PROPOSED RESTAURANT IS LOCATED WITHIN PARCEL 4.

PARKING COMPLIANCE SUMMARY

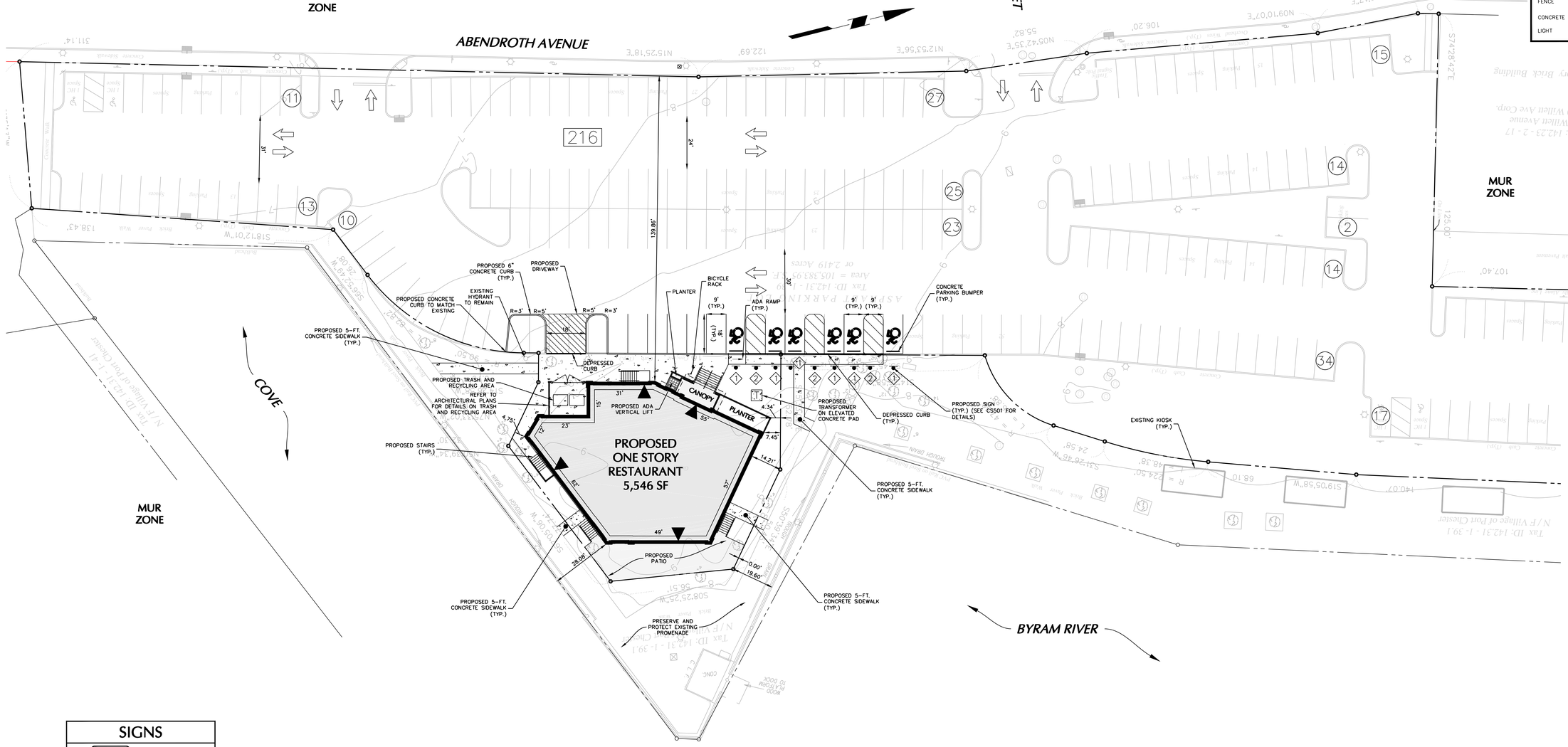
BUILDING	SIZE	GROSS	WEEKDAYS 9:00 AM	WEEKDAYS NOON	WEEKDAYS 6:00 PM	WEEKDAYS 9:00 PM	FRIDAY MIDNIGHT	WEEKENDS 9:00 AM	WEEKENDS NOON	WEEKENDS 6:00 PM	WEEKENDS 9:00 PM
		SUPERMARKET / 1,000SF	0.81	2.51	2.87	2.87	0.00	3.42	3.42	3.42	0.00
		RETAIL SP / 1,000SF	1.36	3.23	2.65	1.97	0.12	1.19	3.97	1.59	0.15
		THEATRE SP / 1,000SF	0.00	0.01	0.21	0.26	0.18	0.00	0.09	0.29	0.20
		RESIDENTIAL / 1,000SF	0.75	0.75	1.00	1.25	1.25	0.50	0.50	1.00	1.25
		BOATING SP / SEAT	0.08	0.08	0.23	0.23	0.02	0.50	0.50	0.23	0.02
SUPERMARKET	70,367	SF	58.5	181.1	207.1	207.1	0.0	246.8	246.8	246.8	0.0
MOVIE THEATRE	3,625	SEATS	0.0	36.3	761.3	942.5	652.5	0.0	326.3	1,051.3	725.0
WHOLESALE CLUB	147,503	SF	200.6	476.4	390.9	290.6	17.7	175.5	585.6	234.5	22.1
RETAIL B1/B2	64,600	SF	86.9	206.3	169.3	125.8	7.7	76.0	256.6	101.6	9.6
RETAIL C	15,370	SF	17.2	40.9	33.5	24.9	1.5	15.1	50.2	20.1	1.9
RETAIL D	48,800	SF	61.2	145.4	119.3	88.7	5.4	52.6	178.7	71.6	6.8
RETAIL E	12,275	SF	16.0	38.1	31.3	23.2	1.4	14.0	46.8	18.8	1.8
RETAIL G	65,000	SF	104.6	248.4	203.8	151.5	9.2	91.5	305.3	122.3	11.5
RETAIL H	40,000	SF	54.4	129.2	106.0	78.8	4.8	47.6	158.8	63.6	6.0
FIREHOUSE / RETAIL	12,949	SF	17.8	42.3	34.7	25.8	1.6	15.6	52.0	20.8	2.0
RESTAURANT	5,546	SF	7.5	17.9	14.7	10.9	0.7	6.6	22.0	8.8	0.8
KIOSKS	1,152	SF	1.6	3.7	3.1	2.3	0.1	1.4	4.6	1.8	0.2
BOAT SLIPS	110	SLIPS	8.8	8.8	25.3	25.3	2.2	55.0	55.0	25.3	2.2
TOTAL			635	1,575	2,100	1,997	705	798	2,289	1,987	790
LESS SHARED PARKING CREDIT			76	189	252	240	85	96	275	238	95
SMALLER OF:											
12% REQUIRED PARKING FOR NON-RESIDENTIAL USES			76	189	252	240	85	96	275	238	95
OR 20% OF REQUIRED PARKING FOR RETAIL USES ONLY			127	315	420	399	141	160	458	397	158
PLUS EXISTING PARKING DEMAND			107	118	88	88	88	56	75	68	68
PLUS FUTURE COMMUTER PARKING DEMAND			132	331	228	27	0	0	0	0	0
NET NUMBER OF PARKING SPACES REQUIRED			798	1,835	2,164	1,873	708	758	2,089	1,817	763
MINIMUM NUMBER OF PARKING SPACES REQUIRED			**2,164**								
NUMBER OF PARKING SPACES PROVIDED			**2,246**								



PROJECT LOCATION MAP
SCALE: 1" = 1000'

LEGEND

	EXISTING	PROPOSED
PROPERTY LINE		
BUILDING LINE		
BUILDING ENTRY		
CURB LINE		
ADA ACCESSIBLE RAMP		
TRAFFIC SIGN		
SIGN DESIGNATION		
PARKING COUNT		65
PARKING COUNT SUB-TOTAL		9
FENCE	OR	
CONCRETE SIDEWALK		
LIGHT		



SIGNS

RESERVED PARKING (VAN ACCESSIBLE)	NO PARKING ANY TIME
12"X18"	12"X18"
1	2

AT LEAST 3 DAYS PRIOR TO ANY EXCAVATION OR CONSTRUCTION ACTIVITY CONTACT "CALL BEFORE YOU DIG" 1-(800)-962-7962.

20 0 5 10 20
SCALE IN FEET

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Date	Description	No.
08/08/16	REVISED PER PLANNING DEPARTMENT COMMENTS	1

REVISIONS

SIGNATURE DATE SIGNED
LOUIS MASTRIANI
PROFESSIONAL ENGINEER NY Lic. No. 090071

LANGAN
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Langan Engineering, Environmental, Surveying and Landscape Architecture, D.P.C.
Langan Engineering and Environmental Services, Inc.
Langan CT, Inc.
Langan International LLC
Collectively known as Langan

Project
PORT CHESTER MARINA RESTAURANT DEVELOPMENT
BLOCK No. 1, LOT No. 39
VILLAGE OF PORT CHESTER
WESTCHESTER COUNTY NEW YORK

Drawing Title
SITE PLAN

Project No. 190033601	Drawing No. CS101
Date 7/21/2016	
Scale 1" = 20'	
Drawn By VP / Checked By JCO	
Submission Date	

PROJECT NO. 190033601

Filename: I:\langan.com\data\PAR\data\190033601\cadd data - 190033601\sheetfiles\190033601-CS101-0101.dwg Date: 8/8/2016 Time: 16:34 User: dduarte Style Table: Langan.stb Layout: CS101
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GRADING, DRAINAGE AND UTILITY NOTES

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2. ONCE EXISTING UTILITIES TO REMAIN ARE LOCATED, ANY POTENTIAL CONFLICTS WITH OTHER UTILITIES, RELOCATED UTILITY POLES, ETC. SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER IMMEDIATELY.
3. THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR ELEVATION OF EXISTING UTILITIES AS SHOWN ON THESE PLANS IS BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES AND, WHERE POSSIBLE, MEASUREMENTS TAKEN IN THE FIELD. THE INFORMATION IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. THE CONTRACTOR MUST CALL ALL THE APPROPRIATE UTILITY COMPANIES HAVING UNDERGROUND UTILITIES ON SITE OR IN RIGHT-OF-WAYS AT LEAST 72 HOURS BEFORE ANY EXCAVATION OR GRADING TO REQUEST EXACT FIELD LOCATION OF UTILITIES. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE ALL EXISTING UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THE PLANS. THE CONTRACTOR SHALL VERIFY ALL EXISTING CONDITIONS, UTILITY LOCATIONS, DEPTHS AND INVERTS PRIOR TO CONSTRUCTION. ANY CONDITIONS FOUND TO DIFFER FROM THOSE SHOWN BY THESE DRAWINGS SHALL BE IMMEDIATELY BROUGHT TO THE ATTENTION OF LANGAN ENGINEERING. CALL BEFORE YOU DIG- 1-800-962-7962.
4. ADJUST ALL EXISTING AND PROPOSED UTILITY FRAMES, GRATES, MANHOLE COVERS, VALVE BOXES, ETC. TO BE FLUSH WITH THE PROPOSED SURFACE ELEVATIONS WITHIN THE LIMITS OF CONSTRUCTION.
5. ALL PROPOSED ON-SITE UTILITIES TO BE INSTALLED UNDERGROUND. ALL TRENCHING, PIPE LAYING, AND BACKFILLING SHALL BE IN ACCORDANCE WITH FEDERAL OSHA REGULATIONS.
6. ALL STORM DRAINAGE PIPES ARE TO BE AS SPECIFIED ON THE PLANS:
   - HIGH-DENSITY POLYETHYLENE PIPE (HDPE): AASHTO M294 TYPE S FOR PIPE AND FITTINGS. MATERIAL SHALL MEET ASTM 01298 TYPE III, CATEGORY 4, GRADE P33, CLASS C, OR ASTM D3350 CELL CLASSIFICATION 324420C. PIPE SHALL BE SURE-LOK 10.8 PIPE MANUFACTURED BY HANCOR, INC. WITH WATERTIGHT JOINTS ACCORDING TO THE REQUIREMENTS OF ASTM D3212 OR APPROVED EQUIVALENT. INSTALLATION SHALL BE IN ACCORDANCE WITH ASTM D2321.
7. ALL DRAINAGE STRUCTURES SHALL BE PRE-CAST.
8. ALL DRAINAGE STRUCTURES AND STORM SEWER PIPES SHALL MEET HEAVY DUTY TRAFFIC (HS20) LOADING AND BE INSTALLED ACCORDINGLY.
9. ALL PROPOSED ROOF LEADERS SHALL BE CONNECTED TO THE STORM SEWER SYSTEM.
10. SITE FILL SHALL CONSIST OF MATERIAL FROM APPROVED ONSITE SOURCES OR APPROVED OFFSITE MATERIAL. THE GEOTECHNICAL ENGINEER WILL REVIEW AND APPROVE ALL MATERIALS.
11. PROOF ROLL ALL CUT AREAS. PLACE AND COMPACT APPROVED FILL MATERIALS IN 12-INCH MAXIMUM LOOSE LIFTS USING AT LEAST 6 PASSES WITH, AT MINIMUM, A 5 TON STATIC DRUM WEIGHT VIBRATORY ROLLER. COMPACT TO AT LEAST 95% OF THE MAXIMUM DRY DENSITY AS DETERMINED BY ASTM D1557.
12. PARKING LOT SUBGRADES SHALL BE FIRM AND NON-YIELDING. SOFT AREAS AND UNSUITABLE MATERIAL SHALL BE REMOVED AND REPLACED WITH APPROVED MATERIALS AND AS DIRECTED BY THE GEOTECHNICAL ENGINEER.
13. PIPE BEDDING MATERIAL SHALL BE AASHTO NO. 67 PROCESSED SAND AND GRAVEL FREE FROM DEBRIS, CLAY LUMPS, ORGANIC, OR OTHER DELETERIOUS MATERIALS, AND COMPLYING WITH THE FOLLOWING GRADATION REQUIREMENTS:

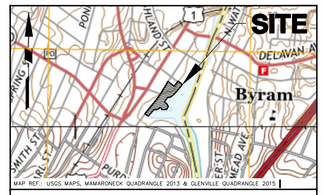
SIEVE SIZE	PERCENT PASSING (BY WEIGHT)
1 INCH	100
¾ INCH	90-100
⅜ INCH	20-55
NO. 4	0-10
NO. 8	0-5

FILL SHALL BE CLEAN, WELL GRADED GRANULAR SOIL WHICH IS NON-EXPANSIVE AND NON-COLLAPSIBLE AND SHALL HAVE LESS THAN 20% BY WEIGHT PASSING THE #200 SIEVE. THE PORTION PASSING THE #200 SIEVE SHALL BE NON-PLASTIC.

13. THE SUBJECT PROPERTY IS LOCATED WITHIN ZONE AE, SPECIAL FLOOD HAZARD AREA SUBJECT TO INUNDATION BY THE 1% ANNUAL CHANCE FLOOD AS PER FIRM FLOOD INSURANCE RATE MAP OF THE TOWNSHIP OF PORT CHESTER, WESTCHESTER COUNTY, NEW YORK, COMMUNITY MAP NUMBER 36119C0293F, PANEL 293 OF 426 – DATED SEPTEMBER 28, 2007.
14. NO TOPSOIL SHALL BE REMOVED FROM THE SITE OR USED AS SPOIL. REMOVED TOPSOIL MUST BE REDISTRIBUTED THROUGHOUT THE SITE AND UTILIZED AS SUCH.
15. ANY STORMWATER FACILITIES SHOWN TO REMAIN SHOULD BE INSPECTED, REPAIRED AND CLEANED AS NECESSARY.
16. THE CONTRACTOR SHALL FURNISH, INSTALL, TEST AND COMPLETE ALL WORK TO THE SATISFACTION OF THE ENGINEER AND OWNER IN ACCORDANCE WITH THE CONTRACT DOCUMENTS. THE CONTRACTOR IS SOLELY RESPONSIBLE FOR MEANS AND METHODS OF CONSTRUCTION; AS SUCH, THESE PLANS DO NOT COMPLETELY REPRESENT, NOR ARE THEY INTENDED TO REPRESENT, ALL SPECIFIC INSTRUCTIONS REQUIRED FOR SITEWORK CONSTRUCTION. THE CONTRACTOR IS RESPONSIBLE TO CONSTRUCT ALL IMPROVEMENTS DEPICTED ON THESE PLANS IN ACCORDANCE WITH ALL APPLICABLE RULES, REGULATIONS AND LAWS IN EFFECT AT THE TIME OF CONSTRUCTION.
17. THE CONTRACTOR SHALL ACCEPT THE SITE AS IS. THE CONTRACTOR SHALL ASSESS CONDITIONS, AND THE KIND, QUALITY AND QUANTITY OF WORK REQUIRED. THE OWNER AND ENGINEER MAKE NO GUARANTEE IN REGARD TO THE ACCURACY OF ANY INFORMATION THAT WAS OBTAINED DURING INVESTIGATIONS. THE CONTRACTOR SHALL: MAKE A THOROUGH SITE INSPECTION IN ORDER TO FIELD CHECK EXISTING SITE CONDITIONS; CORRELATE CONDITIONS WITH THE DRAWINGS; AND, RESOLVE ANY POSSIBLE CONSTRUCTION CONFLICTS WITH THE OWNER AND ENGINEER PRIOR TO COMMENCEMENT OF WORK. THE CONTRACTOR SHALL PERFORM ADDITIONAL TOPOGRAPHIC SURVEYS HE/SHE DEEMS NECESSARY, PROVIDED THEY ARE COORDINATED WITH THE OWNER. ANY CONDITIONS DETERMINED BY THE CONTRACTOR THAT DIFFER FROM THE INFORMATION SHOWN ON THE DRAWINGS THAT ARE NOT BROUGHT TO THE ATTENTION OF THE OWNER AND ENGINEER PRIOR TO THE START OF WORK SHALL NOT BE CONSIDERED GROUNDS FOR ADDITIONAL PAYMENT OR CHANGES TO THE CONTRACT DURATION, OR ANY OTHER CLAIMS AGAINST THE OWNER OR OWNER'S ENGINEER.
18. THE CONTRACTOR SHALL, WHEN HE/SHE DEEMS NECESSARY, PROVIDE A WRITTEN REQUEST FOR INFORMATION (RFI) TO THE OWNER AND/OR OWNER'S DESIGNATED REPRESENTATIVE, AND ENGINEER PRIOR TO THE CONSTRUCTION OF ANY SPECIFIC SITEWORK ITEM. THE (RFI) SHALL BE IN A FORM ACCEPTABLE TO OWNER AND/OR OWNER'S DESIGNATED REPRESENTATIVE, AND ENGINEER AND SHALL ALLOW FOR A MINIMUM OF THREE WORK DAYS FOR A WRITTEN REPLY. RFIS SHALL BE NUMBERED CONSECUTIVELY BY DATE SUBMITTED. THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR SITEWORK ITEMS CONSTRUCTED DIFFERENTLY THAN INTENDED OR AS DEPICTED ON THE PLANS.
19. INFORMATION RELATED TO ELEVATIONS AND PROPOSED UTILITIES (SUCH AS ROADWAY GRADES, INVERT ELEVATIONS, RIM ELEVATIONS, GRATE ELEVATIONS, BUILDING FINISHED FLOOR ELEVATIONS, ETC.) MAY BE FOUND IN MORE THAN ONE LOCATION IN THE CONTRACT DOCUMENTS. THE CONTRACTOR SHALL SUFFICIENTLY REVIEW ALL PLANS, PROFILES AND ANY OTHER INFORMATION IN THE CONTRACT DOCUMENTS FOR CONSISTENCY PRIOR TO BID. ANY INCONSISTENCIES OR DISCREPANCIES THAT ARE FOUND BY THE CONTRACTOR OR HIS ASSIGNS SHALL BE IMMEDIATELY BROUGHT TO THE ATTENTION OF THE OWNER AND ENGINEER IN WRITING, IN THE FORMAT OF AN RFI PRIOR TO BID.
20. THERE ARE ADDITIONAL NOTES, SPECIFICATIONS AND REQUIREMENTS CONTAINED THROUGHOUT THE PLAN SET AS WELL AS REFERENCES TO SPECIFICATIONS FROM APPLICABLE GOVERNING AUTHORITIES AND INDUSTRY STANDARDS. IT IS THE CONTRACTOR'S RESPONSIBILITY TO OBTAIN, REVIEW AND ADHERE TO ALL THESE DOCUMENTS.
21. CONTRACTOR IS SPECIFICALLY CAUTIONED THAT ALL CONSTRUCTION STAKEOUT FOR THIS PROJECT MUST BE COMPLETED FROM THE SITE SPECIFIC SURVEY CONTROL (HORIZONTAL AND VERTICAL) UPON WHICH THE DESIGN IS BASED. THE CONTRACTOR SHOULD NOT RELY ON OR RE-ESTABLISH SURVEY CONTROL BY GPS OR OTHER METHODS FOR USE IN CONSTRUCTION STAKEOUT OR ANY OTHER PURPOSE FOR THIS PROJECT. ANY DISCREPANCIES BETWEEN THE EXISTING HORIZONTAL OR VERTICAL DATA SHOWN ON THESE DRAWINGS AND THAT ENCOUNTERED IN THE FIELD MUST BE REPORTED TO THE DESIGN TEAM PRIOR TO CONSTRUCTION FOR RESOLUTION.
22. ALL DIMENSIONS SHOWN ARE TO CENTERLINE OF PIPE OR FITTINGS.
23. SANITARY SEWER, WATER, GAS AND ELECTRICAL SERVICE TO THE BE COORDINATED WITH THE APPROPRIATE UTILITY COMPANIES.
24. THE CONTRACTOR MUST NOTIFY THE CITY ENGINEERING/DEPARTMENT OF PUBLIC WORKS A MINIMUM OF 48 HOURS PRIOR TO CONSTRUCTION. ALL CONNECTIONS TO CITY FACILITIES SHALL BE COORDINATED WITH AND WITNESSED BY CITY DPW PERSONNEL.
25. CONTRACTOR SHALL BE RESPONSIBLE FOR ALL PAVEMENT REPAIRS REQUIRED FOR UTILITY WORK. REPAIRS SHALL BE MADE PER LOCAL STANDARD DETAILS.
26. THE CONTRACTOR MUST VERIFY THE LOCATION, SIZE, AND SERVICEABILITY OF THE EXISTING WATER AND SANITARY SEWER MAINS PRIOR TO BEGINNING ANY SITE OR BUILDING CONSTRUCTION.
27. ALL SANITARY SEWER LATERALS AND PIPES TO BE DUCTILE IRON PIPE. ALL JOINTS BETWEEN PIPE AND PRECAST MANHOLES SHALL HAVE WATER-TIGHT RUBBER GASKET CONNECTIONS. ALL PIPES AND FITTINGS SHALL COMPLY WITH THE CITY OF YONKERS PUBLIC WORKS DEPARTMENT SPECIFICATIONS. ALL MAINS SHALL BE TESTED FOR LEAKAGE IN ACCORDANCE WITH THE LOW PRESSURE AIR TEST METHOD.
28. WATER DISTRIBUTION PIPING SHALL BE CEMENT LINED CLASS 56 DUCTILE IRON.
29. CONTRACTOR SHALL MAINTAIN A MINIMUM OF 4 FEET OF COVER FOR ALL WATER DISTRIBUTION PIPING.
30. ALL FIRE HYDRANTS SHALL CONFORM TO THE VILLAGE OF PORT CHESTER SPECIFICATIONS.
31. THRUST BLOCKS SHALL BE PROVIDED AT ALL TEES, ELBOWS, PLUGS AND FIRE HYDRANTS.
32. ALL NEW WATER LINES SHALL BE PRESSURE TESTED AND LEAKAGE TESTED IN ACCORDANCE WITH THE LATEST EDITION OF AWWA STANDARD C600, OR THE CITY OF YONKERS REQUIREMENTS, WHICHEVER IS MORE RESTRICTIVE.
33. SANITARY SEWER CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LATEST "RECOMMENDED STANDARDS FOR WASTEWATER FACILITIES" (RSWF), ALSO KNOWN AS "THE TEN STATE STANDARDS". CONSTRUCTION SHALL ALSO BE PER THE CITY OF YONKERS, WESTCHESTER COUNTY, AND NEW YORK STATE REQUIREMENTS.
34. THE LEAKAGE LIMITATION ON THE NEW SANITARY SEWER JOINTS SHALL COMPLY WITH SECTION 33.94 AND SECTION 33.95 FROM RSWF. LEAKAGE EXFILTRATION OR INFILTRATION SHALL NOT EXCEED 100 GALLONS PER INCH OF PIPE DIAMETER PER MILE PER DAY FOR ANY SECTION OF THE SYSTEM. WESTCHESTER COUNTY DEPARTMENT OF HEALTH (WCDOH) SHALL BE NOTIFIED A MINIMUM OF 48 HOURS PRIOR TO PRESSURE TESTING THE NEW SANITARY SEWER SYSTEM.
35. WATER MAINS CROSSING SEWERS SHALL BE LAID TO PROVIDE A MINIMUM VERTICAL DISTANCE OF 18-INCHES AND HORIZONTAL DISTANCE OF 10-FEET BETWEEN THE OUTSIDE OF WATER MAIN AND THE OUTSIDE OF SEWER. IN CASES WHERE THE VERTICAL SEPARATION IS LESS THAN 18-INCHES AND HORIZONTAL IS LESS THAN 10-FEET OR AS OTHERWISE SPECIFIED ON THIS DRAWING OR THE PROFILE SHEETS, STORM OR SANITARY SEWER PIPE SHALL BE ENCASED WITH K-KRETE 5-FT MINIMUM IN EACH DIRECTION OF PIPE RUN AND 6-INCHES MINIMUM AROUND THE PIPE DIAMETER AT ALL CROSSING ONE FULL LENGTH OF WATER PIPE SHALL BE LOCATED SO BOTH JOINTS WILL BE AS FAR FROM THE SEWER AS POSSIBLE.
36. PROPOSED DIP SANITARY SEWER MAINS SHALL HAVE "PUSH-ON" TYPE JOINTS EXCEPT SPUR AND RISERS AS NOTED ON DETAIL SHEET. SANITARY SEWER MAINS SHALL ALSO BE CEMENT LINED CLASS 56 DUCTILE IRON.
37. CONTRACTOR TO OBTAIN A DPW ROAD OPENING PERMIT, FOR WORK WITHIN STREET R.O.W.
38. ALL MATERIALS AND METHODS OF CONSTRUCTION SHALL COMPLY WITH THE STANDARDS AND SPECIFICATIONS OF THE VILLAGE OF PORT CHESTER, THE WESTCHESTER COUNTY DEPARTMENT OF PUBLIC WORKS, THE WESTCHESTER COUNTY HEALTH DEPARTMENT, THE WESTCHESTER COUNTY WATER AUTHORITY AND OTHER GOVERNMENTAL AGENCIES HAVING JURISDICTION, AS APPLICABLE.
39. NO WELLS ARE LOCATED WITHIN 25 FEET OF THE SANITARY SEWER.
40. THE WESTCHESTER COUNTY DEPARTMENT OF HEALTH MUST BE NOTIFIED AT LEAST 48 HOURS IN ADVANCE OF THE PRESSURE AND/OR VACUUM TESTING OF THE SANITARY SEWER.
41. UPON COMPLETION AND PRIOR TO USE OF THE SANITARY SEWER, TWO (2) SETS OF AS-BUILT PLANS AND PRESSURE AND VACUUM TESTING RESULTS WILL BE SUBMITTED ALONG WITH THE DESIGN PROFESSIONAL'S CERTIFICATE OF CONSTRUCTION.

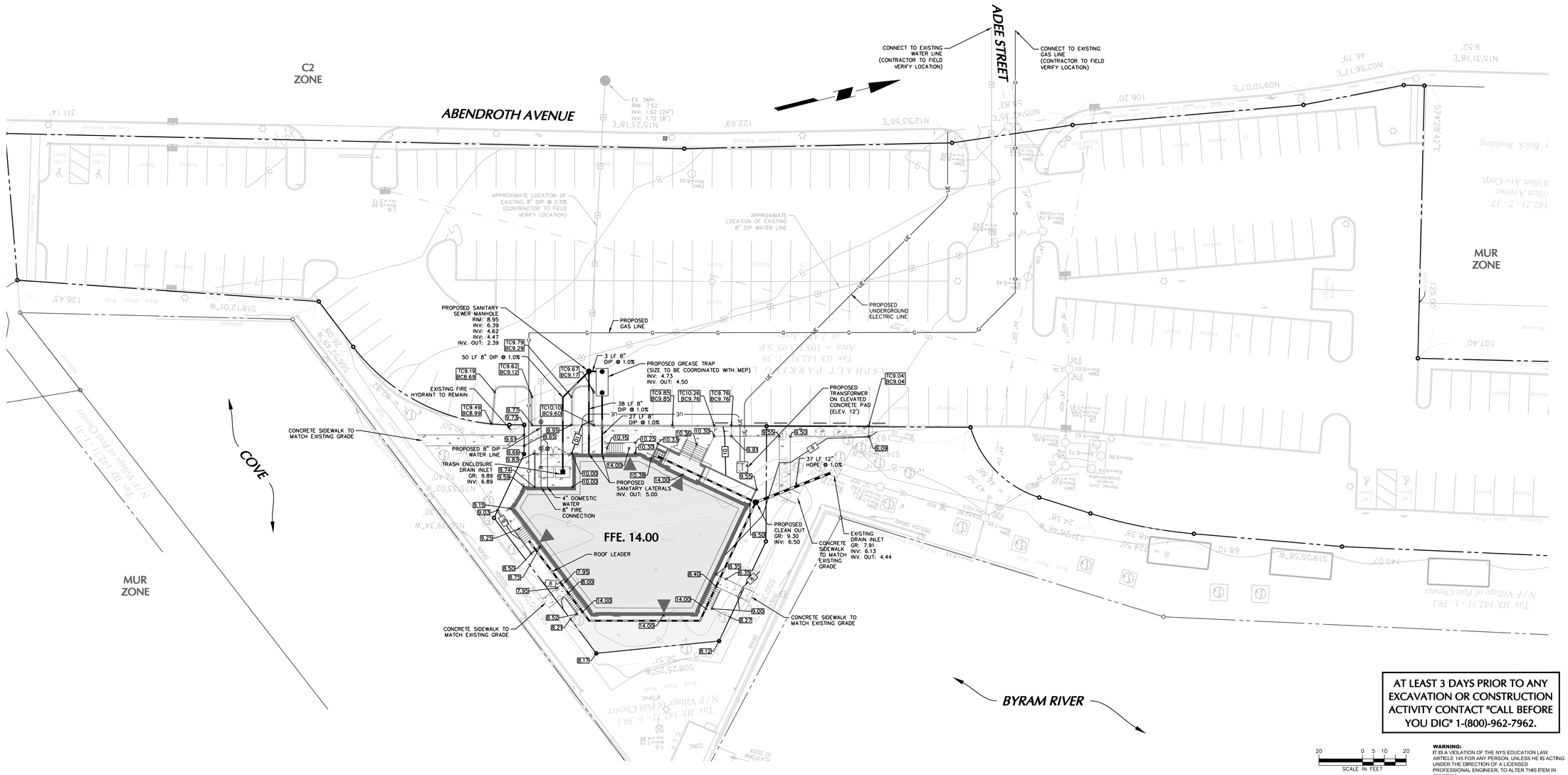
LEGEND

- PROPERTY LINE
- INTERNAL TENTATIVE TAX LOT LINE
- EXISTING WATER MAIN
- EXISTING GATE VALVE
- EXISTING HYDRANT
- EXISTING SIAMESE CONNECTION
- PROPOSED WATER MAIN
- PROPOSED GATE VALVE
- PROPOSED HYDRANT & GATE VALVE
- PROPOSED SIAMESE CONNECTION
- EXISTING SANITARY SEWER
- EXISTING SANITARY MANHOLE
- PROPOSED SANITARY SEWER
- PROPOSED SANITARY MANHOLE
- EXISTING STORM SEWER
- EXISTING STORM MANHOLE
- EXISTING CATCH BASIN
- PROPOSED STORM SEWER
- PROPOSED STORM MANHOLE
- PROPOSED CATCH BASIN
- EXISTING ELECTRIC LINE
- PROPOSED ELECTRIC LINE
- EXISTING TELECOM LINE
- EXISTING GAS LINE
- PROPOSED GAS LINE



MAP REF.: USGS MAPS, MAMARONECK QUADRANGLE 2013 & GLENVILLE QUADRANGLE 2015

PROJECT LOCATION MAP
SCALE: 1" = 1000'



AT LEAST 3 DAYS PRIOR TO ANY EXCAVATION OR CONSTRUCTION ACTIVITY CONTACT "CALL BEFORE YOU DIG" 1-(800)-962-7962.

20 0 5 10 20
SCALE IN FEET

WARNING:
IT IS A VIOLATION OF THE NYS EDUCATION LAW ARTICLE 145 FOR ANY PERSON, UNLESS HE IS ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, TO ALTER THIS ITEM IN ANY WAY.

Date	Description	No.
08/08/16	REVISED PER PLANNING DEPARTMENT COMMENTS	1

REVISIONS

SIGNATURE DATE SIGNED
LOUIS MASTRIANI
PROFESSIONAL ENGINEER NY Lic. No. 090071

LANGAN
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Langan Engineering, Environmental, Surveying and Landscape Architecture, D.P.C.
Langan Engineering and Environmental Services, Inc.
Langan CT, Inc.
Langan International LLC
Collectively known as Langan

Project
PORT CHESTER MARINA RESTAURANT DEVELOPMENT
BLOCK No. 1, LOT No. 39
VILLAGE OF PORT CHESTER
WESTCHESTER COUNTY NEW YORK

Drawing Title
GRADING, DRAINAGE AND UTILITY PLAN

Project No.	190033601
Date	7/21/2016
Scale	1" = 20'
Drawn By	VP
Checked By	JCO
Submission Date	
Drawing No.	CG101

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PROJECT NO. 190033601

GENERAL NOTES

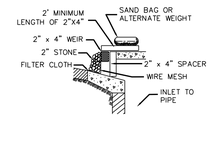
1. EXISTING BOUNDARY AND TOPOGRAPHIC INFORMATION IS BASED ON A PLAN TITLED "SURVEY OF TAX LOT 39 IN BLOCK 1, SECTION 142.31", PREPARED BY RICHARD J. DOMATO, LAND SURVEYOR, DATED JULY 12, 2016.

SOIL EROSION & SEDIMENT CONTROL NOTES

1. CONSTRUCT STABILIZED CONSTRUCTION ENTRANCES WHERE SHOWN ON THE PLAN.
2. INSTALL ALL SOIL EROSION CONTROL MEASURES AS SHOWN PRIOR TO ANY LAND DEVELOPMENT ACTIVITIES. INSTALL SEDIMENT BARRIERS/SWALES/DITCHES/DIKES AT DOWN SLOPE AREAS FROM ALL PROPOSED GRADING OPERATIONS.
3. LAND DISTURBANCE SHALL BE LIMITED TO ONLY THAT AREA NECESSARY FOR DEVELOPMENT. NO MORE THAN FIVE (5) ACRES OF UNPROTECTED SOIL SHALL BE DISTURBED AT ONE TIME WITHOUT NYSDEC CONSENT. PREVIOUS EARTHWORK SHALL BE STABILIZED AS SPECIFIED BEFORE ADDITIONAL AREA IS EXPOSED.
4. INSTALL ANY TEMPORARY SWALES AND INLET PROTECTION.
5. CLEAR EXISTING TREES AND VEGETATION FROM AREAS TO BE EXCAVATED OR FILLED, THEN STRIP AND STOCKPILE TOPSOIL FROM ALL AREAS TO BE DISTURBED. SEED STOCKPILED TOPSOIL WITH TEMPORARY RYEGRASS COVER AS SPECIFIED BELOW (SEE NOTE 8), AND ERECT A SILT FENCE AROUND THE STOCKPILE.
6. INITIAL CONSTRUCTION OF STORM DRAINAGE SYSTEM.
7. PERFORM NECESSARY EXCAVATION OR FILL OPERATIONS TO BRING SITE TO DESIRED SUBGRADE.
8. INSTALL SEDIMENT BARRIERS AROUND ALL STORM DRAIN INLETS AS THEY ARE INSTALLED, OR MODIFY SEDIMENT CONTROL MEASURES INSTALLED IN NOTE 2 ABOVE AND MAINTAIN UNTIL ALL DISTURBED AREAS ARE STABILIZED WITH VEGETATION AND ALL PAVEMENTS ARE PAVED WITH A BASE COURSE.
9. INITIATE INSTALLATION OF UTILITIES, FOUNDATIONS AND BUILDINGS.
10. SEED ALL DISTURBED AREAS WHICH WILL REMAIN UNDISTURBED FOR A PERIOD OF 15 DAYS OR MORE AND WHICH WILL NOT BE UNDER CONSTRUCTION WITHIN 30 DAYS WITH TEMPORARY RYEGRASS COVER, AS FOLLOWS (METHOD OF SEEDING IS OPTIONAL):
    A. LOOSEN SEEDBED BY DISCING TO A 4" DEPTH.
    B. SEED WITH 6 LB. PER ACRE PERENNIAL OR ANNUAL RYEGRASS.
    C. MULCH WITH 100-200 BALES PER ACRE OF BLOWN AND CHOPPED HAY BOUND IN PLACE WITH 2000 LB. PER ACRE CELLULOSE FIBER MULCH, AND WITH AN APPROVED TACKIFIER BINDER.
11. IF CONSTRUCTION IS SUSPENDED OR COMPLETED, ALL DISTURBED AREAS SHALL BE SEEDED AND MULCHED IMMEDIATELY. ALL SLOPES STEEPER THAN ONE ON THREE (v:h) AND PERIMETER TRENCHES AND TRAP EMBANKMENTS SHALL, ON COMPLETION, BE IMMEDIATELY STABILIZED WITH TEMPORARY SEEDING AND MULCHING.
12. INSTALL CURBS, CURBED ISLANDS AND COMPLETE FINAL GRADING OF AREAS TO BE PAVED.
13. AFTER COMPLETION OF SITE CONSTRUCTION, FINE GRADE AND SPREAD TOPSOIL ON ALL LAWN AREAS AND SEED WITH PERMANENT LAWN MIX (SEE LANDSCAPE PLAN AND DETAILS FOR PLANTING INFORMATION).
14. COMPLETION OF ALL SITE AND OFF-SITE IMPROVEMENTS.
15. DURING THE PROGRESS OF CONSTRUCTION, MAINTAIN ALL SEDIMENT TRAPS, BARRIERS, AND FILTERS AS NECESSARY TO PREVENT THEIR BEING CLOGGED UP WITH SEDIMENT.
16. AFTER PAVEMENTS ARE INSTALLED AND PERMANENT VEGETATIVE COVER AND PLANTINGS ARE ESTABLISHED, REMOVE SEDIMENT BARRIERS AND SEED THE DISTURBED AREAS. UPON PERMANENT STABILIZATION THE STORMWATER DETENTION SYSTEMS MUST BE CLEANED OF SEDIMENT AND THEN THE INLETS TO THE WATER QUALITY DEVICES SHOULD BE UNBLOCKED.
17. MAINTAIN ALL SEEDED AND PLANTED AREAS TO INSURE A VIABLE STABILIZED VEGETATIVE COVER.
18. STRUCTURAL MEASURES MUST BE MAINTAINED TO BE EFFECTIVE. IN GENERAL, THESE MEASURES MUST BE PERIODICALLY INSPECTED TO INSURE STRUCTURAL INTEGRITY, TO DETECT VANDALISM DAMAGE, AND FOR CLEANING AND REPAIR WHENEVER NECESSARY.
19. DURING CONSTRUCTION, ALL STRUCTURES SHOULD BE INSPECTED WEEKLY AND AFTER EVERY RAIN. REMOVE ACCUMULATED SEDIMENT AND STOCKPILE AND STABILIZE IN AN AREA NOT SUBJECT TO FURTHER EROSION.
20. AFTER CONSTRUCTION IS COMPLETED, PERMANENT SEDIMENT OR EROSION CONTROL STRUCTURES SHOULD BE INSPECTED AT LEAST SEMIANNUALLY.

SEQUENCE OF CONSTRUCTION

		WEEKS
1.	INSTALL SOIL EROSION AND SEDIMENT CONTROL DEVICES (STABILIZED CONSTRUCTION ENTRANCE, SILT FENCE, INLET PROTECTION, STOCKPILE, ETC.)	-1
2.	CLEAR AND GRUB SITE	-1
3.	CONSTRUCT UTILITIES (INLET PROTECTION TO BE INSTALLED TO ALL NEW CATCH BASINS	-2
4.	CONSTRUCT NEW BUILDING	-12
5.	FINAL GRADE SITE, INSTALL LANDSCAPING	-2
6.	PERMANENT SEED ALL AREAS	-1
7.	REMOVE SOIL EROSION CONTROL DEVICES WHEN SITE IS STABILIZED	-1

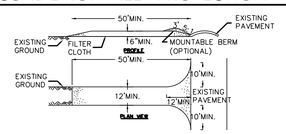


CONSTRUCTION SPECIFICATIONS:

1. FILTER FABRIC SHALL HAVE AN EOS OF 40-85.
2. WOODEN FRAME SHALL BE CONSTRUCTED OF 2" x 4" CONSTRUCTION GRADED LUMBER.
3. WIRE MESH ACROSS THROAT SHALL BE A CONTINUOUS PIECE 30 INCH MINIMUM WIDTH WITH A LENGTH 4 FEET LONGER THAN THE THROAT. IT SHALL BE SHAPED AND SECURELY NAILED TO A 2" x 4" WEIR.
4. THE WEIR SHALL BE SECURELY NAILED TO 2" x 4" SPACERS 9 INCHES LONG SPACED NO MORE THAN 6 FEET APART.
5. THE ASSEMBLY SHALL BE PLACED AGAINST THE INLET AND SECURED BY 2" x 4" ANCHORS 2 FEET LONG EXTENDING ACROSS THE TOP OF THE INLET AND HELD IN PLACE BY SANDBAGS OR ALTERNATE WEIGHTS.
6. MAXIMUM DRAINAGE AREA 1 ACRE.

ADAPTED FROM U.S. DEPARTMENT OF AGRICULTURE, NATURAL RESOURCES CONSERVATION SERVICE, NEW YORK STATE DEPARTMENT OF ENVIRONMENTAL CONSERVATION, AND NEW YORK STATE SOIL & WATER CONSERVATION COMMITTEE

CURB DROP INLET PROTECTION NTS

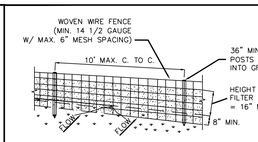


CONSTRUCTION SPECIFICATIONS:

1. STONE SIZE – USE 2" STONE, OR RECLAIMED OR RECYCLED CONCRETE EQUIVALENT.
2. LENGTH – NOT LESS THAN 50 FEET (EXCEPT ON A SINGLE RESIDENCE LOT WHERE A 30 FOOT MINIMUM LENGTH WOULD APPLY).
3. THICKNESS – NOT LESS THAN SIX (6) INCHES.
4. WIDTH – TWELVE (12) FOOT MINIMUM, BUT NOT LESS THAN THE FULL WIDTH AT POINTS WHERE INGRESS OR EGRESS OCCURS. TWENTY-FOUR (24) FOOT IF SINGLE ENTRANCE TO SITE.
5. FILTER CLOTH – WILL BE PLACED OVER THE ENTIRE AREA PRIOR TO PLACING OF STONE.
6. SURFACE WATER – ALL SURFACE WATER FLOWING OR DIVERTED TOWARD CONSTRUCTION ENTRANCES SHALL BE PIPED ACROSS 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. ALL SEDIMENT SPILLED, DROPPED, WASHED OR TRACTED ONTO PUBLIC RIGHTS-OF-WAY MUST BE REMOVED IMMEDIATELY.
8. WHEN WASHING IS REQUIRED, IT SHALL BE DONE ON A 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.

ADAPTED FROM U.S. DEPARTMENT OF AGRICULTURE, NATURAL RESOURCES CONSERVATION SERVICE, NEW YORK STATE DEPARTMENT OF ENVIRONMENTAL CONSERVATION, AND NEW YORK STATE SOIL & WATER CONSERVATION COMMITTEE

STABILIZED CONSTRUCTION ENTRANCE NTS

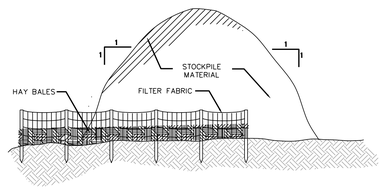


CONSTRUCTION SPECIFICATIONS:

1. WOVEN WIRE FENCE TO 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 TO BE TO BE FASTENED SECURELY TO WOVEN WIRE FENCE WITH TIES SPACED EVERY 24" AT TOP AND MID SECTION. FENCE SHALL BE WOVEN WIRE, 12 1/2 GAUGE, 6" MAXIMUM MESH OPENING.
3. WHEN TWO SECTIONS OF FILTER CLOTH ADJOIN EACH OTHER THEY SHALL BE OVERLAPPED BY SIX INCHES AND FOLDED.
4. FILTER CLOTH SHALL BE EITHER FILTER X, MIRAFI 100X, STABILINKA T140N, OR APPROVED EQUIVALENT.
5. PREFABRICATED UNITS SHALL BE GEOFAB, ENVIROFENCE, OR APPROVED EQUIVALENT.
6. MAINTENANCE SHALL BE PERFORMED AS NEEDED AND MATERIAL REMOVED WHEN "BULGES" DEVELOP IN THE SILT FENCE.

ADAPTED FROM U.S. DEPARTMENT OF AGRICULTURE, NATURAL RESOURCES CONSERVATION SERVICE, NEW YORK STATE DEPARTMENT OF ENVIRONMENTAL CONSERVATION, AND NEW YORK STATE SOIL & WATER CONSERVATION COMMITTEE

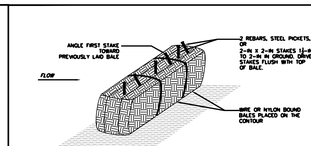
SILT FENCE NTS



NOTES:

1. SEE DETAILS FOR INSTALLATION OF HAY BALES AND FILTER FABRIC.

STOCKPILE DETAIL NTS

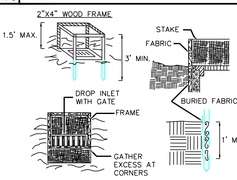


NOTES:

1. BALES SHALL BE PLACED IN ROW WITH ENDS TIGHTLY ABUTTING THE ADJACENT BALES
2. EACH BALE SHALL BE EMBEDDED IN THE SOIL A MINIMUM OF 4-IN.
3. BALES SHALL BE SECURELY ANCHORED IN PLACE BY STAKES OR RE-BARS DRIVEN THROUGH THE BALES. THE FIRST STAKE IN EACH BALE SHALL BE ANGLED TOWARD PREVIOUSLY LAID BALE TO FORCE BALES TOGETHER. STAKES SHALL BE DRIVEN FLUSH WITH THE BALE.
4. INSPECTION SHALL BE FREQUENT AND REPAIR OR REPLACEMENT SHALL BE MADE PROMPTLY AS NEEDED.
5. BALES SHALL BE REMOVED WHEN THEY HAVE SERVED THEIR USEFULNESS SO AS NOT TO BLOCK OR IMPEDE STORM FLOW OR DRAINAGE.

ADAPTED FROM NEW YORK STATE STANDARDS AND SPECIFICATIONS FOR EROSION AND SEDIMENT CONTROL

HAY BALE SEDIMENT BARRIER NTS

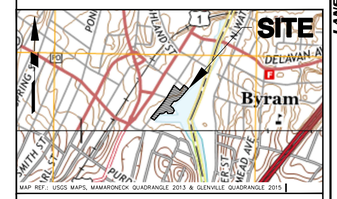


CONSTRUCTION SPECIFICATIONS:

1. FILTER FABRIC SHALL HAVE AN EOS OF 40-85. BURLAP MAY BE USED FOR SHORT TERM APPLICATIONS.
2. CUT FABRIC FROM A CONTINUOUS ROLL TO ELIMINATE JOINTS. IF JOINTS ARE NEEDED THEY WILL BE OVERLAPPED TO THE NEXT STAKE.
3. STAKE MATERIALS WILL BE STANDARD 2" x 4" WOOD OR EQUIVALENT. METAL WITH A MINIMUM LENGTH OF 3 FEET.
4. SPACE STAKES EVENLY AROUND INLET 3 FEET APART AND DRIVE A MINIMUM 18 INCHES DEEP. SPANS GREATER THAN 3 FEET MAY BE BRIDGED WITH THE USE OF WIRE MESH BEHIND THE FILTER FABRIC FOR SUPPORT.
5. FABRIC SHALL BE EMBEDDED 1 FOOT MINIMUM BELOW GROUND AND BACKFILLED. IT SHALL BE SECURELY FASTENED TO THE STAKES AND FRAME.
6. A 2" x 4" WOOD FRAME SHALL BE COMPLETED AROUND THE CREST OF THE FABRIC FOR OVER FLOW STABILITY.
7. MAXIMUM DRAINAGE AREA 1 ACRE.

ADAPTED FROM U.S. DEPARTMENT OF AGRICULTURE, NATURAL RESOURCES CONSERVATION SERVICE, NEW YORK STATE DEPARTMENT OF ENVIRONMENTAL CONSERVATION, AND NEW YORK STATE SOIL & WATER CONSERVATION COMMITTEE

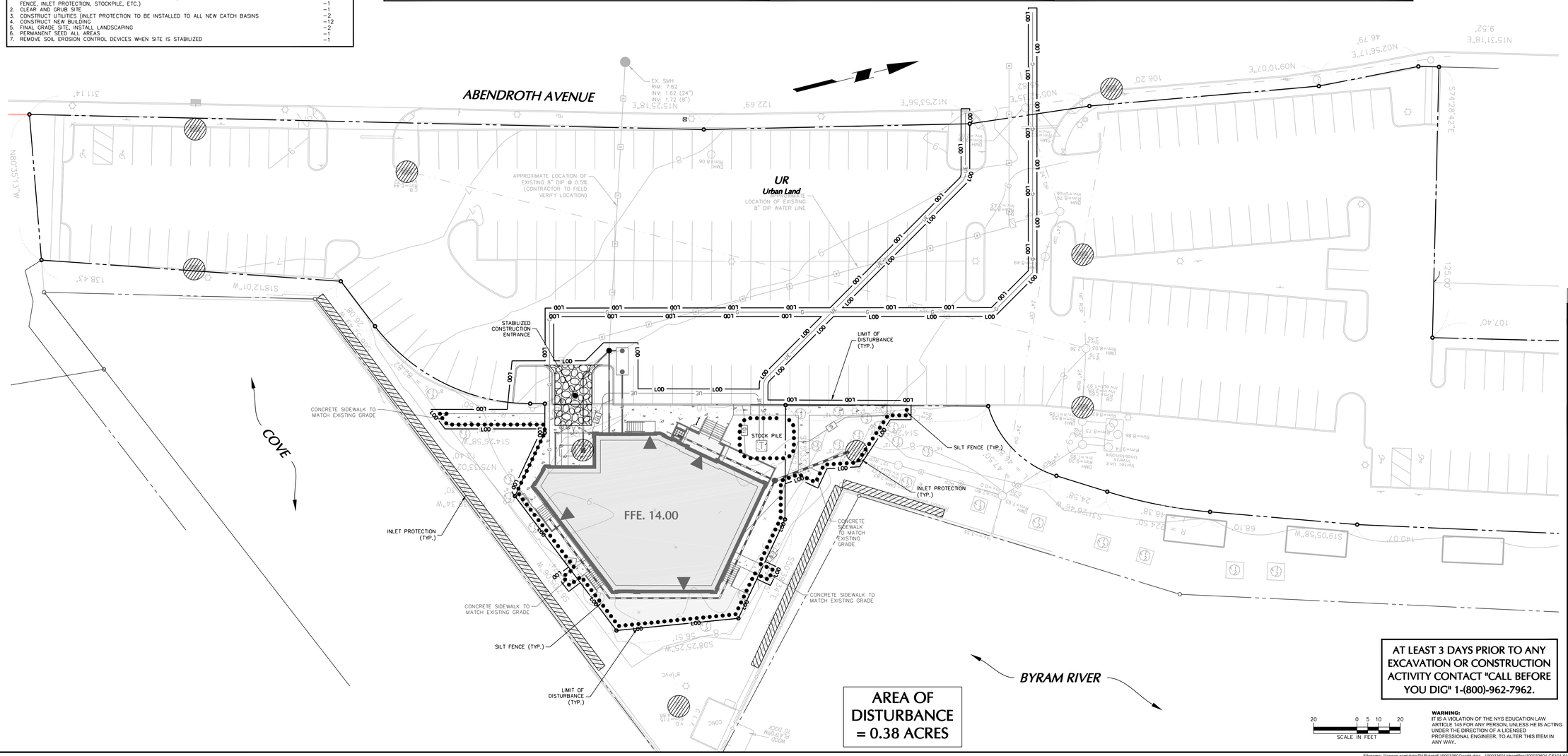
FILTER FABRIC DROP INLET PROTECTION NTS



PROJECT LOCATION MAP
SCALE: 1" = 1000'

LEGEND

LOD	LIMIT OF DISTURBANCE
● ● ● ● ● ● ● ●	SILT FENCE
	INLET PROTECTION
	CONSTRUCTION ENTRANCE



AREA OF DISTURBANCE = 0.38 ACRES

AT LEAST 3 DAYS PRIOR TO ANY EXCAVATION OR CONSTRUCTION ACTIVITY CONTACT "CALL BEFORE YOU DIG" 1-(800)-962-7962.

20 0 5 10 20
SCALE IN FEET

WARNING:
IT IS A VIOLATION OF THE NYS EDUCATION LAW ARTICLE 145 FOR ANY PERSON, UNLESS HE IS ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, TO ALTER THIS ITEM IN ANY WAY.

Date	Description	No.
REVISIONS		

SIGNATURE DATE SIGNED
LOUIS MASTRIANI
PROFESSIONAL ENGINEER NY Lic. No. 090071

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Langan CT, Inc.
Langan International LLC
Collectively known as Langan

Project
PORT CHESTER MARINA RESTAURANT DEVELOPMENT
BLOCK No. 1, LOT No. 39
VILLAGE OF PORT CHESTER
WESTCHESTER COUNTY NEW YORK

Drawing Title
SOIL EROSION AND SEDIMENT CONTROL PLAN

Project No. 190033601	Drawing No. CE101
Date 7/21/2016	
Scale 1" = 20'	
Drawn By DJD / Checked By JCO	
Submission Date	

PROJECT NO. 190033601

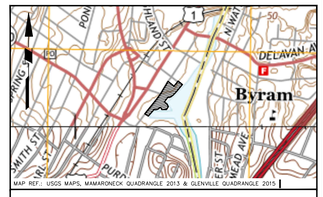
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PLANT SCHEDULE

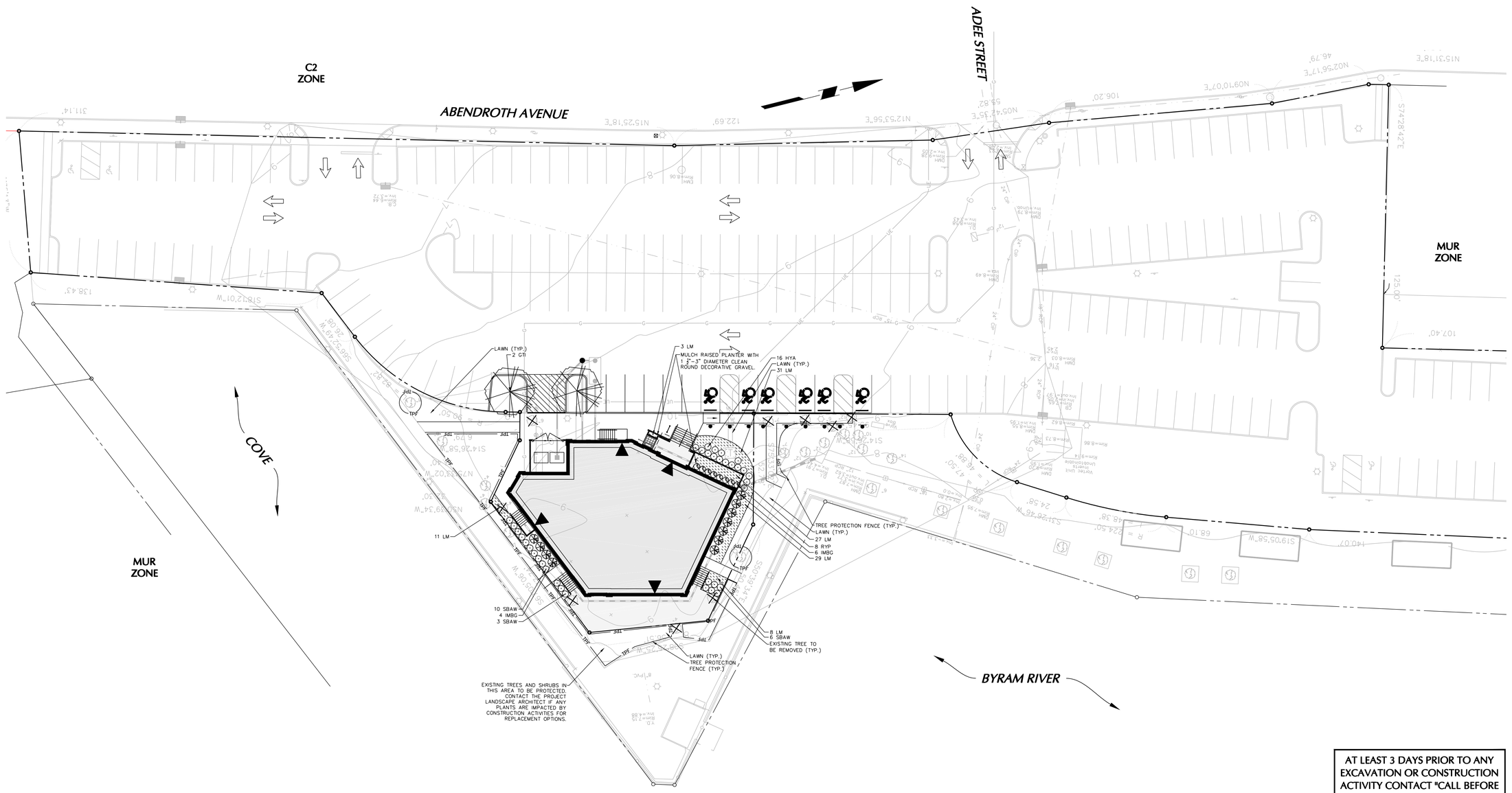
KEY	QTY.	BOTANICAL NAME	COMMON NAME	SIZE	ROOT	REMARKS
SHADE TREE(S)						
GTI	2	GLEDITSIA TRIACANTHOS INERMIS	THORNLESS HONEYLOCUST	2 1/2–3" CAL.	B+B	–
EVERGREEN SHRUB(S)						
IMBG	11	ILEX X MESERVEAE 'BLUE GIRL'	BLUE GIRL HOLLY	24–30"	CONTAINER	–
RYP	8	RHODODENDRON 'YAKU PRINCE'	YAKU PRINCE AZALEA	18–24"	CONTAINER	–
DECIDUOUS SHRUB(S)						
HYA	16	HYDRANGEA ARBORESCENS 'ANNABELLE'	ANNABELLE HYDRANGEA	24–30"	CONTAINER	–
SBAW	19	SPIREA X BUMALDA 'ANTHONY WATERER'	ANTHONY WATERER SPIREA	18–24"	CONTAINER	–
PERENNIAL(S)						
LM	109	LIRIOPE MUSCARI 'BIG BLUE'	BIG BLUE LILYTURF	1 GAL.	CONTAINER	spaced @ 24" o.c.

NOTE: IF ANY DISCREPANCIES OCCUR BETWEEN AMOUNTS SHOWN IN THE PLAN AND THE PLANT LIST, THE PLAN SHALL DICTATE.



MAP REF.: USGS MAPS, MAMARONECK QUADRANGLE 2013 & GLENVILLE QUADRANGLE 2015

PROJECT LOCATION MAP
SCALE: 1" = 1000'



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20 0 5 10 20
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Date	Description	No.

REVISIONS

SIGNATURE MICHAEL SZURA DATE SIGNED
REGISTERED LANDSCAPE ARCHITECT
NY Lic. No. 001901–1

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Project
PORT CHESTER MARINA RESTAURANT DEVELOPMENT
BLOCK No. 1, LOT No. 39
VILLAGE OF PORT CHESTER
WESTCHESTER COUNTY NEW YORK

Drawing Title
LANDSCAPE PLAN

Project No.	Drawing No.
190033601	LP101
Date: 7/21/2016	
Scale: 1" = 20'	
Drawn By: XW / Checked By: MH	
Submission Date	

PROJECT NO. 190033601

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GENERAL LANDSCAPE PLANTING NOTES

1. NAMES OF PLANTS AS DESCRIBED ON THIS PLAN CONFORM TO THOSE GIVEN IN "STANDARDIZED PLANT NAMES", 1942 EDITION, PREPARED BY THE AMERICAN JOINT COMMITTEE ON HORTICULTURAL NOMENCLATURE. NAMES OF PLANT VARIETIES NOT INCLUDED THEREIN CONFORM TO NAMES GENERALLY ACCEPTED IN NURSERY TRADE.

2. STANDARDS FOR TYPE, SPREAD, HEIGHT, ROOT BALL AND QUALITY OF NEW PLANT MATERIAL SHALL BE IN ACCORDANCE WITH GUIDELINES AS SET FORTH IN THE "AMERICAN STANDARD FOR NURSERY STOCK", PUBLISHED BY THE AMERICAN NURSERY AND LANDSCAPE ASSOCIATION. PLANT MATERIAL SHALL HAVE NORMAL HABIT OF GROWTH AND BE HEALTHY, VIGOROUS, AND FREE FROM DISEASES AND INSECT INFESTATION.

3. NEW PLANT MATERIAL SHALL BE NURSERY GROWN UNLESS SPECIFIED OTHERWISE. ALL PLANTS SHALL BE SET PLUMB AND SHALL BEAR THE SAME RELATIONSHIP TO FINISHED GRADE AS THE PLANT'S ORIGINAL GRADE BEFORE DIGGING. PLANT MATERIAL OF THE SAME SPECIES AND SPECIFIED AS THE SAME SIZE SHOULD BE SIMILAR IN SHAPE, COLOR AND HABIT. THE LANDSCAPE ARCHITECT HAS THE RIGHT TO REJECT PLANT MATERIAL THAT DOES NOT CONFORM TO THE TYPICAL OR SPECIFIED HABIT OF THAT SPECIES. ALL TREES SHALL HAVE A STRAIGHT TRUNK AND FULL HEAD AND MEET ALL REQUIREMENTS SPECIFIED. ANY TREE THAT LOSES THE MAIN LEADER SHALL BE REPLACED.

4. THE BACKFILL MIXTURE AND SOIL MIXES TO BE INSTALLED PER THE SPECIFICATIONS.

5. THE CONTRACTOR SHALL BECOME FAMILIAR WITH THE SITE AND SUBGRADE DRAINAGE OR PERCOLATION CHARACTERISTICS, WHETHER THE SUBGRADE SOILS ARE EXISTING TO REMAIN OR IMPORTED AND PLACED. CONTRACTOR TO ENSURE POSITIVE VERTICAL DRAINAGE THROUGHOUT PLANTED AREAS. DISCREPANCIES SHALL BE ADDRESSED WITH THE PROJECT LANDSCAPE ARCHITECT PRIOR TO PURCHASING PLANT MATERIALS.

6. NO PLANT SHALL BE PUT INTO THE GROUND BEFORE FINISH GRADING HAS BEEN COMPLETED AND APPROVED BY THE PROJECT LANDSCAPE ARCHITECT OR PROJECT ENGINEER.

7. ALL PLANT INSTALLATIONS SHALL BE COMPLETED EITHER BETWEEN APRIL 1 – JUNE 15 OR AUGUST 15 – NOVEMBER 1, UNLESS OTHERWISE DIRECTED BY THE PROJECT LANDSCAPE ARCHITECT. SEE LAWN SEEDING DATES IN SEEDING NOTES.

8. ALL FENCE AND GUIDE RAIL INSTALLATIONS SHALL BE COMPLETED PRIOR TO COMMENCEMENT OF ANY LANDSCAPE PLANTING, LAWN AND GRASSES, OR IRRIGATION WORK.

9. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL VERIFY THE LOCATION OF ALL EXISTING UNDERGROUND UTILITY AND SEWER LINES AND SHALL AVOID DAMAGE TO ALL UTILITIES DURING THE COURSE OF CONSTRUCTION. NOTIFY THE PROJECT ENGINEER AND OWNER IMMEDIATELY OF ANY CONFLICTS WITH PROPOSED PLANTING LOCATIONS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE.

10. LOCATIONS OF EXISTING BURIED UTILITY LINES SHOWN ON THE PLANS ARE BASED UPON BEST AVAILABLE INFORMATION AND ARE TO BE CONSIDERED APPROXIMATE. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR 1) TO VERIFY THE LOCATIONS OF UTILITY LINES AND ADJACENT TO THE WORK AREA 2) TO PROTECT OF ALL UTILITY LINES DURING THE CONSTRUCTION PERIOD 3) TO REPAIR ANY AND ALL DAMAGE TO UTILITIES, STRUCTURES, SITE APPURTENANCES, ETC. WHICH OCCURS AS A RESULT OF THE CONSTRUCTION.

11. THE CONTRACTOR SHALL NOT MAKE SUBSTITUTIONS. IF THE SPECIFIED LANDSCAPE MATERIAL IS NOT OBTAINABLE, THE CONTRACTOR SHALL SUBMIT PROOF OF NON-AVAILABILITY TO THE LANDSCAPE ARCHITECT AND OWNER, TOGETHER WITH A WRITTEN PROPOSAL FOR USE OF AN EQUIVALENT MATERIAL.

12. LANDSCAPE CONTRACTOR TO STAKE OUT PLANTING LOCATIONS, FOR REVIEW AND APPROVAL BY THE LANDSCAPE ARCHITECT AND/OR OWNER BEFORE PLANTING WORK BEGINS. THE LANDSCAPE ARCHITECT AND/OR OWNER SHALL DIRECT THE CONTRACTOR IN THE FINAL PLACEMENT OF ALL PLANT MATERIAL AND LOCATION OF PLANTING BEDS TO ENSURE COMPLIANCE WITH DESIGN INTENT UNLESS OTHERWISE INSTRUCTED.

13. ALL MATERIALS ARE SUBJECT TO THE APPROVAL OF THE LANDSCAPE ARCHITECT BEFORE, DURING, AND AFTER INSTALLATION. THE LANDSCAPE ARCHITECT MAY REVIEW PLANT MATERIALS AT THE SITE FOR COMPLIANCE WITH REQUIREMENTS FOR GENUS, SPECIES, VARIETY, SIZE, AND QUALITY. THE LANDSCAPE ARCHITECT RETAINS THE RIGHT TO FURTHER REVIEW PLANT MATERIALS FOR SIZE AND CONDITION OF BALLS AND ROOT SYSTEM, INSECTS, INJURIES, AND LATENT DEFECTS, AND TO REJECT UNSATISFACTORY OR DEFECTIVE MATERIAL AT ANY TIME DURING PROGRESS OF WORK. THE CONTRACTOR SHALL REMOVE REJECTED PLANT MATERIALS IMMEDIATELY FROM PROJECT SITE AS DIRECTED BY THE LANDSCAPE ARCHITECT OR OWNER.

14. ALL PLANT MATERIAL SHALL BE HEALTHY, VIGOROUS, AND FREE OF PESTS AND DISEASE. ANY PLANT MATERIAL WHICH IS DISEASED, DISTRESSED, MISSING, 25% OR MORE DEAD, WHICH DO NOT DEVELOP FROM PLANTING STOCK, THAT APPEAR UNHEALTHY OR UNSIGHTLY AND/OR HAVE LOST THEIR NATURAL SHAPE DUE TO DEAD BRANCHES DEAD, OR REJECTED FOR ANY OTHER REASON (PRIOR TO SUBSTANTIAL COMPLETION) SHALL BE PROMPTLY REMOVED FROM THE SITE AND REPLACED WITH MATERIAL OF THE SAME SPECIES, QUANTITY, AND SIZE AND MEETING ALL PLANT LIST SPECIFICATIONS.

15. CONTRACTOR SHALL BE RESPONSIBLE FOR DELIVERY SCHEDULE AND PROTECTION BETWEEN DELIVERY AND PLANTING PER SPECIFICATIONS TO MAINTAIN HEALTHY PLANT CONDITIONS.

16. DELIVERY, STORAGE, AND HANDLING
   A. PACKAGED MATERIALS: PACKAGED MATERIALS SHALL BE DELIVERED IN CONTAINERS SHOWING WEIGHT, ANALYSIS, AND NAME OF MANUFACTURER. MATERIALS SHALL BE PROTECTED FROM DETERIORATION DURING DELIVERY, AND WHILE STORED AT SITE.
   B. TREES AND SHRUBS: THE CONTRACTOR SHALL PROVIDE TREES AND SHRUBS DUG FOR THE GROWING SEASON FOR WHICH THEY WILL BE PLANTED. DO NOT PRUNE PRIOR TO DELIVERY UNLESS OTHERWISE DIRECTED BY THE LANDSCAPE ARCHITECT. DO NOT BEND OR BIND-TIE TREES OR SHRUBS IN SUCH A MANNER AS TO DAMAGE BARK, BREAK BRANCHES, OR DESTROY NATURAL SHAPE. PROVIDE PROTECTIVE COVERING DURING TRANSIT. DO NOT DROP BALLED AND BURLAPPED STOCK DURING DELIVERY OR HANDLING.
   C. ALL PLANTS SHALL BE BALLED AND BURLAPPED OR CONTAINER GROWN AS SPECIFIED. NO CONTAINER GROWN STOCK WILL BE ACCEPTED IF IT IS ROOT BOUND. ALL ROOTBALL WRAPPING AND BINDING MATERIAL MADE OF SYNTHETICS OR PLASTICS SHALL BE REMOVED FROM THE TOP OF THE BALL AT THE TIME OF PLANTING. IF THE PLANT IS SHIPPED WITH A WIRE BASKET AROUND THE ROOT BALL, THE WIRE BASKET SHALL BE CUT AND FOLDED DOWN 8 INCHES INTO THE PLANTING HOLE. WITH CONTAINER GROWN STOCK, THE CONTAINER SHALL BE REMOVED AND THE ROOT BALL SHALL BE CUT THROUGH THE SURFACE IN TWO LOCATIONS.
   D. THE CONTRACTOR SHALL HAVE TREES AND SHRUBS DELIVERED TO SITE AFTER PREPARATIONS FOR PLANTING HAVE BEEN COMPLETED AND PLANT IMMEDIATELY. IF PLANTING IS DELAYED MORE THAN 6 HOURS AFTER DELIVERY, THE CONTRACTOR SHALL SET TREES AND SHRUBS IN SHADE, PROTECT FROM WEATHER AND MECHANICAL DAMAGE AND KEEP ROOTS MOIST BY COVERING WITH MULCH, BURLAP OR OTHER ACCEPTABLE MEANS OF RETAINING MOISTURE.

17. ALL LANDSCAPED AREAS TO BE CLEARED OF ROCKS, STUMPS, TRASH AND OTHER UNSIGHTLY DEBRIS. ALL FINE GRADED AREAS SHOULD BE HAND RAKED SMOOTH ELIMINATING ANY CLUMPS AND UNEVEN SURFACES PRIOR TO PLANTING OR MULCHING.

18. ALL PLANT MATERIAL SHALL BE INSTALLED AS PER DETAILS, NOTES AND CONTRACT SPECIFICATIONS. THE LANDSCAPE ARCHITECT MAY REVIEW INSTALLATION AND MAINTENANCE PROCEDURES.

19. CONTRACTOR'S GUARANTEE: ALL PLANTINGS AND PLANTING AREAS SHALL BE PERMANENTLY MAINTAINED. NEW PLANT MATERIAL SHALL BE GUARANTEED TO BE ALIVE AND IN VIGOROUS GROWING CONDITION FOR A PERIOD OF TWO YEARS FOLLOWING ACCEPTANCE BY THE OWNER. THE CONTRACTOR SHALL BE RESPONSIBLE FOR FULLY MAINTAINING (INCLUDING BUT NOT LIMITED TO: WATERING, PRUNING, SPRAYING, MULCHING, FERTILIZING, ETC.) ALL OF THE PLANT MATERIALS AND LAWN FOR THE DURATION OF THE GUARANTEED PERIOD. PLANT MATERIAL FOUND TO BE UNHEALTHY, DYING OR DEAD DURING THIS PERIOD, SHALL BE REMOVED AND REPLACED IN KIND BY THE CONTRACTOR AT NO EXPENSE TO THE OWNER.

20. THE CONTRACTOR SHALL KEEP AREA CLEAN DURING DELIVERY AND INSTALLATION OF PLANT MATERIALS. REMOVE AND DISPOSE OF OFF-SITE ANY ACCUMULATED DEBRIS OR UNUSED MATERIALS. REPAIR DAMAGE TO ADJACENT AREAS CAUSED BY LANDSCAPE INSTALLATION OPERATIONS.

21. ALL PLANTS SHALL BE WATERED THOROUGHLY TWCE DURING THE FIRST 24- HOUR PERIOD AFTER PLANTING. ALL PLANTS SHALL THEN BE WATERED WEEKLY OR AS REQUIRED BY SITE AND WEATHER CONDITIONS TO MAINTAIN VIGOROUS AND HEALTHY PLANT GROWTH.

22. AFTER PLANT IS PLACED IN TREE PIT LOCATION, ALL TWINE HOLDING ROOT BALL TOGETHER SHOULD BE COMPLETELY REMOVED AND THE BURLAP SHOULD BE PULLED DOWN SO 1/3 OF THE ROOT BALL IS EXPOSED. SYNTHETIC BURLAP SHOULD BE COMPLETELY REMOVED AFTER INSTALLATION.

23. ALL TREES MUST BE GUYED OR STAKED AS SHOWN IN THE DETAILS.

24. ALL EXPOSED GROUND SURFACES THAT ARE NOT PAVED WITHIN THE CONTRACT LIMIT LINE, AND THAT ARE NOT COVERED BY LANDSCAPE PLANTING OR SEEDING AS SPECIFIED, SHALL BE COVERED BY A NATURAL MULCH FROM A LOCAL SOURCE HARVESTED IN A SUSTAINABLE MANNER THAT WILL PREVENT SOIL EROSION AND THE EMANATION OF DUST. MULCH SHALL BE A FIBROUS SHREDDED HARDWOOD MULCH. MULCH SHOULD NOT BE PILED UP AROUND THE TRUNK OF ANY PLANT MATERIAL. NO MULCH OR TOPSOIL SHOULD BE TOUCHING THE BASE OF THE TRUNK ABOVE THE ROOT COLLAR.

25. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING ALL QUANTITIES SHOWN ON THESE PLANS BEFORE PRICING THE WORK. FOR ANY DISCREPANCIES BETWEEN THE PLANT SCHEDULE AND PLANTING PLAN THE GRAPHIC QUANTITY SHOWN SHALL GOVERN.

26. LANDSCAPE PUNCH LIST SITE VISITS TO BE PERFORMED BY THE PROJECT LANDSCAPE ARCHITECT, IF UNDER CONTRACT FOR SUCH WORK, WILL NOT BE SCHEDULED UNTIL CONFIRMATION IS RECEIVED THAT ALL PROPOSED LANDSCAPE ITEMS HAVE BEEN INSTALLED, OR DEFICIENCIES NOTED IN THE PRIOR PUNCH LIST REPORT HAVE BEEN CORRECTED. THE PUNCH LIST SITE VISIT WILL THEN BE PERFORMED WITHIN 10 BUSINESS DAYS.

PLANTING SOIL SPECIFICATIONS

1. PLANTING SOIL, ALTERNATELY MAY BE REFERRED TO AS TOPSOIL, SHOULD BE FRIABLE, FERTILE, WELL DRAINED, FREE OF DEBRIS, TOXINS, TRASH AND STONES OVER 1/2" DIA., IT SHOULD HAVE A HIGH ORGANIC CONTENT SUITABLE TO SUSTAIN HEALTHY PLANT GROWTH AND SHOULD LOOK AESTHETICALLY PLEASING HAVING NO NOXIOUS ODORS.

2. PLANTING SOIL:

   REUSE SURFACE SOILS STOCKPILED ON SITE, VERIFYING COMPLIANCE WITH PLANTING SOIL AND TOPSOIL CRITERIA IN THIS SPECIFICATION THROUGH TESTING. CLEAN SURFACE SOIL OF ALL ROOTS, PLANTS, SOD, AND GRAVEL OVER 1" IN DIAMETER AND DELETERIOUS MATERIALS. IF ON-SITE SOILS ARE TO BE USED FOR PROPOSED PLANTING, THE CONTRACTOR SHALL DEMONSTRATE, THROUGH SOIL TESTING, THAT ON-SITE SOILS MEET THE SAME CRITERIA AS INDICATED IN NOTES PLANS AND SPECIFICATIONS.

   SUPPLEMENT WITH IMPORTED OR MANUFACTURED TOPSOIL FROM OFF SITE SOURCES WHEN TOPSOIL AND PLANTING SOIL QUANTITIES ARE INSUFFICIENT. OBTAIN SOIL DISPLACED FROM NATURALLY WELL-DRAINED SITES WHERE TOPSOIL OCCURS AT LEAST 4" DEEP. DO NOT OBTAIN FROM AGRICULTURAL LAND, BOGS, MARSHES OR CONTAMINATED SITES.

   CONTRACTOR SHALL TEST SOILS AND FURNISH SAMPLES UPON REQUEST. PACKAGED MATERIALS SHALL BE UNOPENED BAGS OR CONTAINERS, EACH BEARING A NAME, GUARANTEE, AND TRADEMARK OF THE PRODUCER, MATERIAL COMPOSITION, MANUFACTURER'S CERTIFIED ANALYSIS, AND THE WEIGHT OF THE MATERIALS. SOIL OR AMENDMENT MATERIALS SHALL BE STORED ON SITE TEMPORARILY IN STOCKPILES PRIOR TO PLACEMENT AND SHALL BE PROTECTED FROM INTRUSION OF CONTAMINANTS AND EROSION. AFTER MIXING, SOIL MATERIALS SHALL BE COVERED WITH A TARPAULIN UNTIL TIME OF ACTUAL USE.

   ALL PLANTING SOILS SHALL BE SUBMITTED FOR TESTING TO THE STATE COOPERATIVE EXTENSION SERVICE, OR APPROVED EQUAL, PRIOR TO DELIVERY TO THE SITE. CONTRACTOR SHALL FURNISH SOIL SAMPLES AND SOIL TEST RESULTS TO LANDSCAPE ARCHITECT OR OWNER AT A RATE OF ONE SAMPLE PER 500 CUBIC YARDS TO ENSURE CONSISTENCY ACROSS THE TOTAL VOLUME OF PLANTING SOIL REQUIRED. TEST RESULTS SHALL EVALUATE FOR ALL CRITERIA LISTED IN THIS SPECIFICATION. IF TESTING AGENCY DETERMINES THAT THE SOILS ARE DEFICIENT IN ANY MANNER AND MAY BE CORRECTED BY ADDING AMENDMENTS, THE CONTRACTOR SHALL FOLLOW STATED RECOMMENDATIONS FOR SOIL IMPROVEMENT AND FURNISH SUBMITTALS FOR ALL AMENDMENTS PRIOR TO DELIVERY OF SOIL TO THE PROJECT SITE.

   A. THE FOLLOWING TESTING SHOULD BE PERFORMED AND RESULTS GIVEN TO THE LANDSCAPE ARCHITECT FOR APPROVAL BEFORE INSTALLATION:
      a. PARTICLE SIZE ANALYSIS – LOAMY SAND: 70–85% SAND, 15–30% SILT AND CLAY
      b. FERTILITY ANALYSIS: pH (5.5–6.5), SOLUBLE SALTS (LESS THAN 2 MMHO/CM), NITRATE, PHOSPHATE, POTASSIUM, CALCIUM AND MAGNESIUM
      c. ORGANIC MATTER CONTENT: 2.5–5% IN NATIVE SOILS; UP TO 10% IN AMENDED SOILS
      d. TOXIC SUBSTANCE ANALYSIS
      e. MATERIAL DRAINAGE RATE: 60% PASSING IN 2 MINUTES, 40% RETAINED
      f. NOT MORE THAN 1% OF MATERIAL SHALL BE RETAINED BY A #4 SIEVE

3. SOIL AMENDMENT FOR PLANT MATERIAL:
   IF SOIL ORGANIC CONTENT IS INADEQUATE, SOIL SHALL BE AMENDED WITH COMPOST OR ACCEPTABLE, WEED FREE, ORGANIC MATTER. ORGANIC AMENDMENT SHALL BE WELL COMPOSTED, PH RANGE OF 6–8; MOISTURE CONTENT 35–55% BY WEIGHT 100% PASSING THROUGH 1" SIEVE; SOLUBLE SALT CONTENT LESS THAN 0.5 MM HOS/CM; MEETING ALL APPLICABLE ENVIRONMENTAL CRITERIA FOR CLEAN FILL.

   A. ORGANIC MATTER AS A SOIL AMENDMENT: LEAF MOLD WITH 60–90% ORGANIC CONTENT BY WEIGHT. SHREDDED LEAF LITTER, COMPOSTED FOR A MINIMUM OF 1 YR. SHOULD BE FREE OF DEBRIS, STONES OVER 1/2", WOOD CHIPS OVER 1".

   B. SOIL IN BEDS AND PLANTING ISLANDS OTHER THAN BACKFILL MATERIAL AND TOPSOIL, SHOULD BE FRIABLE, WELL DRAINED, AND FREE OF DEBRIS, INCLUDING STONES AND TRASH.

   C. AMENDMENTS FOR BACK FILL IN TREE AND SHRUB PITS:
      a. GROUND LIMESTONE (WITH A MIN. OF 88% OF CALCIUM AND MAGNESIUM CARBONATES) USED PENDING RESULTS OF SOIL ANALYSIS.
         – BRING pH LEVELS TO 5.5 MIN. TO 6.5 FOR NON-ERICACEOUS PLANTS
         – BRING pH LEVELS TO 4.5 MIN. TO 5.5 FOR ERICACEOUS PLANTS
      b. TERRA-SORB BY "PLANT HEALTH CARE" 800-421-9051 (SEE MANUFACTURER RECOMMENDATIONS) USED IN PLANTER BACKFILL MIXTURE WITH TREES AND SHRUBS.
      c. MYCOR-ROOT SAVER BY "PLANT HEALTH CARE" 800-421-9051 (SEE MANUFACTURER RECOMMENDATIONS) USED IN BACKFILL MIXTURE WITH TREES.

4. WHERE PLANTING AREAS ARE PROPOSED FOR FORMER PAVED OR GRAVEL AREAS, BEDS SHALL BE EXCAVATED TO A MINIMUM 30" DEPTH AND, AT A MINIMUM, BE BACKFILLED WITH BOTTOM LAYER OF SANDY LOAM (ORGANIC CONTENT LESS THAN 2%) OVER WHICH TOPSOIL AND PLANTING SOILS WILL BE PLACED AT DEPTHS INDICATED IN PLANS, DETAILS AND NOTES.

5. CLEAN FILL IN LANDSCAPE AREAS:
   LANDSCAPE FILL MATERIAL, BELOW PLANTING SOILS, SHALL HAVE THE PHYSICAL PROPERTIES OF A SANDY LOAM WITH AN ORGANIC CONTENT OF LESS THAN 2% AND A PH BETWEEN 5 – 7.

6. SOIL PLACEMENT:
   A. CONTRACTOR TO PROVIDE SIX INCHES (6") MINIMUM DEPTH PLANTING SOIL LAYER IN LAWN AREAS, TWELVE INCHES (12") MINIMUM DEPTH PLANTING SOIL LAYER IN GROUNDCOVER AND PERENNIAL AREAS, EIGHTEEN INCHES (18") MINIMUM DEPTH PLANTING SOIL LAYER IN SHRUB AREAS, AND THIRTY-SIX INCHES (36") MINIMUM DEPTH PLANTING SOIL LAYER IN TREE PLANTING AREAS.
   B. SCARIFY AND/OR TILL COMPACTED SUBSOILS TO A MINIMUM DEPTH OF 6 INCHES. THOROUGHLY MIX A 6 INCH DEPTH LAYER OF PLANTING SOIL INTO THE SUBSOIL PRIOR TO PLACING PLANTING SOIL AT THE DEPTHS INDICATED ABOVE. PLANTING SOIL SHALL BE PLACED IN 12–18" LIFTS AND WATER THOROUGHLY BEFORE INSTALLING NEXT LIFT. REPEAT UNTIL DEPTHS AND FINISH GRADES HAVE BEEN ACHIEVED. NO SOILS SHALL BE PLACED IN A FROZEN OR MUDDY CONDITION.
   C. PLANTING SOIL PRESENT AT THE SITE, IF ANY, MAY BE USED TO SUPPLEMENT TOTAL AMOUNT REQUIRED. CONTRACTOR TO FURNISH AN ANALYSIS OF ON-SITE PLANTING SOIL UTILIZED IN ALL PLANTING AREAS.

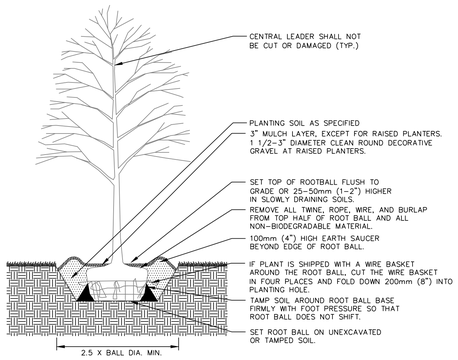
7. SOIL CONDITIONING:
   A. ADJUST pH AND NUTRIENT LEVELS AS REQUIRED TO ENSURE AN ACCEPTABLE GROWING MEDIUM. LOWER pH USING ELEMENTAL SULFUR ONLY. PEAT MOSS OR COPPER SULFATE MAY NOT BE USED. GROUND LIMESTONE AS A SOIL AMENDMENT MATERIAL WILL ONLY BE USED PENDING RESULTS OF SOIL ANALYSIS. PROVIDE WITH MINIMUM 88% CALCIUM AND MAGNESIUM CARBONATES AND SHALL HAVE TOTAL 100% PASSING THE 10 MESH SIEVE, MINIMUM 90% PASSING 20 MESH SIEVE, AND MINIMUM 60% PASSING 100 MESH SIEVE.
   B. ALL DEBRIS EXPOSED FROM EXCAVATION AND CULTIVATION SHALL BE DISPOSED OF AT THE CONTRACTOR'S EXPENSE.
   C. SOIL MODIFICATIONS (PENDING RESULTS OF SOIL ANALYSIS):
      a. THOROUGHLY TILL ORGANIC MATTER (LEAF COMPOST) INTO THE TOP 6 TO 12 IN. OF MOST PLANTING SOILS TO IMPROVE THE SOIL'S ABILITY TO RETAIN WATER AND NUTRIENTS. ALL PRODUCTS SHOULD BE COMPOSTED TO A DARK COLOR AND BE FREE OF PIECES WITH IDENTIFIABLE LEAF OR WOOD STRUCTURE. AVOID MATERIAL WITH A pH HIGHER THAN 7.0. PEAT MOSS MAY NOT BE USED AS ORGANIC MATTER AMENDMENT.
      b. MODIFY HEAVY CLAY OR SILT (MORE THAN 40% CLAY OR SILT) BY ADDING COMPOSTED PINE BARK (UP TO 30% BY VOLUME) AND/OR GYPSUM. COARSE SAND MAY BE USED IF ENOUGH IS ADDED TO BRING THE SAND CONTENT TO MORE THAN 60% OF THE TOTAL MIX. IMPROVE DRAINAGE IN HEAVY SOILS BY PLANTING ON RAISED MOUNDS OR BEDS AND INCLUDING SUBSURFACE DRAINAGE LINES.
      c. MODIFY EXTREMELY SANDY SOILS (MORE THAN 85% SAND) BY ADDING ORGANIC MATTER AND/OR DRY, SHREDDED CLAY LOAM UP TO 30% OF THE TOTAL MIX.

LAWN SEED MIX

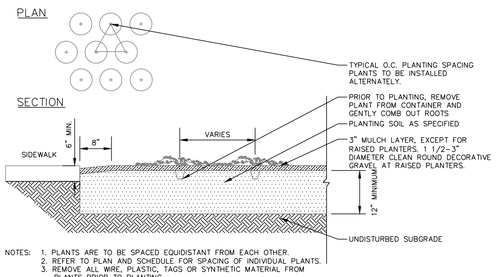
1. PRIOR TO SEEDING, AREA IS TO BE TOPSOILED, FINE GRADED, AND RAKED OF ALL DEBRIS LARGER THAN 1/2" DIAMETER.
2. PRIOR TO SEEDING, CONSULT MANUFACTURER'S RECOMMENDATIONS AND INSTRUCTIONS.
3. SEEDING RATE AT 220 POUNDS PER ACRE:

   20% PERENNIAL RYEGRASS
   20% SPREADING FESCUE
   30% KENTUCKY BLUEGRASS
   30% RED FESCUE

4. SEEDING DATES FOR THIS MIXTURE SHALL BE BETWEEN MARCH 15TH TO MAY 15TH OR AUGUST 15TH TO OCTOBER 30TH.
5. GERMINATION RATES WILL VARY AS TO TIME OF YEAR FOR SOWING. CONTRACTOR TO IRRIGATE SEEDED AREA UNTIL A STAND OF COVER IS ESTABLISHED AND FOUND ACCEPTABLE TO THE OWNER. SEE LAWN WATERING SCHEDULE NOTES.



1 DECIDUOUS TREE PLANTING



NOTES:
1. PLANTS ARE TO BE SPACED EQUIDISTANT FROM EACH OTHER.
2. REFER TO PLAN AND SCHEDULE FOR SPACING OF INDIVIDUAL PLANTS.
3. REMOVE ALL WIRE, PLASTIC, TAGS OR SYNTHETIC MATERIAL FROM PLANTS PRIOR TO PLANTING.

3 GROUNDCOVER/ PERENNIAL PLANTING

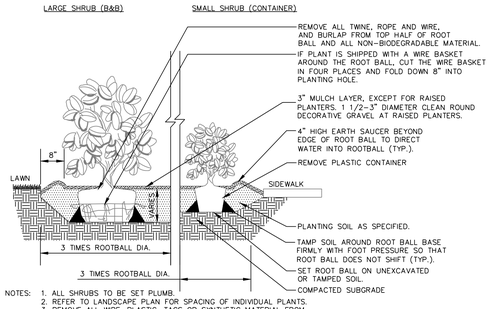
LAWN WATERING SCHEDULE (seed)

THE FOLLOWING WATERING SCHEDULE COVERS ROUGHLY 8 WEEKS TO ESTABLISH A HEALTHY STAND OF GRASS FROM SEED. THE CONTRACTOR SHALL BE OBLIGATED TO ENSURE A HEALTHY STAND OF GRASS AT THE END OF THE MAINTENANCE/BOND PERIOD. ANY BARE OR DEAD AREAS IN THE LAWN SHALL BE PREPARED, RESEEDED AND REESTABLISHED PRIOR TO THE END OF THE MAINTENANCE/BOND PERIOD AND TO THE SATISFACTION OF THE PROJECT LANDSCAPE ARCHITECT AND THE OWNER.

IMPORTANT ASPECTS TO ATTAINING AND SUSTAINING A HEALTHY STAND OF GRASS ARE THE INSTALLATION OF TOPSOIL; SEED BED PREPARATION, ATTAINING OPTIMAL pH FOR THE INTENDED PLANT SPECIES, FERTILIZING, MULCH COVERING, AND SUFFICIENT WATERING PER THESE NOTES AND/OR PROJECT SPECIFICATIONS.

1. SEEDING SHALL BE DONE DURING THE SEASONS SPECIFIED IN THE LAWN SEED MIX NOTES AND/OR PROJECT SPECIFICATIONS.
2. AFTER THE SEEDBED IS PREPARED, SEED IS INSTALLED, AND MULCH IS APPLIED, WATER LIGHTLY TO KEEP THE TOP 2 INCHES OF SOIL CONSISTENTLY MOIST, NOT SATURATED. AT NO TIME SHOULD WATER BE APPLIED TO THE POINT OF RUNOFF OR THE DISPLACEMENT OF SEED.
3. DEPENDING ON SOIL TEMPERATURES, IT MAY TAKE SEVERAL WEEKS FOR GERMINATION TO OCCUR. DIFFERENT SPECIES WITHIN THE MIX GERMINATE AT DIFFERENT TIMES AND THEREFORE CONTRACTOR SHOULD CONTINUE THE LIGHT WATERING, AS DESCRIBED ABOVE, UNTIL THERE IS AT LEAST 2 INCHES OF GROWTH THROUGHOUT.
4. AT THIS POINT, WATERING FREQUENCY MAY BE REDUCED TO EVERY 3 TO 5 DAYS. WATER SHALL BE APPLIED TO WET A 6 INCH MINIMUM SOIL DEPTH TO PROMOTE HEALTHY DEEP ROOTS.
5. BEGIN MOWING ONCE PER WEEK AFTER THE GRASS HAS REACHED 3 INCHES HEIGHT. MOW TO A HEIGHT OF NO LESS THAN 2–½ INCHES. AFTER 2 TO 3 WEEKS OF MOWING, CONTINUE TO WATER TO A 6 INCH MINIMUM SOIL DEPTH AS NECESSARY PER WEATHER CONDITIONS, AND SOIL MOISTURE SENSORS IF APPLICABLE.

2 SHRUB PLANTING



NOTES:
1. ALL SHRUBS TO BE SET PLUMB.
2. REFER TO LANDSCAPE PLAN FOR SPACING OF INDIVIDUAL PLANTS.
3. REMOVE ALL WIRE, PLASTIC, TAGS OR SYNTHETIC MATERIAL FROM PLANTS PRIOR TO PLANTING.

GENERAL NOTE:

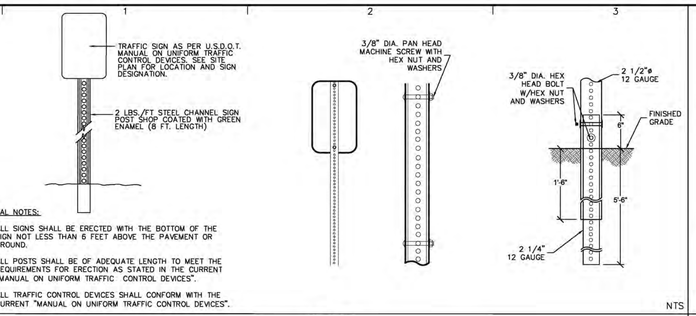
DUE TO GENERAL CONSTRUCTION ACTIVITIES AND ADJACENT SITE COMPACTION REQUIREMENTS, SUBGRADE SOILS WITHIN PROPOSED PLANTING AREAS TEND TO BECOME HIGHLY COMPACTED. IN ORDER TO CREATE A HEALTHY GROWTH MEDIUM TO ALLOW PROPOSED PLANTINGS TO ESTABLISH A VIGOROUS ROOT MASS, THIS SUBGRADE SOIL MUST UNDERGO A RESTORATION PROCESS. IN ADDITION, IMPORTED OR AMENDED EXISTING SOILS SHALL BE MIXED WITH SUBGRADE SOILS WHERE THEY MEET IN ORDER TO CREATE A TRANSITIONAL GRADIENT TO ALLOW FOR PROPER DRAINAGE.

PLANTING SOIL WITHIN AREAS OF CUT OR RAISED GRADE

PLANTING SOIL WITHIN AREAS OF UNCHANGED GRADE

NOTES:

1. CONTRACTOR IS RESPONSIBLE TO SEND SAMPLES OF EXISTING SOILS INTENDED FOR USE IN PLANTING AREAS (1 PER 500 CY.) TO TESTING LABORATORY OR UNIVERSITY COOPERATIVE EXTENSION FOR TEST

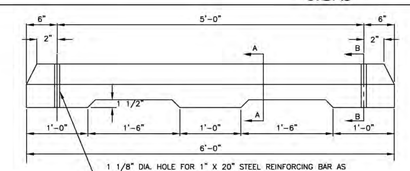


GENERAL NOTES:

1. ALL SIGNS SHALL BE ERECTED WITH THE BOTTOM OF THE SIGN NOT LESS THAN 6 FEET ABOVE THE PAVEMENT OR GROUND.
2. ALL POSTS SHALL BE OF ADEQUATE LENGTH TO MEET THE REQUIREMENTS FOR ERECTION AS STATED IN THE CURRENT "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES".
3. ALL TRAFFIC CONTROL DEVICES SHALL CONFORM WITH THE CURRENT "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES".

NTS

SIGNS

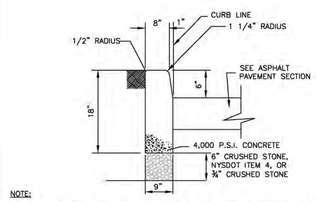


NOTES:

1. TO BE USED WHERE ADJACENT TO CURB OR CURB AND GUTTER.
2. CONCRETE TO BE 4,000 PSI

NTS

CONCRETE SIDEWALK

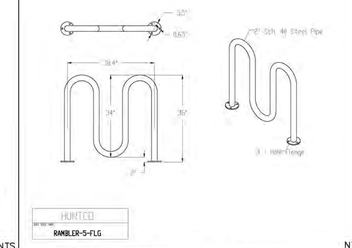


NOTE:

CONCRETE TO TEST 4,000 P.S.I. MINIMUM ON 28 DAY TEST. AIR ENTRAINMENT 4% TO 7%. SLUMP TO BE 3" MAXIMUM. CONCRETE MUST BE STANDARD CONCRETE.

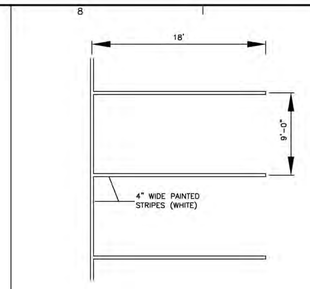
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STANDARD 6" CONCRETE CURB



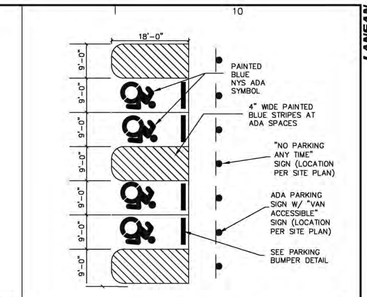
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BICYCLE RACK



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PARKING SPACE STRIPING



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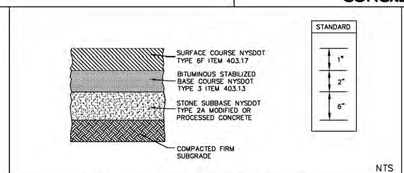
ADA PARKING DETAIL

NOTES:

PARKING BUMPER SHALL BE CLASS "B" AIR ENTRAINED CONCRETE WITH AVERAGE STRENGTH 4500 PSI.

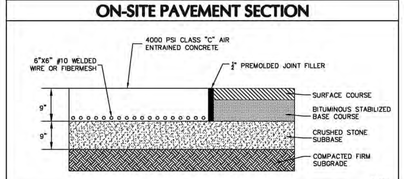
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PARKING BUMPER



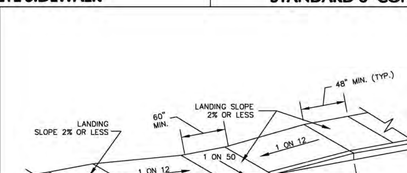
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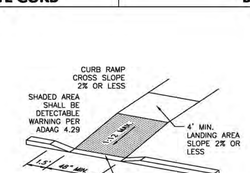
ON-SITE PAVEMENT SECTION



NTS

COMPACTOR PAD



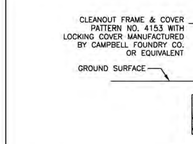


NOTES:

1. CONTRACTOR SHALL REFER TO THE LATEST ADA ACCESSIBILITY GUIDELINES FOR BUILDINGS AND FACILITIES (ADAAG) TO ENSURE THAT DETAILS ARE CURRENT AT THE TIME OF CONSTRUCTION. CONTRACTOR SHALL NOTIFY ENGINEER IF DISCREPANCIES ARE FOUND.
2. CONTRACTOR SHALL VERIFY IF ADDITIONAL REQUIREMENTS OR ACCESSIBILITY REGULATIONS ARE USED BY THE LOCAL MUNICIPALITY BUILDING DEPARTMENT OR CONSTRUCTION DEPARTMENT. IF THOSE REGULATIONS DIFFER FROM ADA, CONTRACTOR SHALL NOTIFY DESIGN ENGINEER PRIOR TO CONSTRUCTION.
4. ALL RAMPS SHALL HAVE A BROOM FINISH IN ACCORDANCE WITH ADA REQUIREMENTS.
5. TRANSITIONS FROM RAMPS TO WALKS, GUTTERS, OR STREETS SHALL BE FLUSH AND FREE OF ABRUPT CHANGES. MAXIMUM SLOPES OF ADJOINING GUTTERS, ROAD SURFACE IMMEDIATELY ADJACENT TO THE CURB RAMP, OR ACCESSIBLE ROUTE SHALL NOT EXCEED 1:20.

NTS

ADA CURB RAMPS

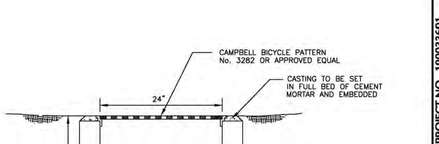


NOTES:

1. THE CONTRACTOR SHALL PROVIDE ALL APPROPRIATE AND NECESSARY FITTING AND ADAPTORS.
2. PROVIDE FOR A CLEAN OUT EVERY 50 FEET AND AT HORIZONTAL AND VERTICAL BENDS.

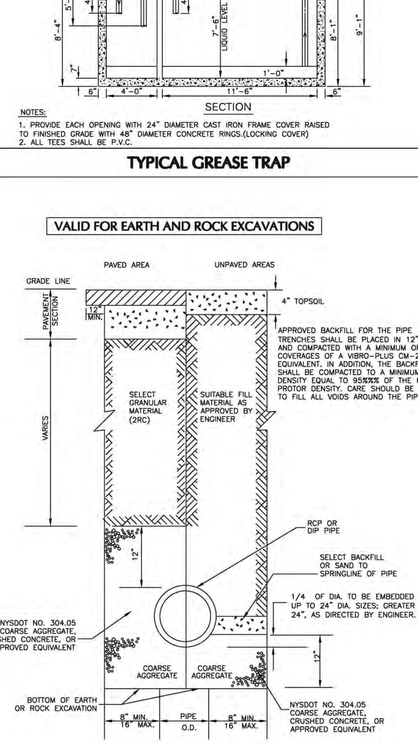
NTS

SANITARY CLEANOUT



NTS

AREA DRAIN

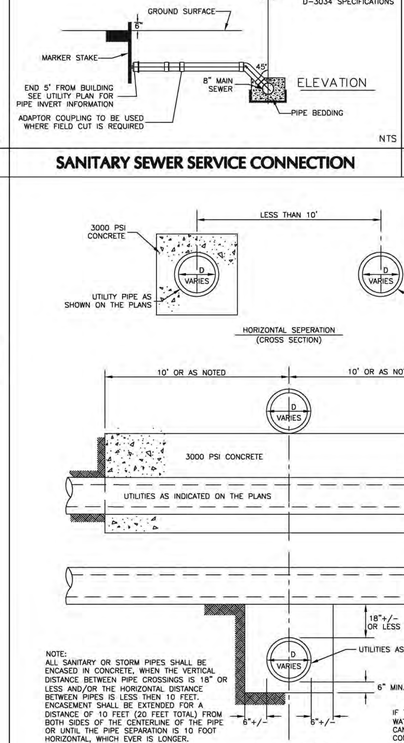


NOTES:

1. PROVIDE EACH OPENING WITH 24" DIAMETER CAST IRON FRAME COVER RAISED TO FINISHED GRADE WITH 48" DIAMETER CONCRETE RINGS.(LOCKING COVER)
2. ALL TEES SHALL BE P.V.C.

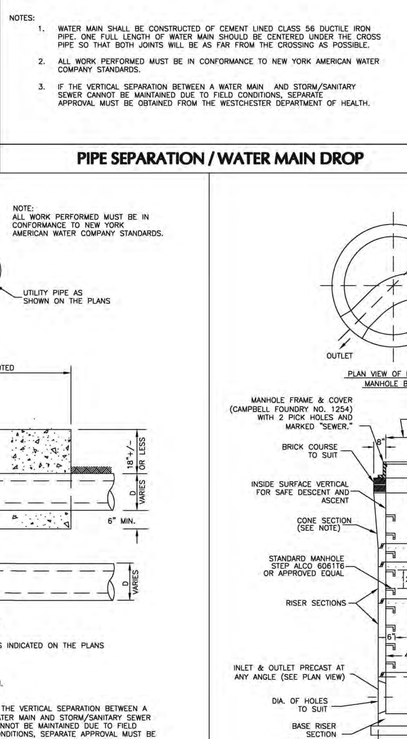
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TYPICAL GREASE TRAP



NTS

SANITARY SEWER SERVICE CONNECTION

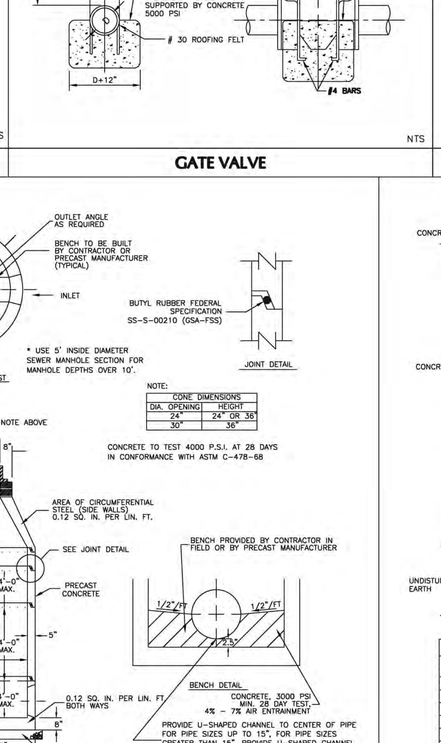


NOTES:

1. WATER MAIN SHALL BE CONSTRUCTED OF CEMENT LINED CLASS 56 DUCTILE IRON PIPE. ONE FULL LENGTH OF WATER MAIN SHOULD BE CENTERED UNDER THE CROSS PIPE SO THAT BOTH JOINTS WILL BE AS FAR FROM THE CROSSING AS POSSIBLE.
2. ALL WORK PERFORMED MUST BE IN CONFORMANCE TO NEW YORK AMERICAN WATER COMPANY STANDARDS.
3. IF THE VERTICAL SEPARATION BETWEEN A WATER MAIN AND STORM/SANITARY SEWER CANNOT BE MAINTAINED DUE TO FIELD CONDITIONS, SEPARATE APPROVAL MUST BE OBTAINED FROM THE WESTCHESTER DEPARTMENT OF HEALTH.

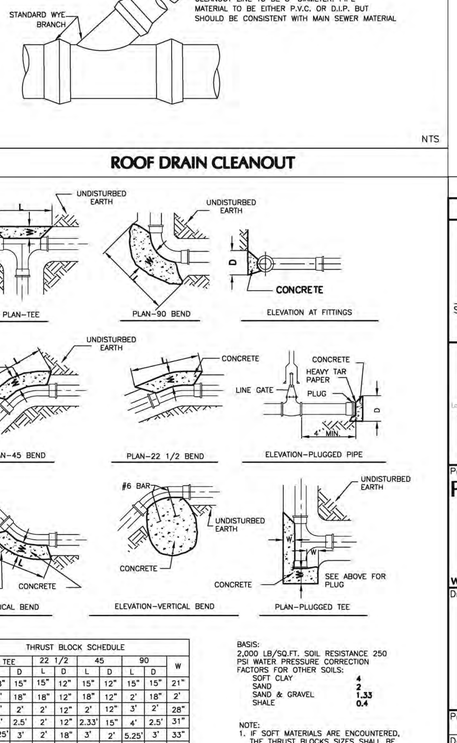
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PIPE SEPARATION / WATER MAIN DROP



NTS

GATE VALVE



NTS

ROOF DRAIN CLEANOUT

NTS

PIPE BEDDING

NTS

PIPE ENCASEMENT

NTS

SANITARY MANHOLE

THRUST BLOCK SCHEDULE

PIPE SIZE	TEE L	TEE D	22 1/2 L	22 1/2 D	45 L	45 D	90 L	90 D	W
6"	18"	15"	15"	12"	15"	12"	15"	15"	21"
8"	2'	18"	18"	12"	18"	12"	2'	18"	2'
12"	3'	2'	2'	12"	2'	12"	3'	2'	28"
16"	4'	2.5'	2'	12"	2.33'	15"	4'	2.5'	31"
20"	5.25'	3'	2'	18"	3'	2'	5.25'	3'	33"
24"	7.5'	3'	3'	18"	4'	2.5'	7.5'	3'	3'

BASIS:
2,000 LB/SQ.FT. SOIL RESISTANCE 250 PSI WATER PRESSURE CORRECTION FACTORS FOR OTHER SOILS:

SOFT CLAY	4
SAND	2
SAND & GRAVEL	1.33
SHALE	0.4

NOTE:
1. IF SOFT MATERIALS ARE ENCOUNTERED, THE THRUST BLOCKS SIZES SHALL BE ADJUSTED ACCORDINGLY.
2. CONCRETE TO BE 5000 PSI.

NTS

THRUST BLOCKS

Date	Description	No.
REVISIONS		

SIGNATURE DATE SIGNED

LOUIS MASTRIANI
PROFESSIONAL ENGINEER NY Lic. No. 090071

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Langan Engineering, Environmental, Surveying and Landscape Architecture, D.P.C. (LA, Langan Engineering, Environmental, Surveying and Landscape Architecture, D.P.C. Langan Engineering and Environmental Services, Inc. Langan DT, Inc. Langan International LLC Collectively known as Langan

Project
PORT CHESTER MARINA RESTAURANT DEVELOPMENT
BLOCK No. 1, LOT No. 39
VILLAGE OF PORT CHESTER
WESTCHESTER COUNTY NEW YORK

Drawing Title
DETAILS I

Project No.	Drawing No.
190033601	CS501
Date: 7/21/2016	
Scale: AS SHOWN	
Drawn By: DJD / Checked By: JCO	
Submission Date	

PROJECT NO. 190033601

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Filename: \\langan.com\data\PAR\data\190033601\cadd data - 190033601\sheetfiles\190033601-CS501-0101.dwg Date: 8/8/2016 Time: 16:45 User: ddueste Style Table: Langan.stb Layout: CS501

Survey of Tax Lot 39 in Block 1, Section 142.31,
as shown on the "Official Tax Assessment Map of the
"Town of Rye, Village of Port Chester"
Situate in the Village of Port Chester, Town of Rye,
Westchester County, New York

Date: July 12, 2016 Scale:1"=30'

Map made to show Topography and Utilities only in area
where shown, for Building Dept. use and design purposes only.

Note. Property is located within an area having a Zone Designation AE by the Secretary of Housing and Urban Development, with a base flood elevation of 12.00' on Flood Insurance Rate Map numbers 36119C0293F with a date of identification of September 28, 2007, for Community Number 360928, in Westchester County, State of New York, which is the current Flood Insurance Rate Map for the community in which said surveyed property is situated.

Table of Parking Spaces

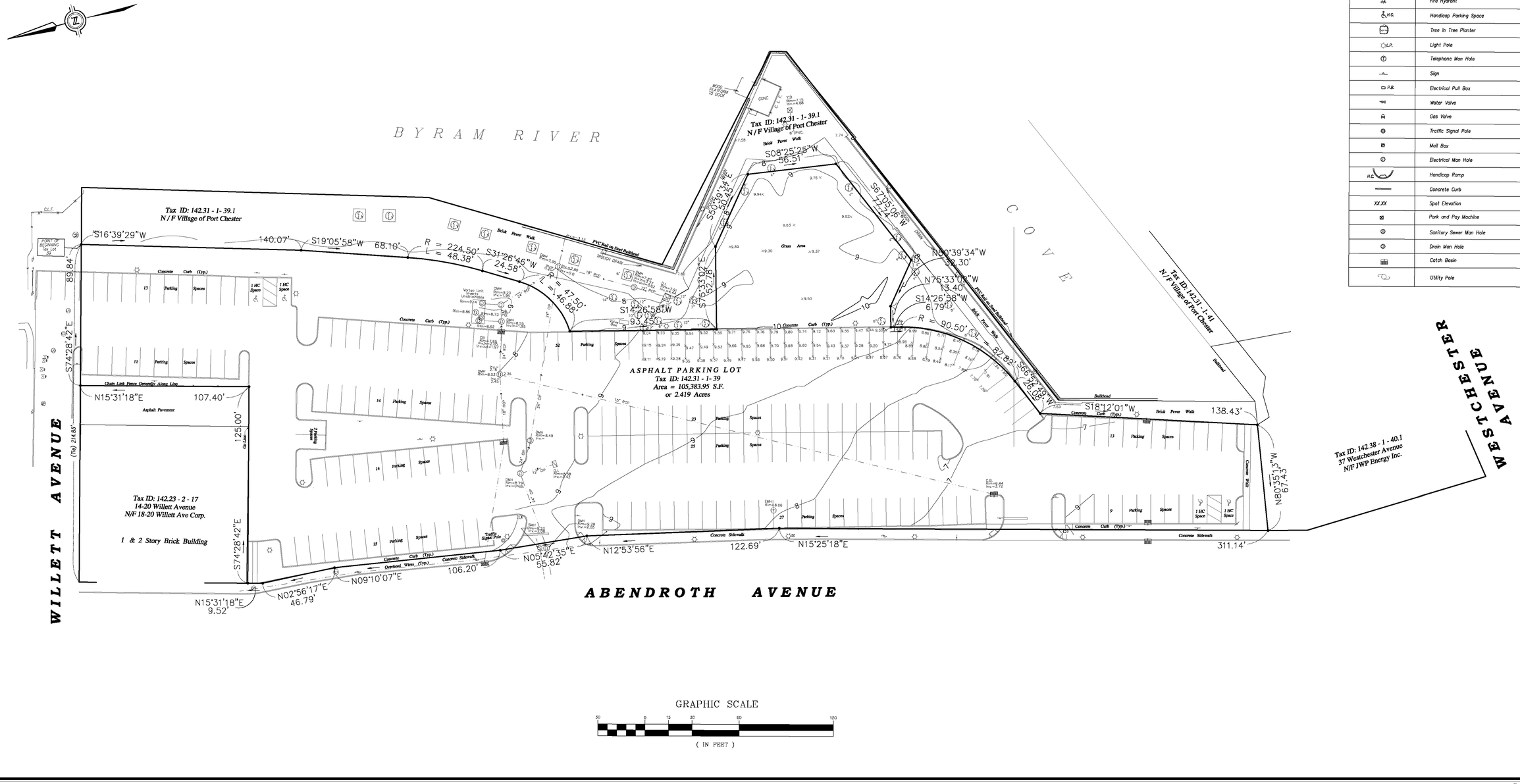
Regular Parking Spaces = 210
Handicap Parking Spaces = 4

RICHARD J. DOMATO
LAND SURVEYOR
Chase Bank Building
22W. First Street-Room 401
Mt. Vernon, N.Y. 10550
(914)667-0565

N.Y.S. Lic. No. 049418

LEGEND

	Fire Hydrant
H.C.	Handicap Parking Space
	Tree In Tree Planter
L.P.	Light Pole
	Telephone Man Hole
	Sign
P.B.	Electrical Pull Box
	Water Valve
	Gas Valve
	Traffic Signal Pole
	Mail Box
	Electrical Man Hole
H.C.	Handicap Ramp
	Concrete Curb
XX.XX	Spot Elevation
	Park and Pay Machine
	Sanitary Sewer Man Hole
	Drain Man Hole
	Catch Basin
	Utility Pole


BYRAM RIVER
Tax ID: 142.31 - 1- 39.1
N / F Village of Port Chester
POINT OF BEGINNING Tax Lot 39
S16°39'29"W
140.07'
S19°05'58"W
68.10'
R = 224.50'
L = 48.38'
S31°26'46"W
24.58'
R = 47.50'
L = 46.85'
S14°26'58"W
93.45'
S74°28'42"E
89.84'
(Tie) 214.85'
Concrete Curb (Typ.)
13 Parking Spaces
1 HC Space
1 HC Space
11 Parking Spaces
Chain Link Fence Generally Along Line
N15°31'18"E
107.40'
Asphalt Pavement
125.00'
On Line
S74°28'42"E
Tax ID: 142.23 - 2 - 17
14-20 Willett Avenue
N/F 18-20 Willett Ave Corp.
1 & 2 Story Brick Building
WILLETT AVENUE
Brick Paver Walk
PVC Rod in Steel Bulkhead
Inlet
DRAIN
Vortec Unit Model No. Underground
Rim=9.64
Rim=8.86
Rim=8.73
Rim=8.62
Rim=8.58
Inv.=Unknown
Inv.=Unknown
Inv.=Unknown

NEW BUILDING FOR COLONY GRILL

G & S PORT CHESTER, LLC

ABENDROTH AVENUE — PORT CHESTER, NY 10573

DIRECTORY

CLIENT / OWNER:

G & S PORT CHESTER, LLC

211 EAST 43rd STREET, 25th FLOOR — NEW YORK, NY 10017
TEL: (212) 286-3300 — FAX: (212) 286-4178

TENANT:

COLONY GRILL

STAMFORD, CT — MILFORD, CT
FAIRFIELD, CT — NORWALK, CT

ARCHITECT:

EDGEWATER GROUP-ARCHITECTS

163 NORTH MAIN STREET-SUITE 202 — P.O. BOX 4750
PORT CHESTER, NY 10573 — GREENWICH, CT 06831
TEL: (914) 937-4226 FAX: (914) 937-4225 — TEL: (203) 531-6870

CIVIL ENGINEER:

LANGAN

300 KIMBALL DRIVE — PARSIPPANY, NJ 07054
TEL: (973) 560-4900 — FAX: (973) 560-4901

SURVEYOR:

RICHARD J. DOMATO - LAND SURVEYOR

22 WEST FIRST STREET - ROOM 401 — MOUNT VERNON, NY 10550
TEL: (914) 667-0565 — FAX: (914) 667-0565

ATTORNEY:

TARTAGLIA LAW GROUP, LLC

800 WESTCHESTER AVENUE — RYE BROOK, NY 10573
TEL: (914) 481-1880 — FAX: (914) 481-1880

DRAWING INDEX

ARCHITECTURAL

C-1 DIRECTORY, DRAWING INDEX, BUILDING LOCATION PLAN, LOCATOR MAP
P-1 PARTIAL SITE PLAN, PARTIAL SITE PLAN - SHOWING LIGHTING & PHOTOMETRICS, ADJACENT PROPERTIES & OWNERS, PARTIAL ZONING MAP, PARTIAL TAX MAP
P-2 FLOOR PLAN
P-3 EXTERIOR ELEVATION FRONT 1 (PARKING LOT SIDE - ABENDROTH AVENUE)
EXTERIOR ELEVATION FRONT 2 (PARKING LOT SIDE - ABENDROTH AVENUE)
EXTERIOR ELEVATION - RIGHT SIDE
P-4 EXTERIOR ELEVATION - REAR (BYRAM RIVER)
EXTERIOR ELEVATION - LEFT SIDE
BRACKET PROFILE DETAIL
SCHEDULE FOR PROPOSED BUILDING MATERIALS & COLOR SCHEME
EXTERIOR BUILDING & SIGNAGE LIGHTING

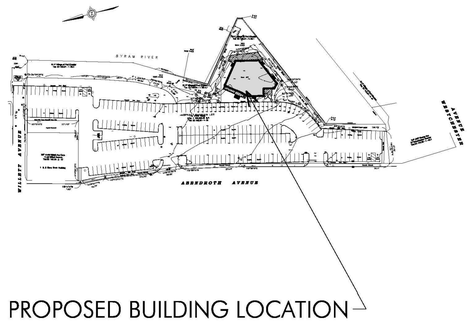
CIVIL ENGINEERING:

CD 101 DEMOLITION PLAN
CS 101 SITE PLAN
CG 101 GRADING, DRAINAGE & UTILITY PLAN
CE 101 SOIL EROSION & SEDIMENT CONTROL PLAN
LP 101 LANDSCAPE PLAN
LP 501 LANDSCAPE DETAILS & NOTES
CS 501 DETAILS 1

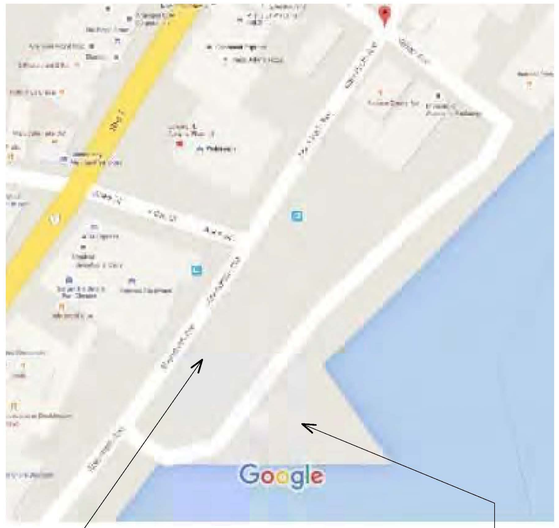
SURVEYOR:

- SURVEY OF TAX LOT 39 IN BLOCK 1, SECTION 142.31

BUILDING LOCATOR PLAN



LOCATOR MAP



7/22/16 SITE PLAN ISSUE
7/15/16 PRELIMINARY SITE PLAN ISSUE MEETING #2
7/7/16 PROGRESS SITE PLAN ISSUE
5/20/16 PRELIMINARY SITE PLAN ISSUE MEETING

REV.	DATE	REVISION

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INSOFAR AS THE REMOVAL AND/OR REHABILITATION OF AN EXISTING BUILDING REQUIRES THAT CERTAIN ASSUMPTIONS BE MADE REGARDING EXISTING CONDITIONS AND BECAUSE SOME OF THESE ASSUMPTIONS MAY NOT BE VERIFIABLE WITHOUT DISTURBING PORTIONS OF THE BUILDING, THE OWNER AGREES THAT, EXCEPT FOR NEGLIGENCE ON THE PART OF THE ARCHITECT OR CONTRACTOR, THE OWNER WILL HOLD HARMLESS, INDEMNIFY AND DEFEND THE ARCHITECT AND CONTRACTOR FROM ANY AND ALL CLAIMS, SUITS, COSTS, EXPENSES AND LIABILITY ARISING OUT OF OR RESULTING FROM THE PERFORMANCE OF THE WORK. IN THE EVENT HAZARDOUS MATERIALS ARE ENCOUNTERED ON THE JOB SITE, THE CONTRACTOR SHALL COMPLY WITH ALL APPLICABLE PROVISIONS OF FEDERAL, STATE AND LOCAL CODES INCLUDING BUT NOT LIMITED TO THE STANDARD OF THE EPA, OSHA, NESHAP, DEPARTMENT OF LABOR AND DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT REGULATIONS. IF HAZARDOUS MATERIALS ARE FOUND ON THE PROJECT SITE, OTHER THAN THOSE DISCLOSED BEFORE THE CONTRACT WAS SIGNED, WHICH HAVE BEEN RELEASED OR THREATEN TO BE RELEASED, STOP WORK IN THE AFFECTED AREA AND IMMEDIATELY NOTIFY THE OWNER AND THE ARCHITECT. THE CONTRACTOR SHALL NOT RESUME WORK IN THE AFFECTED AREA UNTIL THE HAZARDOUS MATERIAL HAS BEEN CORRECTED AND THE OWNER HAS GIVEN WRITTEN PERMISSION TO RESUME WORK. THE CONTRACTOR SHALL BE RESPONSIBLE FOR AND SHALL INDEMNIFY THE OWNER AND THE ARCHITECT FOR ANY AND ALL DAMAGES, COSTS AND EXPENSES ARISING FROM OR RELATED TO THE CONTRACTOR'S FAILURE TO EXERCISE PROPER PRECAUTIONS REGARDING HAZARDOUS MATERIALS AS REQUIRED BY LAW. THE CONTRACTOR SHALL NOT BE OBLIGATED FOR EXPENSES OR DAMAGES CAUSED BY HAZARDOUS MATERIALS NOT BROUGHT TO THE SITE BY THE CONTRACTOR, OR EXPECTED BY THE CONTRACTOR AND NOT RELEASED BY HIS FAILURE TO PERFORM HIS WORK. ASBESTOS, ASBESTOS CONTAINING MATERIALS AND LEAD PAINT ARE KNOWN TO EXIST IN THE BUILDING AND SHALL BE REMOVED BY CONTRACTORS LICENSED TO DO SUCH WORK.

NEW BUILDING FOR COLONY GRILL
G & S PORT CHESTER, LLC
ABENDROTH AVENUE WATERFRONT — PORT CHESTER, NY 10573

EDGEWATER GROUP-ARCHITECTS
163 NORTH MAIN STREET SUITE 202
PORT CHESTER, NY 10573
TEL:(914) 937-4226 FAX: (914) 937-4225
P.O. BOX 4750
GREENWICH, CT 06831
TEL:(203) 531-6870

7/22/16
C:\Drafting\MEDIA\DOCS\PROJECTS\2016\16-015\CAD\PLANS\16-015 DIRECTORY.DWG

SCALE:	AS NOTED
DATE:	5/26/16
DRN. BY:	MAB/GR
EGA JOB NO.:	16-015
EGA FILE NO.:	16-015 P.O.T

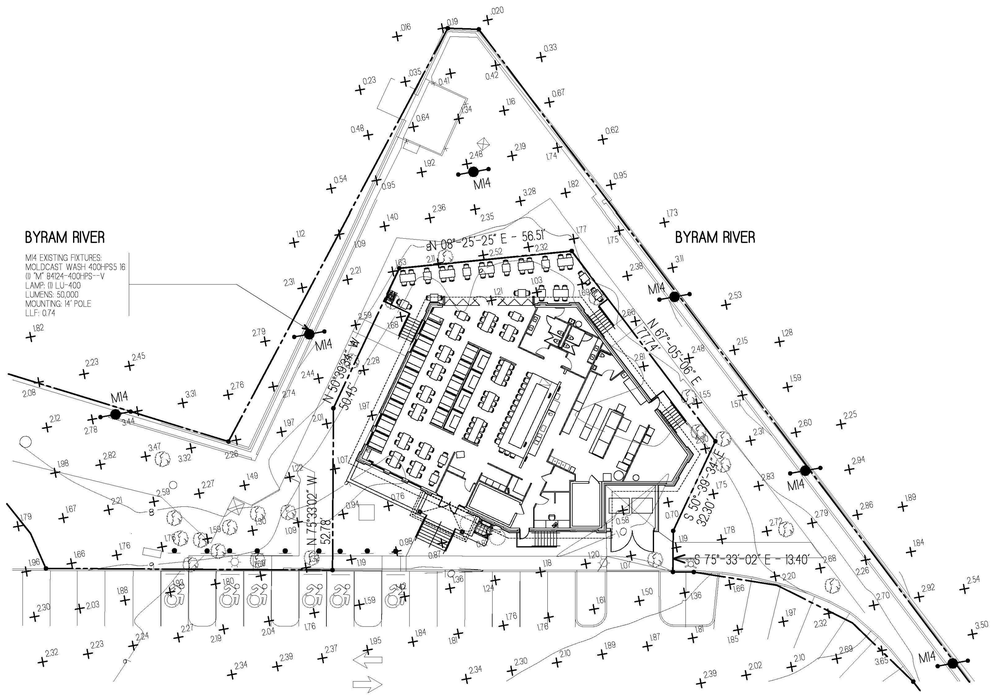
TITLE:
DIRECTORY
DRAWING INDEX
BUILDING LOCATION PLAN
LOCATOR MAP

THESE DRAWINGS ARE NOT VALID FOR BUILDING PERMIT UNLESS

REGISTERED ARCHITECT — MICHAEL A. BOEHNER — STATE OF NEW YORK

ORIGINALLY SIGNED & SEALED BY MICHAEL A. BOEHNER ARCHITECT

C-1

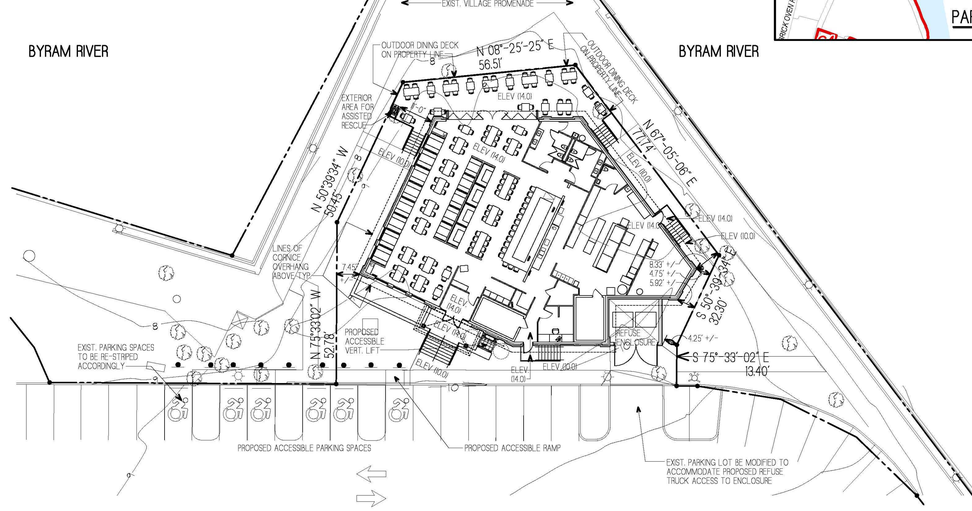


✦NOTE: DATA ADAPTED FROM SITE LIGHTING PLAN AS PREPARED BY JRH ELECTRICAL-MECHANICAL CONTRACTING CORP. WANAMASSA, NJ. DATED: AUGUST 23, 1999
✦NOTE: DATA ADAPTED FROM SURVEY AS PREPARED BY RICHARD J. DOMATO, LAND SURVEYOR, MT. VERNON, NY DATED: JULY 12, 2016
✦NOTE: DATA ADAPTED FROM ENGINEERING DRAWINGS AS PREPARED BY LANGAN, PARSIPPANY, NJ DATED: JULY 21, 2016

PARTIAL SITE PLAN - SHOWING LIGHTING / PHOTOMETRICS

SCALE: 1"=20'-0"

0 1 5 10 20 30

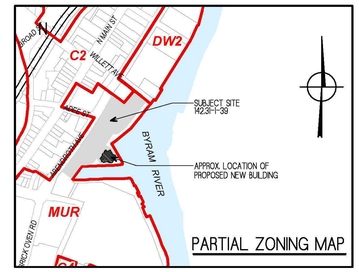


✦NOTE: DATA ADAPTED FROM SURVEY AS PREPARED BY RICHARD J. DOMATO, LAND SURVEYOR, MT. VERNON, NY DATED: JULY 12, 2016
✦NOTE: DATA ADAPTED FROM ENGINEERING DRAWINGS AS PREPARED BY LANGAN, PARSIPPANY, NJ DATED: JULY 21, 2016

PARTIAL SITE PLAN

SCALE: 1"=20'-0"

0 1 5 10 20 30



PARTIAL ZONING MAP

REV.	DATE	REVISION
		3/30/16 PRELIMINARY SITE PLAN ISSUE MEETING
		7/7/16 PROGRESS SITE PLAN ISSUE
		7/15/16 PRELIMINARY SITE PLAN ISSUE MEETING #2
		7/22/16 SITE PLAN ISSUE

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INSOFAR AS THE DEMOLISHING AND/OR REHABILITATION OF AN EXISTING BUILDING REQUIRES THAT CERTAIN ASSUMPTIONS BE MADE REGARDING EXISTING CONDITIONS, AND BECAUSE SOME OF THESE ASSUMPTIONS MAY NOT BE VERIFIABLE WITHOUT DESTRUCTIVE INVESTIGATION, IT IS AGREED BY THE OWNER AND CONTRACTOR THAT THE ARCHITECT IS NOT RESPONSIBLE FOR ANY LIABILITY FOR ANY FAILURE OF THE EXISTING CONSTRUCTION TO COMPLY WITH THE CODES, LAWS, AND REGULATIONS APPLICABLE TO THE EXISTING CONSTRUCTION OF THE BUILDING, THE OWNER AGREES THAT, EXCEPT FOR NEGLIGENCE ON THE PART OF THE ARCHITECT OR ARCHITECT'S CONSULTANTS, THE OWNER WILL INDEMNIFY AND HOLD THE ARCHITECT AND CONTRACTOR FROM ANY AND ALL LIABILITY, REAL OR ALLEGED, IN CONNECTION WITH THE PERFORMANCE OF WORK ON THE PROJECT, EXCEPT FOR THE ARCHITECT'S OR CONTRACTOR'S NEGLIGENCE, INCLUDING BUT NOT LIMITED TO ANY COST, EXPENSE, AND/OR LOSS INCURRED IN CONNECTION WITH ANY CLAIM RAISED ON THE BASIS THAT THE PROJECT DOES NOT COMPLY WITH THE CODES, LAWS, AND REGULATIONS APPLICABLE TO THE EXISTING CONSTRUCTION OF THE BUILDING. THE CONTRACTOR SHALL COMPLY WITH ALL APPLICABLE PROVISIONS OF FEDERAL, STATE AND LOCAL CODES INCLUDING BUT NOT LIMITED TO THE STANDARD OF THE EPA, OSHA, NESHAP, DEPARTMENT OF LABOR AND DEPARTMENT OF TRANSPORTATION REGULATIONS. THE CONTRACTOR SHALL NOTIFY THE OWNER AND ARCHITECT IN WRITING BEFORE OTHERWISE DISTURBANCE OF "HAZARDOUS" MATERIALS INCLUDING, BUT NOT LIMITED TO TOXIC WASTE CHEMICAL, RADON, ASBESTOS, AND RELATED PRODUCTS, ETC., ANY SUCH WORK SHALL BE MONITORED FOR COMPLIANCE AND SHALL BE CERTIFIED BY CONTRACTOR LICENSED TO DO SUCH WORK.

NEW BUILDING FOR COLONY GRILL

G & S PORT CHESTER, LLC

ABENDROTH AVENUE WATERFRONT PORT CHESTER, NY 10573

EDGEWATER GROUP-ARCHITECTS
P.O. BOX 4150
GREENWICH, CT 06831
TEL: (203) 531-9870
163 NORTH MAIN STREET SUITE 202
PORT CHESTER, NY 10573
TEL: (914) 937-4226 FAX: (914) 937-4225

C:\Data\Files\BDD\MDC\DBD\MDC\R8\16\16DMP\ALL\16-015 SITE PLAN.dwg 7/21/2016

SCALE:	AS NOTED
DATE:	5/26/16
DRN. BY:	MAB/GR
EGA JOB NO.:	16-015
EGA FILE NO.:	16015 SITE PLOT

TITLE:
PARTIAL SITE PLAN SHOWING LIGHTING / PHOTOMETRICS
PARTIAL SITE PLAN
PARTIAL ZONING MAP
PARTIAL TAX MAP
ADJACENT PROPERTIES & OWNERS

THESE DRAWINGS ARE NOT VALID FOR BUILDING PERMIT UNLESS ORIGINALLY SIGNED & SEALED BY MICHAEL A. BODNER ARCHITECT

P-1

ADJACENT PROPERTIES & OWNERS

COLONY GRILL: PORT CHESTER WATERFRONT, PORT CHESTER, NY 10573

SUBJECT SITE OWNER
SITE ADDRESS:
OWNER ADDRESS:

SECTION/BLOCK/LOT:

G & S PORT CHESTER, LLC
ABENDROTH AVENUE
21 EAST 49RD STREET
NEW YORK, NY 10017
142.31-1-39

ADJACENT PROPERTY OWNER
SITE ADDRESS:

OWNER ADDRESS:

SECTION/BLOCK/LOT:

VILLAGE OF PORT CHESTER IDA
55 WESTCHESTER AVENUE (LOT 5)
WESTCHESTER AVENUE (LOT 6)
11 NORTH MAIN STREET (LOT 21)
9 NORTH MAIN STREET (LOT 22)
107 NORTH MAIN STREET (LOT 44)
SUITE 220 - 2ND FLOOR
222 GRACE CHURCH STREET
PORT CHESTER, NY 10573
142.31-1-5 & 6 & 21 & 22 & 44

ADJACENT PROPERTY OWNER

SITE ADDRESS:
OWNER ADDRESS:
SECTION/BLOCK/LOT:

HUMAN DEVELOPMENT
SERVICES OF PORT CHESTER
28 ADEE STREET
930 MAMARONECK AVENUE
MAMARONECK, NY 10543
142.31-1-7

ADJACENT PROPERTY OWNER
SITE ADDRESS:
OWNER ADDRESS:
SECTION/BLOCK/LOT:

34 ADEE STREET REALTY LLC
34 ADEE STREET
34 ADEE STREET
PORT CHESTER, NY 10573
142.31-1-8

ADJACENT PROPERTY OWNER
SITE ADDRESS:
OWNER ADDRESS:
SECTION/BLOCK/LOT:

MIGUEL & ROSALI ESPINOZA
47 NORTH MAIN STREET
275 CHATTERTON PKWY APT A
WHITE PLAINS, NY 10606
142.31-1-10

ADJACENT PROPERTY OWNER
SITE ADDRESS:
OWNER ADDRESS:
SECTION/BLOCK/LOT:

43 NORTH MAIN STREET LLC
45 NORTH MAIN STREET
51 CARRIAGE DR S
STAMFORD CT 06902
142.31-1-11

ADJACENT PROPERTY OWNER
SITE ADDRESS:
OWNER ADDRESS:
SECTION/BLOCK/LOT:

41 NORTH MAIN STREET, LLC
41 NORTH MAIN STREET
420 WESTCHESTER AVENUE
PORT CHESTER, NY 10573
142.31-1-12

ADJACENT PROPERTY OWNER
SITE ADDRESS:
OWNER ADDRESS:
SECTION/BLOCK/LOT:

RICHARD CUDDY
37-39 NORTH MAIN STREET
58 WOODLAND DRIVE
PORT CHESTER, NY 10573
142.31-1-13

ADJACENT PROPERTY OWNER
SITE ADDRESS:

OWNER ADDRESS:
SECTION/BLOCK/LOT:

RDC REALTY, INC
37-39 NORTH MAIN STREET (LOT 14)
29 NORTH MAIN STREET (LOT 18)
58 WOODLAND DRIVE
PORT CHESTER, NY 10573
142.31-1-14 & 16

ADJACENT PROPERTY OWNER
SITE ADDRESS:
OWNER ADDRESS:
SECTION/BLOCK/LOT:

33-35 NORTH MAIN STREET
33-35 NORTH MAIN STREET
420 WESTCHESTER AVENUE
PORT CHESTER, NY 10573
142.31-1-15

ADJACENT PROPERTY OWNER
SITE ADDRESS:
OWNER ADDRESS:

SECTION/BLOCK/LOT:

EMBASSY HOLDING, LLC
27 NORTH MAIN STREET
225 NORTH MAIN STREET
PORT CHESTER, NY 10573
142.31-1-17

ADJACENT PROPERTY OWNER
SITE ADDRESS:
OWNER ADDRESS:

SECTION/BLOCK/LOT:

17-25 NORTH MAIN STREET
17 NORTH MAIN STREET
420 WESTCHESTER AVENUE
PORT CHESTER, NY 10573
142.31-1-18

ADJACENT PROPERTY OWNER
SITE ADDRESS:
OWNER ADDRESS:

SECTION/BLOCK/LOT:

15 NORTH MAIN STREET LLC
15 NORTH MAIN STREET
59 BYRAM SHORE ROAD
GREENWICH, CT 06830
142.31-1-19

ADJACENT PROPERTY OWNER
SITE ADDRESS:
OWNER ADDRESS:

SECTION/BLOCK/LOT:

VILLAGE OF PORT CHESTER
13 1/2 NORTH MAIN STREET
ACCOUNTS PAYABLE
SUITE 220 - 2ND FLOOR
222 GRACE CHURCH STREET
PORT CHESTER, NY 10573
142.31-1-20

ADJACENT PROPERTY OWNER
SITE ADDRESS:
OWNER ADDRESS:

SECTION/BLOCK/LOT:

VILLAGE OF PORT CHESTER IDA
ABENDROTH AVENUE
"ABENDROTH AVE-WATER WALK"
222 GRACE CHURCH STREET
PORT CHESTER, NY 10573
142.31-1-39)

ADJACENT PROPERTY OWNER
SITE ADDRESS:

OWNER ADDRESS:

SECTION/BLOCK/LOT:

VILLAGE OF PORT CHESTER
WESTCHESTER AVENUE (LOT 40)
WESTCHESTER AVENUE (LOT 41)
SUITE 220 - 2ND FLOOR
222 GRACE CHURCH STREET
PORT CHESTER, NY 10573
142.31-1-40 & 41

ADJACENT PROPERTY OWNER
SITE ADDRESS:
OWNER ADDRESS:

SECTION/BLOCK/LOT:

MACS RETAIL, LLC
37 WESTCHESTER AVENUE
800 E. SONTERRA BLVD
SAN ANTONIO TX 78258
142.31-1-40.1

ADJACENT PROPERTY OWNER
SITE ADDRESS:
OWNER ADDRESS:

SECTION/BLOCK/LOT:

MARINER PORT CHESTER LLC
21 WILLETT AVENUE
21 WILLETT AVENUE
PORT CHESTER, NY 10573
142.23-2-17 (142.23-2-13 & 15)

ADJACENT PROPERTY OWNER
SITE ADDRESS:
OWNER ADDRESS:

SECTION/BLOCK/LOT:

E.O.S. REALTY, LLC
1-11 WILLETT AVENUE
117 NEUTON AVENUE
PORT CHESTER, NY 10573
142.23-2-16

ADJACENT PROPERTY OWNER
SITE ADDRESS:
OWNER ADDRESS:

SECTION/BLOCK/LOT:

18-20 WILLETT AVE CORP
14-20 WILLETT AVENUE
18 WILLETT AVENUE STE 203
PORT CHESTER, NY 10573
142.23-2-17

ADJACENT PROPERTY OWNER
SITE ADDRESS:
OWNER ADDRESS:

SECTION/BLOCK/LOT:

DOMINSON REALTY CORP
28 WILLETT AVENUE
28 WILLETT AVENUE
PORT CHESTER, NY 10573
142.23-2-19

ADJACENT PROPERTY OWNER
SITE ADDRESS:
OWNER ADDRESS:

ADJACENT PROPERTY OWNER
OWNER ADDRESS:

SECTION/BLOCK/LOT:

NICHOLAS CARRELLO
29 WILLETT AVENUE
75 A RITCH AVE
GREENWICH, CT 06830
ELLEN CONROY ALBANESE
25 STONEHEDGE DR S
GREENWICH, CT 06830
142.23-2-21

ADJACENT PROPERTY OWNER
SITE ADDRESS:
OWNER ADDRESS:

SECTION/BLOCK/LOT:

BORDEAUX 25 REALTY CORP.
25 WILLETT AVENUE
28 WILLETT AVENUE
PORT CHESTER, NY 10573
142.23-2-22

ADJACENT PROPERTY OWNER
SITE ADDRESS:
OWNER ADDRESS:

SECTION/BLOCK/LOT:

S & R MAN REALTY, L.L.C
125 NORTH MAIN STREET
125 NORTH MAIN STREET
PORT CHESTER, NY 10573
142.23-2-38

ADJACENT PROPERTY OWNER
SITE ADDRESS:
OWNER ADDRESS:

SECTION/BLOCK/LOT:

AMARON 123 REALTY CORP
123 NORTH MAIN STREET
113 NORTH MAIN STREET
PORT CHESTER, NY 10573
142.23-2-39

ADJACENT PROPERTY OWNER
SITE ADDRESS:
OWNER ADDRESS:

SECTION/BLOCK/LOT:

CABERNET 119 REALTY CORP.
119-121 NORTH MAIN STREET
113 NORTH MAIN STREET
PORT CHESTER, NY 10573
142.23-2-40

ADJACENT PROPERTY OWNER
SITE ADDRESS:
OWNER ADDRESS:

SECTION/BLOCK/LOT:

117 NORTH MAIN STREET CORP
117 NORTH MAIN STREET
113 NORTH MAIN STREET
PORT CHESTER, NY 10573
142.23-2-41

ADJACENT PROPERTY OWNER
SITE ADDRESS:
OWNER ADDRESS:

SECTION/BLOCK/LOT:

PAUILLAC 115 REALTY CORP
115 NORTH MAIN STREET
113 NORTH MAIN STREET
PORT CHESTER, NY 10573
142.23-2-42

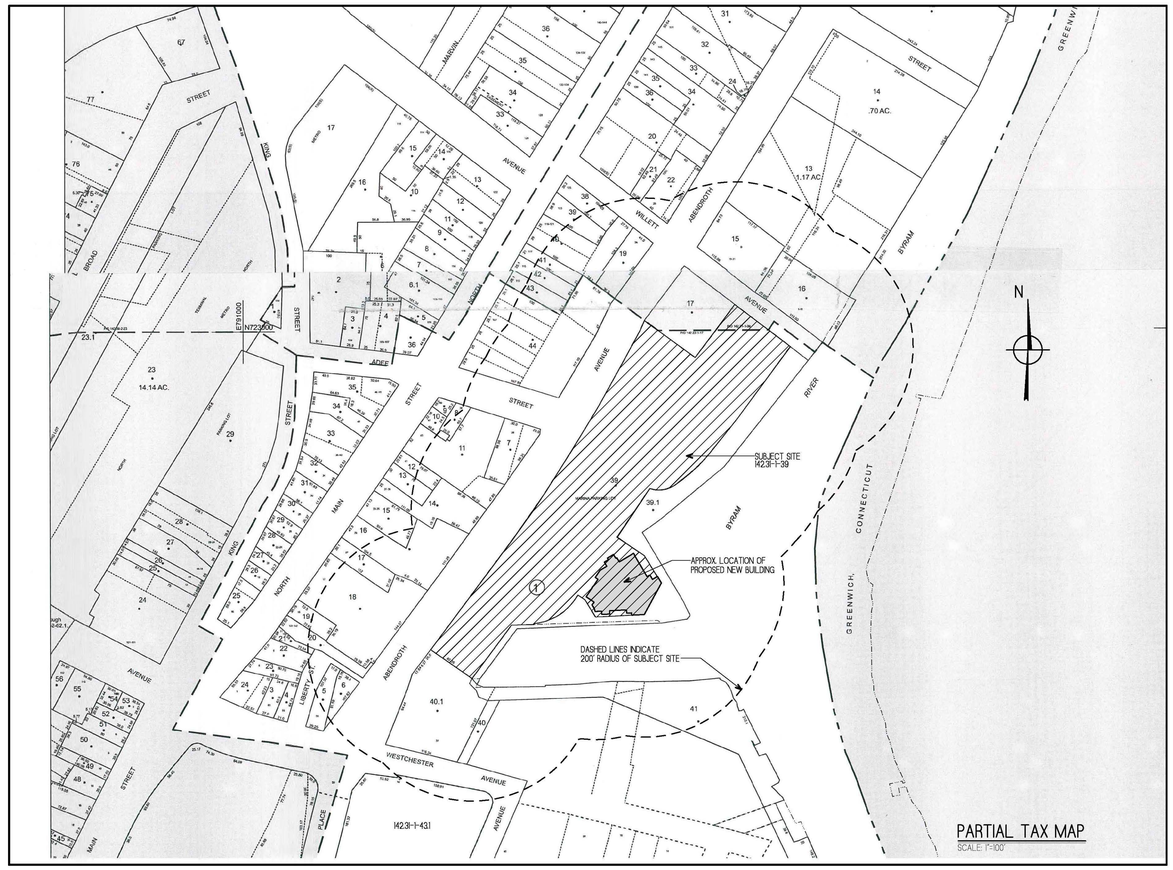
ADJACENT PROPERTY OWNER
SITE ADDRESS:
OWNER ADDRESS:

SECTION/BLOCK/LOT:

OPUS 113 CORP
113 NORTH MAIN STREET
113 NORTH MAIN STREET
PORT CHESTER, NY 10573
142.23-2-43

ADJACENT MUNICIPALITY:
SITE ADDRESS:
MUNICIPALITY ADDRESS:

TOWN OF GREENWICH
TOWN OF GREENWICH
TOWN OF GREENWICH TOWN CLERK
ATTN: CARMELLA C. BUDKINS
TOWN HALL - FIRST FLOOR
101 FIELD POINT ROAD
GREENWICH, CT 06830



PARTIAL TAX MAP

SCALE: 1"-100'



PATRON SEATING TOTALS

DINING ROOM = 152 PATRON SEATS SHOWN
OUTDOOR DINING AREA = 42 PATRON SEATS SHOWN
BAR = 16 PATRON SEATS SHOWN
TOTAL SEATING SHOWN = 210 PATRON SEATS

GROSS BUILDING AREA = 5,546.0 SF (MEASURED TO THE EXTERIOR FACE OF BRICK VENEER @ OUTSIDE PERIMETER OF BUILDING)

FLOOR PLAN

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

0 1 5 10 20 30

7/22/16 SITE PLAN ISSUE
7/15/16 PRELIMINARY SITE PLAN ISSUE MEETING #2
7/7/16 PROGRESS SITE PLAN ISSUE
5/20/16 PRELIMINARY SITE PLAN ISSUE MEETING

REV.	DATE	REVISION

THESE DRAWINGS ARE BOTH SERVICE AND WORK PRODUCTION. UNLESS OTHERWISE AGREED IN WRITING BY MICHIELS & BOEKHOLDER ARCHITECTS, INC. (MBA), MBA SHALL RETAIN ALL COPYRIGHTS AND OTHER PROPERTY RIGHTS IN THESE DRAWINGS, INCLUDING BUT NOT LIMITED TO ARCHITECTURAL DESIGNS, PLANS, SPECIFICATIONS, AND ELECTRONIC DATA (COLLECTIVELY, "MBA DOCUMENTS"). MBA DOCUMENTS ARE NOT TO BE USED BY THE OWNER OR ANY OTHER PERSON OR ENTITY FOR ANY PURPOSE OR IN ANY MANNER WHATSOEVER WITHOUT THE PRIOR WRITTEN CONSENT OF MBA. MBA DOCUMENTS ARE NOT TO BE ASSIGNED TO ANY PERSON OR ENTITY WITHOUT THE PRIOR WRITTEN CONSENT OF MBA. ANY UNAUTHORIZED USE, REPRODUCTION, OR DISTRIBUTION OF MBA DOCUMENTS IS STRICTLY PROHIBITED. THE OWNER AND CONTRACTOR MAY RETAIN ONE SET OF MBA DOCUMENTS FOR THEIR RECORDS, BUT MBA DOCUMENTS SHALL NOT BE USED BY THE OWNER OR CONTRACTOR OR ANY OTHER PERSON OR ENTITY FOR CONSTRUCTION, RENOVATION, OR ADDITION TO THE PROJECT, OR FOR ANY OTHER PROJECT, WITHOUT THE PRIOR WRITTEN CONSENT OF MBA. THE OWNER AND CONTRACTOR SHALL INDEMNIFY AND HOLD HARMLESS MBA AND ITS CONSULTANTS AGAINST ANY LAWSUIT OR LEGAL PROCEEDING BROUGHT BY ANY THIRD PARTY AND ARISING OUT OF ANY UNAUTHORIZED USE, REPRODUCTION, OR DISTRIBUTION OF MBA DOCUMENTS BY THE OWNER, CONTRACTOR, OR ANY OTHER PERSON OR ENTITY FOR WHOM THE OWNER OR CONTRACTOR IS LEGALLY RESPONSIBLE.

NOTE(S): AS THE DEMOLITION AND/OR REHABILITATION OF AN EXISTING BUILDING REQUIRES THAT CERTAIN ASSUMPTIONS BE MADE REGARDING EXISTING CONDITIONS, AND BECAUSE SOME OF THESE ASSUMPTIONS MAY NOT BE VERIFIABLE WITHOUT EXPENDITURES OF TIME AND/OR MONEY, AND BECAUSE SOME OF THESE ASSUMPTIONS MAY NOT BE CORRECT, THE ARCHITECT CANNOT AND DOES NOT WARRANT THAT BIDS OR CONSTRUCTION WILL NOT EXCEED THE OWNER'S ESTIMATES OR BUDGETS FOR ANY PORTIONS OF THE BUILDING. THE OWNER AGREES THAT, EXCEPT FOR NEGLIGENCE ON THE PART OF THE ARCHITECT OR CONSULTANTS, THE OWNER WILL HOLD HARMLESS, INDEMNIFY, AND DEFEND THE ARCHITECT AND CONTRACTOR FROM ANY AND ALL CLAIMS, SUITS, OR PROCEEDINGS BROUGHT BY ANY PERSON OR ENTITY ARISING OUT OF OR RELATED TO THE PERFORMANCE OF THE WORK. THE CONTRACTOR SHALL COMPLY WITH ALL APPLICABLE PROVISIONS OF FEDERAL, STATE AND LOCAL CODES INCLUDING BUT NOT LIMITED TO THE STANDARDS OF THE EPA, OSHA, NESHAP, DEPARTMENT OF LABOR AND DEPARTMENT OF BUILDINGS REGULATIONS AND SHALL BE RESPONSIBLE FOR THE PROPER REMOVAL AND LEGAL DISPOSAL OF ALL WASTE MATERIALS INCLUDING BUT NOT LIMITED TO ASBESTOS CONTAINING MATERIALS, PCB'S, MERCURY, LEAD PAINT, CFC'S AND OTHER HAZARDOUS WASTES AS REQUIRED BY LAW. THE CONTRACTOR SHALL NOTIFY ALL APPLICABLE REGULATORY AGENCIES AND GIVE ALL REQUIRED NOTICES PRIOR TO THE COMMENCEMENT OF ANY DEMOLITION WORK. ALL ASBESTOS ABATEMENT SHALL BE PERFORMED BY CONTRACTORS LICENSED TO DO SUCH WORK. ALL DEMOLITION, REMOVAL AND DISPOSAL OF HAZARDOUS WASTE SHALL BE MONITORED BY A CERTIFIED INDUSTRIAL HYGIENIST (CIH) AND/OR A LICENSED ASBESTOS PROFESSIONAL (LAP) AS REQUIRED BY LAW. THE CONTRACTOR SHALL PROVIDE THE OWNER WITH COPIES OF ALL NOTICES, PERMITS, MANIFESTS, AND DISPOSAL RECEIPTS, ETC. ANY STOP WORK SHALL BE MONITORED FOR COMPLIANCE AND SHALL BE CERTIFIED BY CONTRACTOR LICENSED TO DO SUCH WORK.

NEW BUILDING FOR COLONY GRILL
G & S PORT CHESTER, LLC
ABENDROTH AVENUE WATERFRONT PORT CHESTER, NY 10573

EDGEWATER GROUP-ARCHITECTS
P.O. BOX 4750
GREENWICH, CT 06831
TEL: (203) 531-9870
163 NORTH MAIN STREET SUITE 202
PORT CHESTER, NY 10573
TEL: (914) 933-4226 FAX: (914) 933-4225

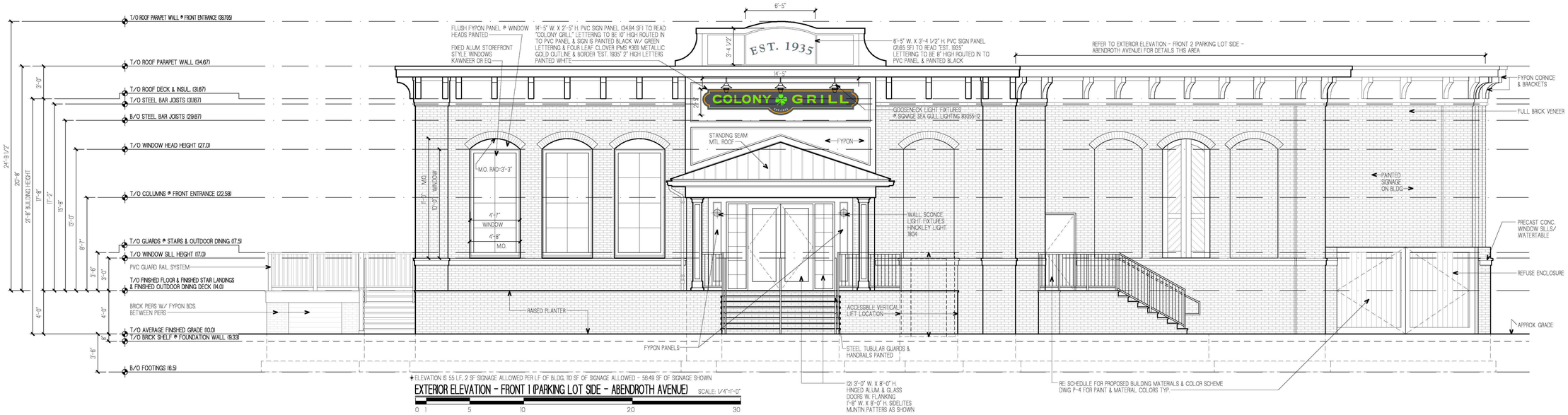
7/22/2016
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SCALE: AS NOTED
DATE: 5/26/16
DRN. BY: MAB/GR
EGA JOB NO.: 16-015
EGA FILE NO.: 16015FPLOT

TITLE: FLOOR PLAN

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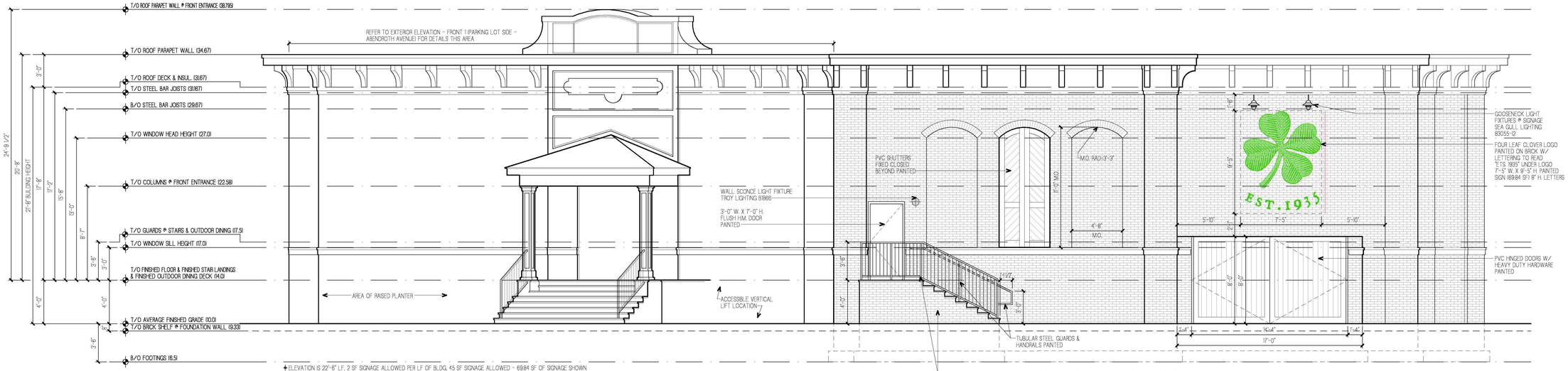
P-2



@ ELEVATION IS 55 L.F., 2 SF SIGNAGE ALLOWED PER L.F. OF BLDG, 110 SF. OF SIGNAGE ALLOWED - 56.49 SF. OF SIGNAGE SHOWN

EXTERIOR ELEVATION - FRONT 1 (PARKING LOT SIDE - ABENDROTH AVENUE) SCALE: 1/4"=1'-0"

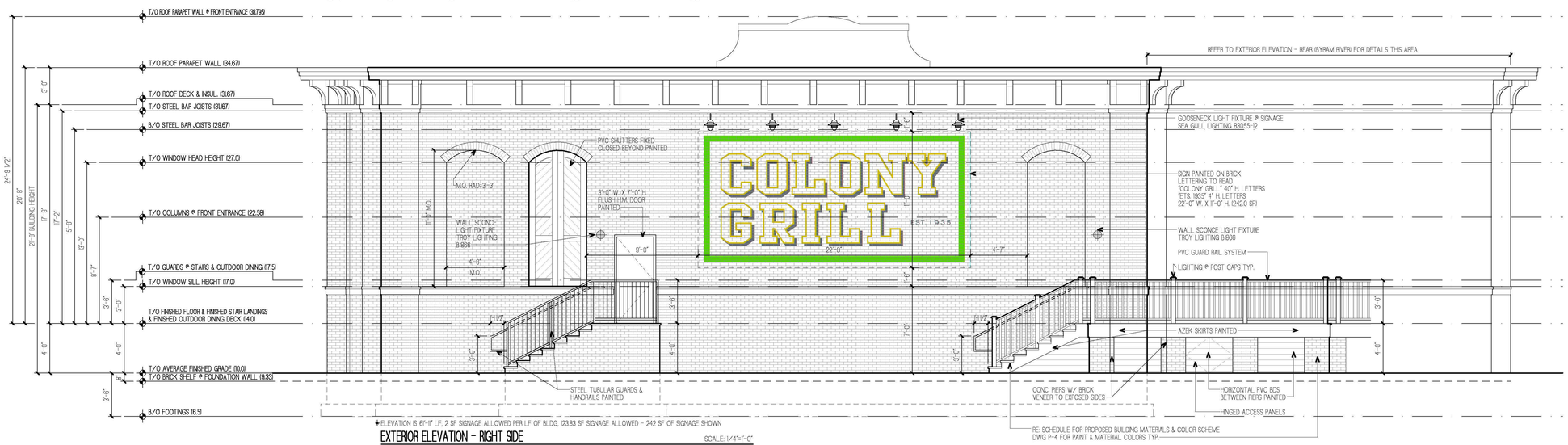
0 1 5 10 20 30



@ ELEVATION IS 22'-8" L.F., 2 SF SIGNAGE ALLOWED PER L.F. OF BLDG, 45 SF SIGNAGE ALLOWED - 69.84 SF. OF SIGNAGE SHOWN

EXTERIOR ELEVATION - FRONT 2 (PARKING LOT SIDE - ABENDROTH AVENUE) SCALE: 1/4"=1'-0"

0 1 5 10 20 30



@ ELEVATION IS 61'-11" L.F., 2 SF SIGNAGE ALLOWED PER LF OF BLDG, 123.83 SF SIGNAGE ALLOWED - 242 SF OF SIGNAGE SHOWN

EXTERIOR ELEVATION - RIGHT SIDE SCALE: 1/4"=1'-0"

0 1 5 10 20 30

7/22/16 SITE PLAN ISSUE
7/15/16 PRELIMINARY SITE PLAN ISSUE MEETING #2
7/7/16 PROGRESS SITE PLAN ISSUE
5/20/16 PRELIMINARY SITE PLAN ISSUE MEETING

REV.	DATE	REVISION

THESE DRAWINGS ARE NOW BEING PREPARED FOR THE PURPOSE OF OBTAINING PERMITS AND ARE NOT TO BE USED FOR CONSTRUCTION. THEY ARE NOT TO BE USED FOR BIDDING, REGULATORY APPROVALS, OR CONSTRUCTION PURPOSES. ALL DRAWINGS AND OTHER INSTRUMENTS OF SERVICE PREPARED BY THE ARCHITECT AS INSTRUMENTS OF SERVICE SHALL REMAIN THE PROPERTY OF THE ARCHITECT. ALL COMMON LAW, STATUTORY AND OTHER RESERVED RIGHTS, INCLUDING COPYRIGHT, SHALL BE RETAINED BY THE ARCHITECT. ALL DRAWINGS, SPECIFICATIONS AND COPIES THEREOF FURNISHED BY THE ARCHITECT ARE AND SHALL REMAIN THE PROPERTY OF THE ARCHITECT. THEY ARE NOT TO BE USED BY THE OWNER OR OTHERS ON EXTENSIONS OF THE PROJECT OR ON ANY OTHER PROJECT. THEY ARE NOT TO BE ASSIGNED TO ANY THIRD PARTY WITHOUT THE PRIOR WRITTEN CONSENT OF THE ARCHITECT. THE VISUAL CONTRACT BETWEEN THE ARCHITECT AND OTHERS AUTHORIZED BY THE ARCHITECT TO USE THESE DRAWINGS SHALL CONSTITUTE AN AGREEMENT TO THE ABOVE RESTRICTIONS.

INSOFAR AS THE DEMOLISHING AND/OR REHABILITATION OF AN EXISTING BUILDING REQUIRES THAT CERTAIN ASSUMPTIONS BE MADE REGARDING EXISTING CONDITIONS AND BECAUSE SOME OF THESE ASSUMPTIONS MAY NOT BE VERIFIABLE WITHOUT DISTURBING PORTIONS OF THE BUILDING, THE OWNER AGREES THAT, EXCEPT FOR NEGLIGENCE ON THE PART OF THE ARCHITECT OR CONTRACTOR, THE OWNER WILL HOLD HARMLESS, INDEMNIFY AND DEFEND THE ARCHITECT AND CONTRACTOR FROM ANY CLAIM, LIABILITY OR COST (INCLUDING REASONABLE ATTORNEY'S FEES AND COSTS) FOR INJURY OR LOSS ARISING FROM PERSONAL INJURY OR PROPERTY DAMAGE SUSTAINED BY ANY PERSON OR ENTITY IN ANY WAY RELATED TO THE PROJECT OR THE PREMISES ON WHICH THE PROJECT IS LOCATED. THE OWNER AGREES THAT IN THE EVENT THAT ANY STATEMENT OR REPRESENTATION BY THE ARCHITECT OR CONTRACTOR IS MADE ON THE BASIS OF THE OWNER'S INFORMATION AND BELIEF, SUCH STATEMENT IS MADE SUBJECT TO THE FOREGOING AND NO CLAIM SHALL BE MADE AGAINST THE ARCHITECT OR CONTRACTOR FOR ANY INACCURACY IN SUCH STATEMENT WHICH IS BASED ON INFORMATION GIVEN BY THE OWNER. THE OWNER AGREES THAT ANY CLAIM BROUGHT AGAINST THE ARCHITECT OR CONTRACTOR SHALL BE LIMITED TO THE AMOUNT OF ANY INSURANCE PROCEEDS PAID ON BEHALF OF OR TO THE ARCHITECT OR CONTRACTOR IN SATISFACTION OF ANY SUCH CLAIM. THE OWNER AGREES THAT THE ARCHITECT AND CONTRACTOR SHALL NOT BE RESPONSIBLE FOR ANY DAMAGES ARISING FROM THE PRESENCE OF HAZARDOUS MATERIALS INCLUDING, BUT NOT LIMITED TO, TOXIC MOLD, ASBESTOS, AND RELATED PRODUCTS, ETC., ANY SUCH WORK SHALL BE MONITORED FOR COMPLIANCE AND SHALL BE CERTIFIED BY CONTRACTOR LICENSED TO DO SUCH WORK.

NEW BUILDING FOR COLONY GRILL
G & S PORT CHESTER, LLC
ABENDROTH AVENUE & THE RIVERWALK
EDGEWATER GROUP-ARCHITECTS
163 NORTH MAIN STREET, SUITE 222
PORT CHESTER, NY 10573
TEL: (914) 937-4225 FAX: (914) 937-4255
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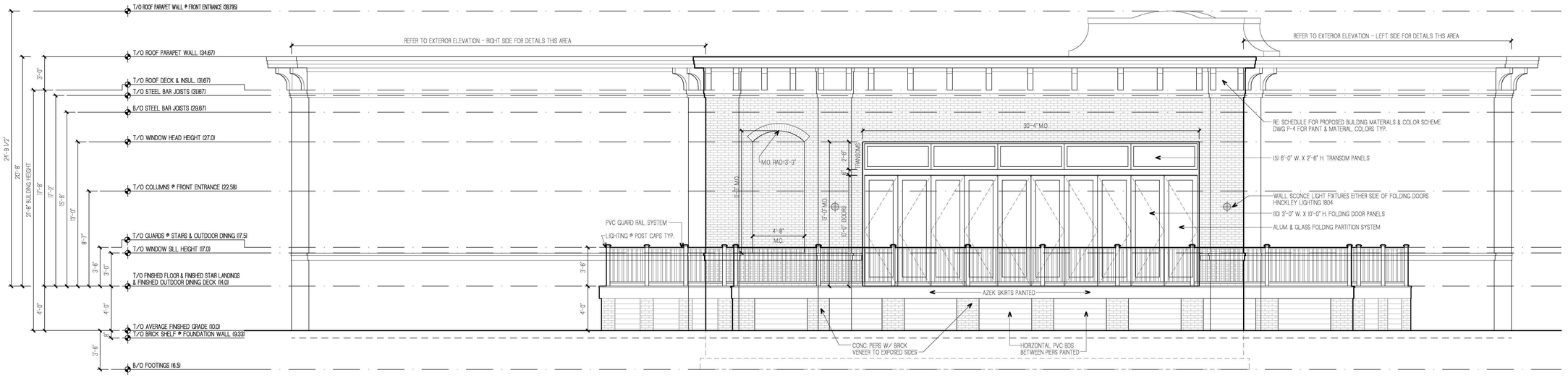
SCALE:	AS NOTED
DATE:	5/26/16
DRN. BY:	MAB/GR
EGA JOB NO.:	16-015
EGA FILE NO.:	16015EP1.DGT

TITLE: EXTERIOR ELEVATION - FRONT 1 (PARKING LOT SIDE - ABENDROTH AVENUE)
EXTERIOR ELEVATION - FRONT 2 (PARKING LOT SIDE - ABENDROTH AVENUE)
EXTERIOR ELEVATION - RIGHT SIDE

THESE DRAWINGS ARE NOT VALID FOR BUILDING PERMIT UNLESS ORIGINALLY SIGNED & SEALED BY MICHELA. ROEHNER-ARCHITECT

REGISTERED ARCHITECT MICHELA A. ROEHNER No. 027417 STATE OF NEW YORK

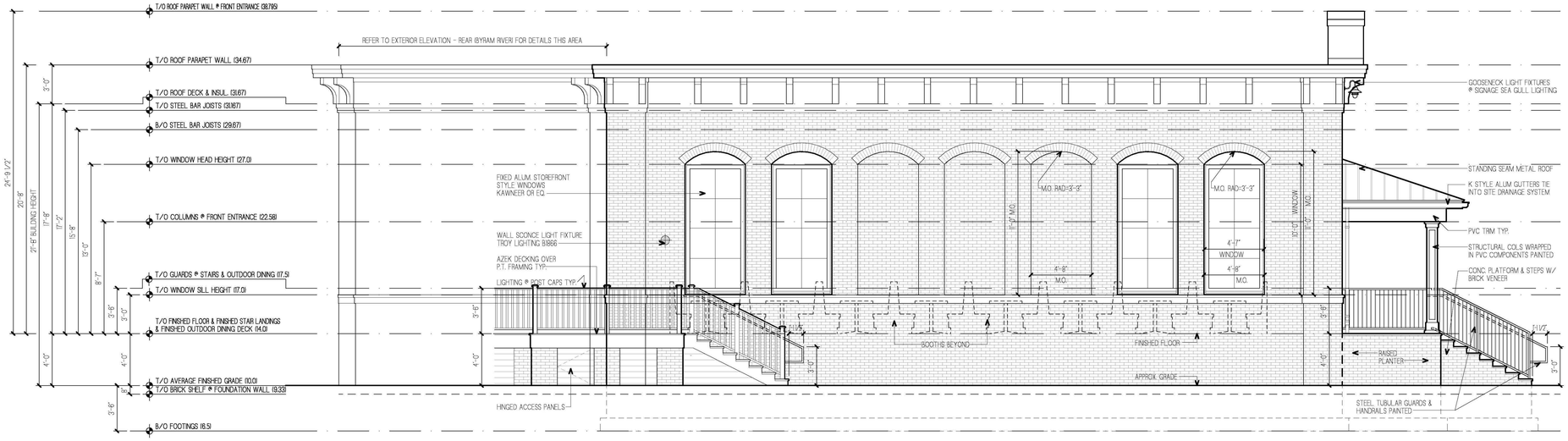
P-3



EXTERIOR ELEVATION - REAR (BYRAM RIVER)

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

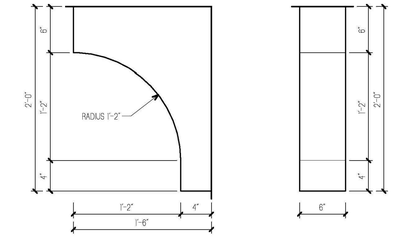
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EXTERIOR ELEVATION - LEFT SIDE

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

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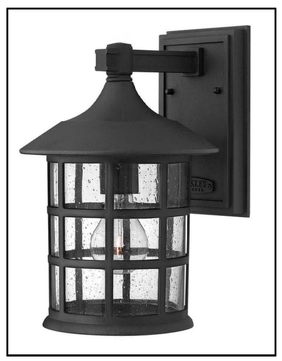


✦NOTE FINAL BRACKET COUNT TO BE COORD. & APPROVED BY LANDLORD ARCHITECT & TENANT ARCHITECT PRIOR TO ORDERING MATERIALS

BRACKET PROFILE DETAIL

SCALE: 1 1/2"=1'-0"

1 9 6 3 0 1 3



HINCKLEY LIGHT 1804



TROY LIGHTING B1866



SEA GULL LIGHTING 83055-12

EXTERIOR BUILDING & SIGNAGE LIGHTING

SCHEDULE FOR PROPOSED BUILDING MATERIALS & COLOR SCHEME

ITEM	NAME	TYPE	COLOR
EXTERIOR BRICK SIDING	RECLAIMED RED BRICK	STANDARD	RED
EXTERIOR WINDOWS	KAWNEER	ALUMINUM FRAME & GLASS	FRAME COLOR BLACK, CLEAR GLASS
		ALUMINUM FRAME & GLASS	FRAME COLOR BLACK, CLEAR GLASS
EXTERIOR WINDOWS ARCH HEAD TRIM	FYPON CUSTOM FABRICATED	PVC & POLYURETHANE	PAINTED SHERWIN WILLIAMS #6994 GREENBLACK
EXTERIOR WINDOWS FAUX SHUTTERS	FYPON CUSTOM FABRICATED	PVC & POLYURETHANE	PAINTED SHERWIN WILLIAMS #6994 GREENBLACK
EXTERIOR DOORS	KAWNEER	ALUMINUM FRAME & GLASS	FRAME COLOR BLACK, CLEAR GLASS
		ALUMINUM FRAME & GLASS	FRAME COLOR BLACK, CLEAR GLASS
EXTERIOR DOORS (EGRESS & SERVICE)	CECO	FLUSH HOLLOW METAL DOORS & FRAMES	PAINTED SHERWIN WILLIAMS #6994 GREENBLACK
CORNICE COMPONENTS	FYPON CUSTOM FABRICATED	PVC & POLYURETHANE	PAINTED SHERWIN WILLIAMS #6994 GREENBLACK
CORNICE BRACKETS	FYPON CUSTOM FABRICATED	POLYURETHANE	PAINTED SHERWIN WILLIAMS #6994 GREENBLACK
FRONT ENTRY ROOFING	ATAS	STANDING SEAM METAL	BAKED ENAMEL - COLOR
FRONT ENTRY COLS & TRIM & PANELS	FYPON CUSTOM FABRICATED	PVC & POLYURETHANE	PAINTED SHERWIN WILLIAMS #6994 GREENBLACK
FRONT ENTRY GUTTERS & LEADERS	ALCOA	ALUMINUM	BAKED ENAMEL - BLACK
FRONT ENTRY GUARDS & HANDRAILS	CUSTOM FABRICATED	TUBULAR STEEL	PAINTED SHERWIN WILLIAMS #6994 GREENBLACK
FRONT ENTRY STAIRS & PLATFORM	RECLAIMED RED BRICK	BRICK & CONCRETE	RED
SERVICE ENTRANCES	RECLAIMED RED BRICK	BRICK & CONCRETE	RED
STAIRS & PLATFORM			
SERVICE ENTRANCES	CUSTOM FABRICATED	TUBULAR STEEL	PAINTED SHERWIN WILLIAMS #6994 GREENBLACK
GUARDS & HANDRAILS			
BULK REFUSE ENCLOSURE WALLS	RECLAIMED RED BRICK	BRICK & C.M.U. BACKER WALL	RED
BULK REFUSE ENCLOSURE GATE	CUSTOM FABRICATED	PVC & POLYURETHANE COMPONENTS	PAINTED SHERWIN WILLIAMS #6994 GREENBLACK
EXTERIOR DINING AREA DECKING	AZEK	PVC & POLYURETHANE COMPONENTS	PAINTED-COLOR
EXTERIOR DINING AREA SKIRTS & TRIM	AZEK	PVC & POLYURETHANE COMPONENTS	PAINTED SHERWIN WILLIAMS #6994 GREENBLACK
EXTERIOR DINING AREA GUARDS & HANDRAILS	AZEK	PVC & POLYURETHANE COMPONENTS	PAINTED SHERWIN WILLIAMS #6994 GREENBLACK
EXTERIOR DINING AREA PIERS	RECLAIMED RED BRICK	BRICK & CONC. BACKER WALL	RED
EXTERIOR DINING AREA BETWEEN PIERS ENCLOSURES	FYPON	PVC & POLYURETHANE	PAINTED SHERWIN WILLIAMS #6994 GREENBLACK

7/22/16 SITE PLAN ISSUE
7/5/16 PRELIMINARY SITE PLAN ISSUE MEETING #2
7/7/16 PROGRESS SITE PLAN ISSUE
5/20/16 PRELIMINARY SITE PLAN ISSUE MEETING

REV.	DATE	REVISION

THESE DRAWINGS ARE NON-EXISTING CONDITIONS AND ARE BASED ON VISUAL OBSERVATIONS AND LIMITED MEASUREMENTS OF THE EXISTING BUILDING. THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND CONDITIONS AT THE JOB SITE AND SHALL REPORT ANY DISCREPANCIES TO THE ARCHITECT BEFORE PROCEEDING WITH THE WORK. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL CONSTRUCTION MEANS, METHODS, TECHNIQUES, SEQUENCES AND PROCEDURES AND FOR COORDINATING ALL PORTIONS OF THE WORK. THE CONTRACTOR SHALL NOTIFY THE ARCHITECT IN ADVANCE OF ANY DEVIATIONS, ARRANGEMENTS, OR VARIATIONS IN THE PROJECT OR SHOWN ON THE DRAWINGS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE ACTIONS OF ALL SUBCONTRACTORS, AGENTS, & EMPLOYEES.

THESE DRAWINGS ARE NOT TO BE USED FOR CONSTRUCTION UNLESS THEY BEAR AN ORIGINAL SIGNATURE AND SEAL OF THE ARCHITECT. ALL DRAWINGS, SPECIFICATIONS AND COPIES THEREOF FURNISHED BY THE ARCHITECT ARE AND SHALL REMAIN THE PROPERTY OF THE ARCHITECT. THEY ARE NOT TO BE USED BY ANY PERSON, FIRM OR CORPORATION FOR ANY PURPOSE WHATSOEVER UNLESS THE ARCHITECT'S COMPENSATION IS PAID IN FULL. SUBMISSION OR DISTRIBUTION OF THESE DRAWINGS TO MEET OFFICIAL REGULATORY REQUIREMENTS OR FOR OTHER PURPOSES IN CONNECTION WITH THE PROJECT IS NOT TO BE CONSTRUED AS PUBLICATION IN DEROGATION OF THE ARCHITECT'S COPYRIGHT OR OTHER RIGHTS. ANY UNAUTHORIZED USE OF THESE DRAWINGS WILL BE AT THE SOLE RISK OF THE PARTY USING OR RECEIVING SUCH DRAWINGS AND WILL BE CONSIDERED AN INFRINGEMENT OF THE ARCHITECT'S COPYRIGHT. THE ARCHITECT'S COMPENSATION WITH RESPECT TO UNAUTHORIZED USE OF THESE DRAWINGS SHALL BE DETERMINED BY A COURT OF COMPETENT JURISDICTION.

INSOFAR AS THE DEMOLISHING AND/OR REHABILITATION OF AN EXISTING BUILDING REQUIRES THAT CERTAIN ASSUMPTIONS BE MADE REGARDING EXISTING CONDITIONS AND BECAUSE SOME OF THESE ASSUMPTIONS MAY NOT BE VERIFIABLE WITHOUT EXPENDITURES OF MONEY AND/OR DISTURBANCE OF PRESENTLY CONCEALED CONDITIONS, THE OWNER AGREES THAT IN THE EVENT THAT CONDITIONS ARE ENCOUNTERED WHICH ARE DIFFERENT FROM THE ASSUMPTIONS UPON WHICH THE CONTRACT DOCUMENTS ARE BASED, OR ARE NOT APPARENT OR READILY ACCESSIBLE ON THE PART OF THE ARCHITECT OR CONTRACTOR, THE OWNER WILL HOLD HARMLESS, INDEMNIFY AND DEFEND THE ARCHITECT AND CONTRACTOR FROM ANY AND ALL LIABILITY, REAL OR ALLEGED, IN CONNECTION WITH THE PERFORMANCE OF WORK ON THE PROJECT, EXCEPT FOR NEGLIGENCE ON THE PART OF THE ARCHITECT OR CONTRACTOR SHALL COMPLY WITH ALL APPLICABLE PROVISIONS OF FEDERAL, STATE AND LOCAL CODES INCLUDING BUT NOT LIMITED TO THE STANDARDS OF THE E.P.A. OSHA, NESHAP, DEPARTMENT OF LABOR AND DEPARTMENT OF BUILDINGS CONCERNING THE REMOVAL, HANDLING AND DISPOSAL OF ASBESTOS AND ASBESTOS PRODUCTS, ETC., ANY SUCH WORK SHALL BE MONITORED FOR COMPLIANCE AND SHALL BE CERTIFIED BY CONSULTANTS LICENSED TO DO SUCH WORK.

NEW BUILDING FOR COLONY GRILL
G & S PORT CHESTER, LLC
ABENDROTH AVENUE WATERFRONT — PORT CHESTER, NY 10573

EDGEWATER GROUP-ARCHITECTS
P.O. BOX 4750
GREENWICH, CT 06831
TEL: (203) 531-9870
163 NORTH MAIN STREET SUITE 322
PORT CHESTER, NY 10573
TEL: (914) 937-4225 FAX: (914) 937-4225

7/27/2016
C:\Documents\EDGEWORK\DRAWINGS\ACTIVE\16-015\DWG\16-015 ELEVATIONS P-4.dwg

SCALE:	AS NOTED
DATE:	5/26/16
DWN. BY:	MAB/GR
EGA JOB NO.:	16-015
EGA FILE NO.:	16-015 P ROT

TITLE:
EXTERIOR ELEVATION - REAR (BYRAM RIVER)
EXTERIOR ELEVATION - LEFT SIDE
BRACKET PROFILE DETAIL
SCHEDULE FOR PROPOSED BUILDING MATERIALS & COLOR SCHEME
EXTERIOR LIGHT FIXTURES

THESE DRAWINGS ARE NOT VALID FOR BUILDING PERMIT UNLESS ORIGINALLY SIGNED & SEALED BY MICHEL A. ROHNSER ARCHITECT

REGISTERED ARCHITECT — MICHEL A. ROHNSER — STATE OF NEW YORK

P-4

EDGEWATER GROUP
ARCHITECTS

August 25, 2016

Vincent Masucci
Village Engineer
Village of Port Chester
222 Grace Church Street
Port Chester, NY 10573

RE: Proposed Colony Grill-Abendroth Avenue, G&S Port Chester LLC

Dear Mr. Masucci,

On behalf of G&S Port Chester LLC, we hereby submit this letter in response to your Engineering Comments 4a related to the Bulkhead, Pile Driving and proposed fill as follows:

1. We are in the process of developing a foundation plan including the location of proposed piles.

   It is our intention based on that layout, prior to any pile driving, to carefully excavate in those locations to determine if any tie-backs exist there and to adjust the pile location/s as required to maintain the bulkhead and general site structural integrity. We may be able to begin the exploratory search as early as next week. We will notify you when ready so that you can observe the exploration as well.

2. Piles will be driven down 30'- 40' as per the Soil Boring tests (Subsurface Investigation) prepared by Melick-Tully and Associates which has been provided to you through the Planning Department.

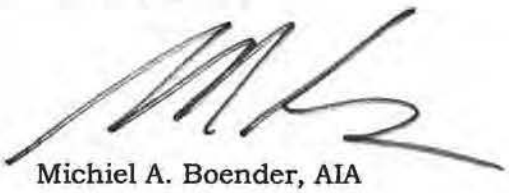
3. Fill will only be added and contained within the foundation footprint approximately 4' from grade up to the bottom of the structural floor slab, less than 22,300 cubic feet or 826 cubic yards.

4. The proposed building is 28' and 33.5' away from the bulkhead itself so we feel there will be no impact of piling or fill on the existing bulkhead.

We hope that this letter addresses your concerns and please contact me for any further clarification or comment if necessary.

P.O. BOX 4750,GREENWICH, CT 06831 203-531-6870
163 NORTH MAIN STREET, PORT CHESTER, NY 10573 914-937-4226 Fax: 914-937-4225
www.edgewaterarchitects.com

Sincerely yours,

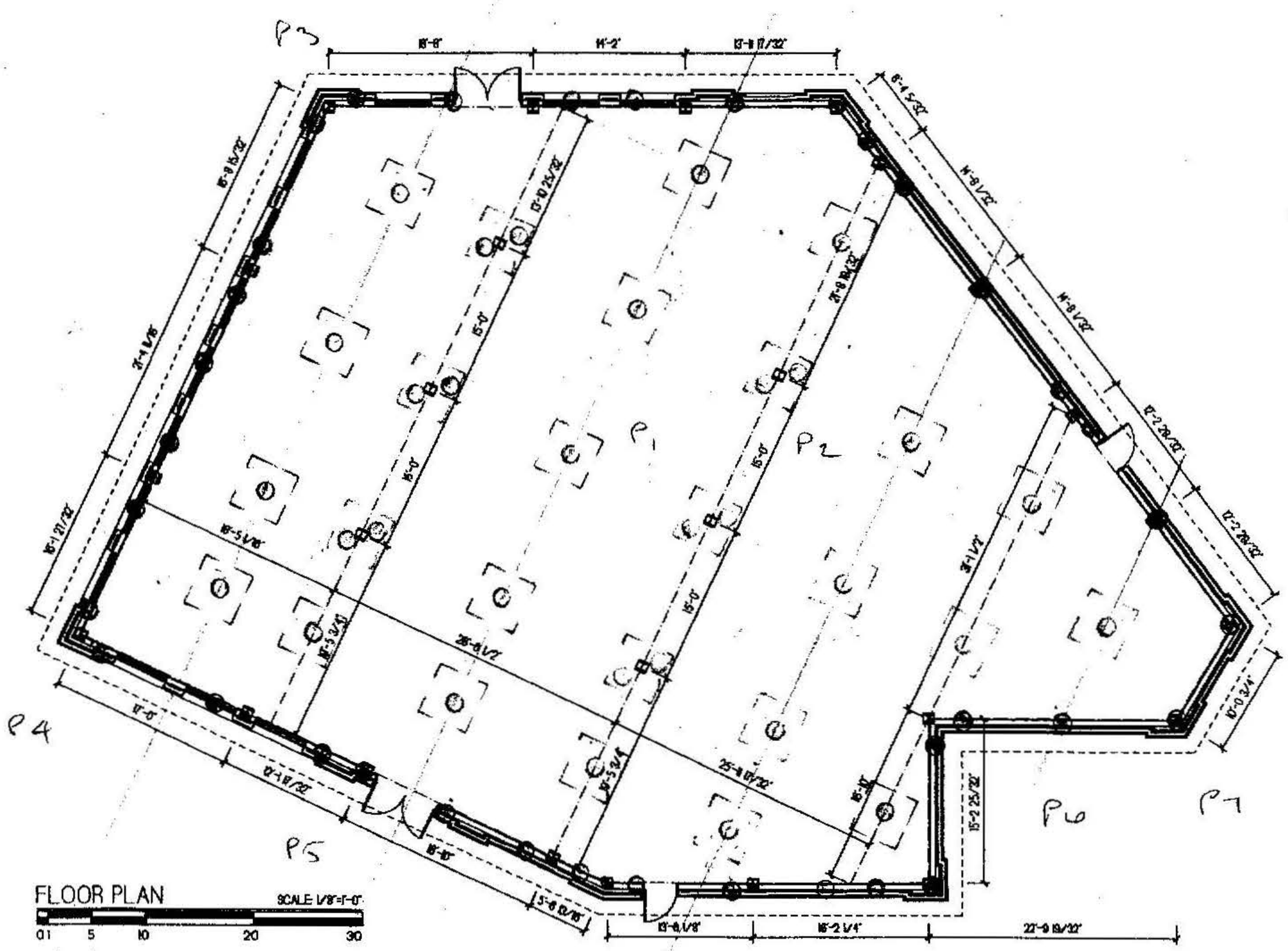




Michiel A. Boender, AIA

Cc: John Faltings (G&S Investors)
Michael Fowler(Langan)
Dan Tartaglia

P.O. BOX 4750, GREENWICH, CT 06830 203-531-6870
163 NORTH MAIN STREET, PORT CHESTER, NY 10573 914-937-4226 Fax: 914-937-4225
www.edgewaterarchitects.com


P3
P2
P4
P5
P6
P7
FLOOR PLAN
SCALE: 1/8"=1'-0"
0 1 5 10 20 30

DAVID SEYMOUR, P.E.
1771 Post Road East, 23
WESTPORT, CONNECTICUT 06880
(203) 259-8911

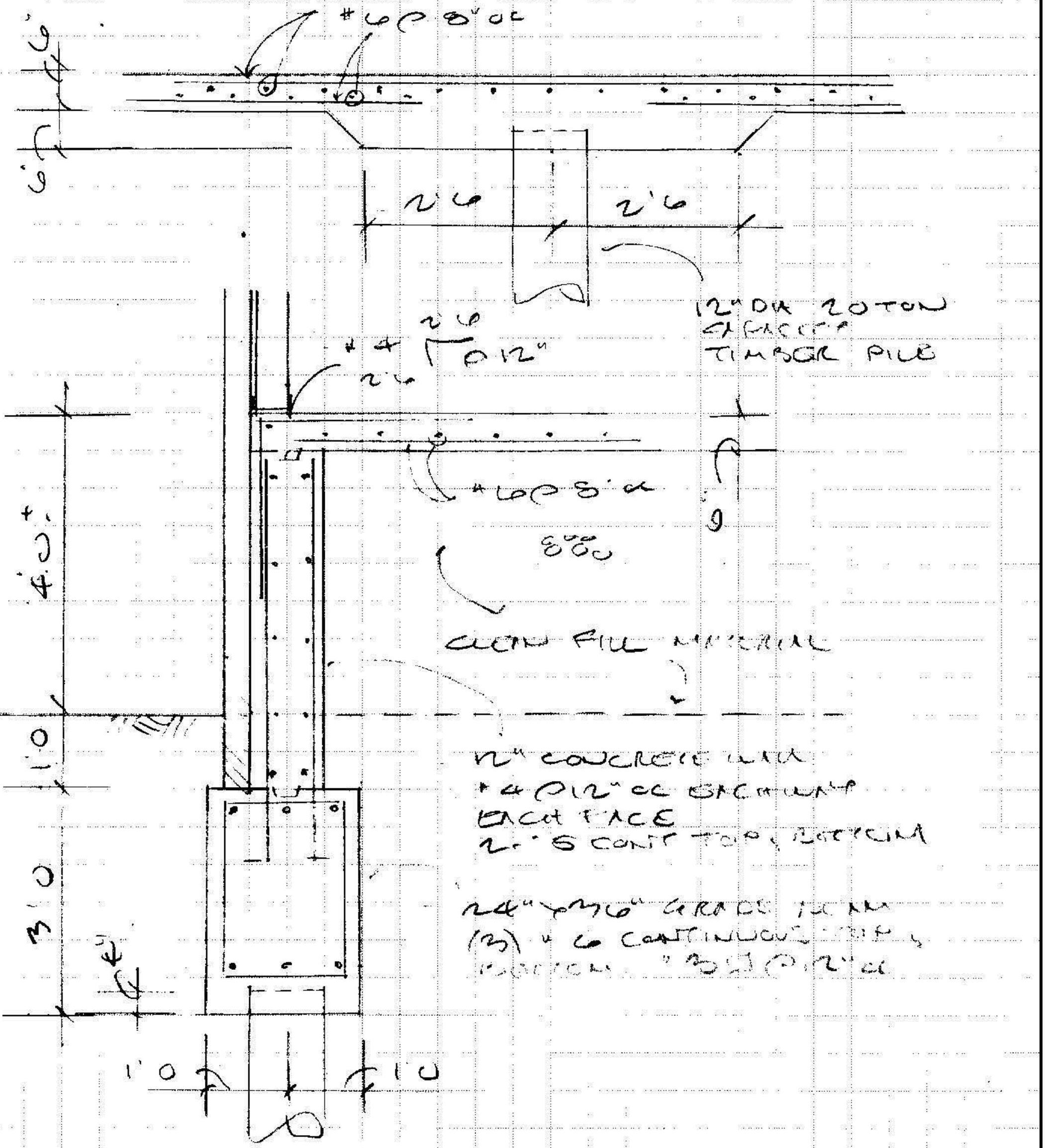
JOB COLONY GRILL

SHEET NO. 1 OF

CALCULATED BY DS DATE 1/22/10

CHECKED BY DATE

SCALE



FOUNDATION SECTIONS

1/2" = 1'-0"

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 project sponsor to verify that the information contained in Part 1is accurate and complete.

A. Project and Sponsor Information.

Name of Action or Project: Site Plan Approval Colony Grill Restaurant		
Project Location (describe, and attach a general location map): Abendroth Avenue - Section 142.31-1-39 (Official Tax Map Town of Rye)		
Brief Description of Proposed Action (include purpose or need): Site Plan Approval to construct an approximate 5,500 s.f. restaurant in accordance with original approved Concept Development Plan.		
Name of Applicant/Sponsor: G&S Port Chester LLC	Telephone: 212-286-3300 E-Mail: driley@gsinvestors.com	
Address: 211 East 43rd Street		
City/PO: New York	State: NY	Zip Code: 10017
Project Contact (if not same as sponsor; give name and title/role): Douglas Riley	Telephone: 212-286-3300 E-Mail: driley@gsinvestors.com	
Address: Same as Sponsor		
City/PO: Same as Sponsor	State:	Zip Code:
Property Owner (if not same as sponsor): Same	Telephone: E-Mail:	
Address:		
City/PO:	State:	Zip Code:

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 Council, Town Board, or Village Board of Trustees ☑Yes ☐No	Site Plan Approval	
b. City, Town or Village Planning Board or Commission ☑Yes ☐No	Referral for Recommendation	
c. City Council, Town or Village Zoning Board of Appeals ☐Yes ☑No		
d. Other local agencies ☑Yes ☐No	Waterfront Commission	
e. County agencies ☑Yes ☐No	239-m Referral	
f. Regional agencies ☐Yes ☑No		
g. State agencies ☐Yes ☑No		
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? ☐Yes ☑No

- **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

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?) ☐Yes ☑No

If Yes, identify the plan(s):

_____

_____

_____

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? ☐Yes ☑No

If Yes, identify the plan(s):

_____

_____

_____

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?
Marina Urban Redevelopment District (MUR)

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? Port Chester - Rye Union Free School District

b. What police or other public protection forces serve the project site?
Village of Port Chester Police Department

c. Which fire protection and emergency medical services serve the project site?
Port Chester Fire Department, Port Chester - Rye EMS

d. What parks serve the project site?
Columbus Park, Anendroth Park, Edgewood Park, Lyon Park, Recreation Park

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 - Restaurant

b. a. Total acreage of the site of the proposed action? 2.4 acres
b. Total acreage to be physically disturbed? 0.39 acres
c. Total acreage (project site and any contiguous properties) owned or controlled by the applicant or project sponsor? 27 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 proposed action be constructed in multiple phases? ☐ Yes ☑ No
i. If No, anticipated period of construction: (150 Days) 5 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 One (1)

ii. Dimensions (in feet) of largest proposed structure: 24'-8" height; 75' +/- width; and 75' +/- length

iii. Approximate extent of building space to be heated or cooled: 5,500 s.f. 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): _____

_____

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

iv. Will 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: 7,500 _____ 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: Suez - f/k/a United Water
- 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: 65% Putnam, CT Reservoir, 35% Westchester Joint Waterworks

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), 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: 7,500 ___ 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 (100%)

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

- Name of wastewater treatment plant to be used: Port Chester Sewage Treatment Plant
- Name of district: Port Chester Sewage District
- 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 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. None

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: Byram River
- Will stormwater runoff flow to adjacent properties? ☐ Yes ☐ No

iv. Does 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)

None

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

None

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

Natural gas fire, HVAC and cooking equipment

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 semi-trailer truck trips/day: _____

iii. Parking spaces: Existing _____ Proposed _____ Net increase/decrease - (see note below)

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: 151,500 KW

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

ConsolidatedEdison (electric and natural gas)

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 - 4:00 PM
- Saturday: None
- Sunday: None
- Holidays: None

ii. During Operations:

- Monday - Friday: 11:00 AM - 11:00 PM
- Saturday: 11:00 AM - 11:00 PM
- Sunday: 11:00 AM - 11:00 PM
- Holidays: 11:00 AM - 11:00 PM

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 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:

Standard commercial building mounted exterior lighting fixtures

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

Describe:

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: Typical for restaurant/grill use

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

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

iii. Generally describe proposed storage facilities:

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):

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: T.B.D. tons per _____ (unit of time)
- Operation : 60lbs _____ tons per _____ day (unit of time)

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

- Construction: Construction waste will be recycled.
- Operation: Compliance with recycling program

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

- Construction: Private Carter
- Operation: Private Carter - disposal at Wheelabrator Peekskill

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 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	0.12	+0.12
• Forested	0	0	0
• Meadows, grasslands or brushlands (non-agricultural, including abandoned agricultural)	0	0	0
• Agricultural (includes active orchards, field, greenhouse etc.)	0	0	0
• Surface water features (lakes, ponds, streams, rivers, etc.)	0	0	0
• Wetlands (freshwater or tidal)	0	0	0
• Non-vegetated (bare rock, earth or fill)	0	0	0
• Other Describe: Lawn Area	0.16	0.04	-0.12

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:

Open Door Family Medical Centers

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): _____

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

☐ 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): V00516

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

Remediation completed.

_____

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? >51' 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: Urban Land - top soil 100 %

d. What is the average depth to the water table on the project site? Average: 10' feet

e. Drainage status of project site soils:
☐ Well Drained: _____% of site
☑ Moderately Well Drained: 100 % of site
☐ Poorly Drained _____% of site

f. Approximate proportion of proposed action site with slopes:
☑ 0-10%: _____% of site
☐ 10-15%: _____% of site
☐ 15% or greater: _____% 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 Byram River Classification Estuary
- Lakes or Ponds: Name _____ Classification _____
- Wetlands: Name E1UBLx Approximate Size N/A
- 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: None

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

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

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: Long Island Sound
ii. Basis for designation: Exceptional or unique character
iii. Designating agency and date: Agency: Westchester County; Date: January 31, 1990

e. Does the project site contain, or is it substantially contiguous to, a building, archaeological site, or district which is listed on, or has been nominated by the NYS Board of Historic Preservation for inclusion on, the State or National 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: _____

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: _____ 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

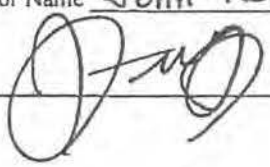
Attach any additional information which may be needed to clarify your project.

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 John Faltings Date 7-22-16

Signature  Title V.P.

PRINT FORM

211 East 43rd Street, 25th Floor
New York, NY 10017
Phone: 212-286-3300 Fax: 212-286-4178

08/30/2016

VIA EMAIL

Mr. Eric Zamft
Planning Commissioner
Village of Port Chester
222 Grace Church Street
Port Chester, NY 10573
ezamft@portchesterny.com

Re: Colony Grill – Construction Phasing Overview

Dear Mr. Zamft,

In regards to our site plan application for Colony Grill, the purpose of this letter is to address the construction phasing question for the project. We expect the duration of construction to be about 4 months depending on a number of factors such as weather, force majeure, etc.

Most of the construction activities will take place within the restaurant pad area. However, from time to time some parking spaces will have to be taken out of service to insure safe delivery of construction materials and equipment. These loss of spaces (most likely less than 20 spaces) would occur sporadically from time to time and be limited to several hours or a day at most. The only time that that this would be expanded to cover a larger portion of the lot would be at the request of public utility companies such as Con Edison for the electric and gas installation.

We trust the above addresses these concerns. Please call with any questions.

Sincerely,

_____
Name: John Faltings
Title: Head of Construction, G&S Investors

cc Daniel Tartaglia

Village of Port Chester Waterfront Commission
222 Grace Church Street
Port Chester, NY 10573
Phone 914-937-6780

LWRP Coastal Assessment Form

An applicant seeking an approval for a non-excluded action from any agency of the Village of Port Chester which is subject to the Village of Port Chester Local Waterfront Revitalization Program (LWRP) must complete this form. This form is intended to assist the Village Waterfront Commission in determining if the proposed action is consistent with the policies and purposes of the LWRP.

SITE IDENTIFICATION INFORMATION		
Application Name: Site Plan Approval Colony Grill Restaurant	**Application #:**	**Date Submitted:**
Site Address: *No.* *Street:* Abendroth Avenue - Section 142.31-1-39 (Official Tax Map Town of Rye)		
Property Location: *(Identify landmarks, distance from intersections, etc.)* East of Abednroth Avenue and Marina Parking Lot adjacent to Byram River		
Village of Port Chester Tax Map Designation: *Section* 142.31 *Block* 1 *Lot(s)* 39	**Zoning Designation of Site:** MUR	

OWNER/APPLICANT INFORMATION		
Property Owner: G&S Port Chester LLC	**Phone #:** 212-286-3300 **Fax #:**	**Email:** driley@gsinvestors.com
Owner Address: *No.* 211 *Street:* East 43rd Street	*Town:* New York	*State:* NY *Zip:* 10017
Applicant (If different than owner):	**Phone #:** **Fax #:**	**Email:**
Applicant Address (If different than owner): *No.* *Street:*	*Town:*	*State:* *Zip:*

PROJECT DESCRIPTION
Describe the project, proposed use and operation thereof:
Site Plan Approval to construct an approximate 5,500 s.f. restaurant in accordance with original approved Concept Development Plan.

CONSISTANCY WITH LWRP POLICIES	
Actions to be undertaken within the Village's coastal area shall be evaluated for consistency in accordance with the following LWRP policy standards and conditions, which are derived from and further explained and described in Section III of the Village of Port Chester LWRP, a copy of which is on file in the Village Clerk's office and available for inspection during normal business hours. Agencies that undertake direct actions shall also consult with Section IV of the LWRP in making their consistency determination. *YES indicates that the proposed project/action is consistent with the applicable policy,* *NO indicates that the proposed project/action is inconsistent with the applicable policy,* *NOT APPLICABLE indicates that it does not apply.*	
Restore, revitalize and redevelop deteriorated and underutilized waterfront areas for commercial, industrial, cultural, recreational, public access and other compatible uses (Policies 1, 1A, 1B, 1C, 1D and 1E).	☒ Yes ☐ No ☐ Not Applicable
Facilitate the siting of water dependent uses on or near coastal waters (Policy 2).	☐ Yes ☐ No ☒ Not Applicable
Encourage the development and enhancement of those traditional uses and activities which have provided the Village a unique maritime identity (Policy 4).	☐ Yes ☐ No ☒ Not Applicable
Ensure that development occurs where adequate public infrastructure is available (Policy 5).	☒ Yes ☐ No ☐ Not Applicable
Streamline development permit procedures (Policy 6).	☐ Yes ☐ No ☒ Not Applicable
Protect fish and wildlife resources from hazardous wastes and other contaminating pollutants (Policy 8).	☐ Yes ☐ No ☒ Not Applicable
Maintain and expand the recreational use of existing fish and wildlife resources while ensuring protection of renewable fish and wildlife resources (Policy 9).	☐ Yes ☐ No ☒ Not Applicable
Maintain and expand commercial fishing resources to promote commercial fishing opportunities (Policy 10).	☐ Yes ☐ No ☒ Not Applicable

Minimize flooding and erosion hazards through proper siting of buildings and structures; construction of carefully selected, long-term structural measures; and the use of appropriate nonstructural means (Policies 11, 13, 14, 15 and 17).	☒ Yes ☐ No ☐ Not Applicable
Public funds shall be used for erosion protection structures only where necessary and in an appropriate manner (Policy 16).	☐ Yes ☐ No ☒ Not Applicable
Safeguard vital economic, social and environmental interests in the coastal area when major actions are undertaken (Policy 18).	☒ Yes ☐ No ☐ Not Applicable
Protect, maintain, and improve public access to the shoreline and to water-related recreational resources, while protecting natural and historic resources and adjacent land uses and providing a continuous public walkway along the foreshore of the Byram River (Policies 19, 20 and 20A).	☐ Yes ☐ No ☒ Not Applicable
Encourage, facilitate and prioritize water-dependent and water-enhanced recreational resources and facilities near coastal waters, with priority given to those near access to existing public transportation and areas where the use of the shore is severely restricted by existing development (Policy 21).	☐ Yes ☐ No ☒ Not Applicable
Encourage the development of water-related recreational resources and facilities, as multiple uses, in appropriate locations within the shore zone (Policy 22).	☐ Yes ☐ No ☒ Not Applicable
Protect, restore and enhance historic resources (Policy 23).	☐ Yes ☐ No ☒ Not Applicable
Protect and enhance scenic and aesthetic resources (Policy 25).	☒ Yes ☐ No ☐ Not Applicable
Site and construct energy facilities in a manner which will be compatible with the environment and contingent upon the need for a shorefront location and in such a manner as to avoid adverse environmental impacts when in operation (Policies 27 and 29).	☐ Yes ☐ No ☒ Not Applicable

Protect coastal waters from direct and indirect discharge of pollutants (Policies 30, 31, 33, 34, 35, 36 and 37).	☒ Yes ☐ No ☐ Not Applicable
Ensure that dredging and dredge spoil disposal are undertaken in a manner protective of natural resources (Policies 15 and 35).	☐ Yes ☐ No ☒ Not Applicable
Ensure that any transportation, handling or disposal of hazardous wastes and effluent is undertaken in a manner which will not adversely affect the environment (Policy 39).	☒ Yes ☐ No ☐ Not Applicable
Protect air quality in accordance with state and federal air quality standards (Policies 41 and 42).	☒ Yes ☐ No ☐ Not Applicable
Preserve and protect tidal and freshwater wetlands (Policy 44).	☐ Yes ☐ No ☒ Not Applicable

DETERMINATION OF CONSISTENCY

To be filled out by the Waterfront Commission

☐ This project/action is consistent with LWRP Policies and Conditions
☐ This project/action is NOT consistent with LWRP Policies and Conditions

The following changes to the project/action are recommended to ensure consistency with the LWRP:

_____ _____

Waterfront Commission Chairman Date

Dunn Engineering Associates, P.C.
Consulting Engineers
66 Main Street
Westhampton Beach, N.Y. 11978
631-288-2480
631-288-2544 Fax

January 11, 2016

Mr. Douglas Riley, Esq.
G&S Port Chester, LLC
211 East 43rd Street
25th Floor
New York, NY 10017

Re: Traffic Engineering Comments
Response to 1/5/16 Memo from
Mark Chertok to Daniel Tartaglia

Dear Mr. Riley:

In accordance with your request, I have reviewed the above reference memorandum with specific reference to the traffic engineering comments and offer the following responses:

1. First, I reached out to the Village's traffic engineering consultant, Adler Consulting, and spoke with Michael O'Rourke on January 8, 2016. It was clear the Village, with their legal and traffic engineering consultants, are attempting to review our proposed use as a new application rather than as part of a beneficial revision to a previously approved application. It is important to realize that the successful development of the overall project resulted in the significant realized benefits of mitigating roadway improvements, creation of a revitalized downtown and an overall economic stimulus for which both the Village and the applicant should be proud.

   I discussed their desire to treat it as a new application with recent traffic counts collected within the last three years. Adler Consulting does not have any recent counts for the two adjacent signalized intersections on Westchester Avenue. Mr. O'Rourke is searching his files for possible traffic counts collected at these two intersections by Costco. He will advise me of the outcome of his search when he returns from a business trip.

   Again, I reminded him that the key element of the case is the comparison of the site generated traffic of the previously approved use for this site with the present proposed use of this site, which was clearly provided in our letter to you dated November 12, 2015. Table 1 showed that the proposed use generates key traffic than the previously approved use and indicates the reduction in site generated traffic. From a traffic engineering standpoint and land zoning standpoint, a general change of zone or land use requirement is that the

proposed use should generate equal or less traffic than a permitted or previously approved use. As a result, the proposed use has less of a traffic impact than the previously approved use and thus satisfies this requirement.

2. Mr. O'Rourke noted that one of their concerns was the change in entering and exiting volumes of the site generated traffic of the proposed, revised use. Table 1 in our letter of November 12, 2015 clearly indicates that the site generated traffic for each of the AM, PM and Saturday peak hours of the proposed, revised use is less than that of the previously approved use on this site. Thus, there is no need for additional analysis.

3. The additional benefits of the proposed revised use include use of shared parking which reduces the need for parking spaces in the area and the application of Smart Growth Strategies which encourage residential units above retail units in the downtown area adjacent to existing retail uses which results in less site generated traffic and the need for fewer parking spaces.

4. A rule of thumb often used by traffic engineers is that if a use results in the addition of 5% or less of traffic volumes to an intersection, no detailed capacity analyses are required. This small amount of site generated traffic will not be discernable to the human eye and no traffic impact will result. The reduction in site generated traffic and the anticipated small amount of traffic generated by the revised use falls within this situation.

It is my understanding that you have developed parking strategies that are under the control of the applicant, G&S Port Chester, LLC, which will assure that there is more than adequate parking for the retail and residential uses for this proposed, revised use.

Please contact me if you have any questions or require any additional information.

Sincerely,



WALTER M. DUNN, JR., P.E.
President

WMD:as
L2016002

Dunn Engineering Associates, P.C.
Consulting Engineers
66 Main Street
Westhampton Beach, N.Y. 11978
631-288-2480
631-288-2544 Fax

January 27, 2016

Mr. Douglas Riley, Esq.
G&S Port Chester, LLC
211 East 43rd Street
25th Floor
New York, NY 10017

Re: Traffic Engineering Approaches
Change of Uses on Retail D

Dear Mr. Riley:

We have reviewed the approach suggested by Adler Consulting in their one page sheet entitled "Adler Consulting Recommendations for Traffic Counts and Analysis for Proposed Retail D, January 14, 2016". Their recommendations appear to be based on the following assumptions:

- They seem to be treating this modification for a change of uses on this parcel as if it was a new application for this site which would require a brand new Traffic Impact Study with the collection and analysis of updated traffic data in order to determine the need for construction of roadway improvements to mitigate any potential traffic impacts.

- Continuing with this approach, they seem to be following guidelines and requirements from ITE and NYSDOT for the preparation of a new Traffic Impact Study so that recent traffic counts within the last three years would be necessary.

- Furthermore, they have expanded the traffic count locations from 3 locations (typically one signalized intersection adjacent to the site) to 7 locations, which is seemingly based on possible parking lot locations where shoppers and residents may park.

Our review indicates that the Village's and Adler's approach are inappropriate, illogical and inconsistent with the intent of SEQR requirements. This approach is not the correct approach to utilize for the modification of uses on this site.

In order to help the Village and Adler Consulting see the fallacy in their approach, the long history of the overall project and the previous steps taken to prepare the extensive and comprehensive actions taken by G&S Investors LLC to comply with Village, County, State and SEQR requirements are presented briefly for your consideration and help in initiating the appropriate approach for this minor change of use on this one site.

1. An Environmental Impact Study was prepared by the applicant in 1999. As part of this EIS, a comprehensive Traffic Impact Study was prepared that included numerous parcels (of which this site is one and it is designated as Retail D), and 23 intersections.

2. As part of the EIS, mitigating roadway improvements were identified and implemented prior to the opening of the approved uses on all the parcels. Thus, the roadway improvements for the overall development were constructed even though uses on some of the parcels, such as the subject site, were not constructed yet. Thus, all the roadway improvements for the entire re-development as well as the various parking lots are presently in place. Any less intensive uses on any particular site should not require additional data collection and analysis as well as any additional roadway improvements.

3. The EIS included all parcels of properties to be developed. There was no exclusion of possible sites that would have resulted in "segmentation" which is not allowed in the SEQR process. However, it should be understood that the Village's and Adler's approach could be considered "segmentation" or come very close to being "segmentation" by a government agency or a lead agency. Separating out one parcel to require a new Traffic Impact Study is not appropriate when the parcel was already included in an EIS and for which overall mitigating roadway improvements were already implemented.

As a result of our above review, our approach to examine the traffic impact of the changes from a retail use to a combined retail and apartment use on this site is presented below; should be considered and approved by the Village:

a. As previously noted in our letters of November 12, 2015 and January 11, 2016, the key element of the case is the comparison of the site generated traffic of the previously approved use for this site with the present proposed use of this site, which was clearly provided in our letter to you dated November 12, 2015. Table 1 showed that the proposed use generates less traffic than the previously approved use and indicates the reduction in site generated traffic. From a traffic engineering standpoint and land zoning standpoint, a general change of zone or land use requirement is that the proposed use should generate equal or less traffic than a permitted or previously approved use. As a result, the proposed use has less of a traffic impact than the previously approved use and thus satisfies this requirement.

b. Mr. O'Rourke of Adler Consulting noted that one of their concerns was the change in entering and exiting volumes of the site generated traffic of the proposed, revised use. Table 1 in our letter of November 12, 2015 clearly indicates that the site generated traffic for each of the AM, PM and Saturday peak hours of the proposed, revised use is less than that of the previously approved use on this site. Thus, there is no need for additional analysis.

c. The additional benefits of the proposed revised use include use of shared parking which reduces the need for parking spaces in the area and the application of Smart Growth

Strategies which encourage residential units above retail units in the downtown area adjacent to existing retail uses which results in less site generated traffic and the need for fewer parking spaces.

d. A rule of thumb often used by traffic engineers is that if a use results in the addition of 5% or less traffic volumes to an intersection, no detailed capacity analyses are required. This small amount of site generated traffic will not be discernable to the human eye and no traffic impact will result. The reduction in site generated traffic and the anticipated small amount of traffic generated by the revised use falls within this situation.

To further support that no additional capacity analyses are required, the following illustration is presented.

From the 2011 traffic counts collected from Costco, updates were made to the signalized intersection of Westchester Avenue at Abendroth Avenue/Don Bosco Place by applying a growth rate of 2% per year. It should be noted that the subject site is located in the northwest corner of this intersection. The 2% per year growth rate includes the growth in traffic from normal growth in the area as well as from any other new developments. The total traffic entering the intersection in the weekday P.M. hour is 1711 vehicles. For the proposed use of retail and residential apartments on the site, a total of 91 site generated vehicles would enter the intersection, which results in an increase of 5%. Applying the traffic engineer's rule of thumb, if 5% or less traffic is added to the intersection by the site generated traffic, no further capacity analyses would be required.

Again, it is recommended that the above approach recommended by the applicant that compares the site generated traffic of the previously approved use with the presently proposed uses should be utilized instead of Adler Consulting's approach.

If you have any questions or require additional information, please contact me.

Sincerely,



WALTER M. DUNN, JR., P.E.
President

WMD:as
L2016006

Dunn Engineering Associates, P.C.
Consulting Engineers
66 Main Street
Westhampton Beach, N.Y. 11978
631-288-2480
631-288-2544 Fax

February 12, 2016

Mr. Michael O'Rourke, P.E.
Adler Consulting
235 Main Street
4th Floor, Suite 400
White Plains, New York 10601

Re: Change of Uses on Retail D
Traffic Engineering Examination

Dear Mr. O'Rourke:

We have reviewed and collected the data requested in your recent e-mail. (Attachment 1)

As a result, we collected and compiled the following information:

1. A.M. Weekday peak hour Traffic Counts from 7:00 A. to 9:00 A.M. at the intersections of Westchester Avenue at a) Main Street (US Route 1)/King Street, b) Abendroth Avenue/Don Bosco Place, and Traverse Avenue. (Attachment 2)

2. Saturday midday (11:00 A.M. to 3:00 P.M.) Parking Data on the middle level of the parking deck as well as the southerly portion of ground level. (Attachment 3)

3. Weekday P.M. Parking Data (6:00 P.M. to 10:00 P.M) on the idle level of the parking deck as well as the ground level. (Attachment 4)

4. Figure 1, Existing Volumes (2016), which consisted of the A.M. Traffic Counts presented in #1 above and the expansion of the 2011 P.M. and Saturday counts taken for Costco by a growth rate of 2% per year to 2016. Calculations for the annual growth rate expansion to 2016 for "existing volumes" and for 2017 No Build volumes are also included in Attachment 5. (Attachment 5)

5. Figure 2, No Build 2017. (Attachment 6)

6. Figure 3, Directional Distribution (Attachment 7) which presents the 1999 Directional Distribution and an Alternative Directional Distribution. Figure 3A presents the Directional Distribution with which you agreed.

7. Figure 4, Build Volumes (2017) which adds the site-generated traffic for the proposed change of uses. (Attachment 8). Figure 4B presents the assignment of site generated traffic based on Table 1, which contains the site generated traffic, and Figure 3A, Directional Distribution. A copy of Table 1 is included in Attachment 8 for ease of reference.

8. Capacity Analysis Summary Tables. (Attachment 9)

9. Capacity Analysis Analyses Results. (Attachment 10)

Conclusions

1. The capacity analyses performed indicated that the traffic generated by the proposed uses on Retail D of a 12,000 S.F. specialty retail center and 79 apartments can be accommodated at the study intersections of Westchester Avenue at a) Main Street (US Route 1), b) Abendroth Avenue/Don Bosco Place, and c) Traverse Avenue with very minor traffic impacts and without deterioration of the Levels of Service.

2. The Saturday (11:00 A.M. to 3:00 P.M.) and Weekday P.M. (6:00 P.M. to 10:00 P.M.) parking data collected on the middle level indicates that there is sufficient available parking to accommodate the proposed change of uses.

3. Furthermore, additional parking data collected for the same time periods on the ground level indicates that there are additional vacant spaces that can be assigned for use by the proposed specialty retail center and the residents of the apartments, if necessary. (See Attachments 3 and 4)

As a result, based on our traffic engineering analyses, it is recommended that the proposed change of uses on Retail D be approved.

If you have any questions or require additional information, please contact me.

Sincerely,

Walter M. Dunn, Jr.

WALTER M. DUNN, JR., P.E.
President

WMD:as
L2016020

ATTACHMENT 1

"Retail D"

Traffic volume data were previously collected by Atlantic Traffic & Design in December, 2011 at the intersections of:

- Westchester Avenue with Main Street (Route 1)/King Street;
- Westchester Avenue with Abendroth Avenue/Don Bosco Place; and,
- Westchester Avenue with Traverse Avenue.

The data were collected only for the weekday midday, weekday PM and Saturday midday periods. No data were collected during the AM peak period.

The Applicant's traffic engineer will grow the traffic volume data collected by Atlantic Traffic & Design in December, 2011 for the weekday PM and Saturday midday periods to 2016 using an annual growth rate of two (2) percent. The Applicant's traffic engineer will arrange to collect vehicle turning movement data at the three intersections identified above for the weekday AM peak period and then calculate AM Peak Hour volumes. Capacity analyses will be preformed for the three intersections using the 2016 traffic volumes for the weekday AM Peak Hour, the weekday PM Peak Hour and Saturday midday Peak Hour.

The Applicant's traffic engineer will arrange to collect parking data on the middle level of the parking deck which includes approximately 390 parking spaces. The Applicant's traffic engineer will conduct an inventory to confirm the number of parking spaces available. Approximately 350 parking spaces are currently used by Metro-North Railroad. Parking accumulation data will be collected every 30 minutes on a typical weekday between 6:00 p.m. and 10:00 p.m. and on a typical Saturday between 11:00 a.m. and 3:00 p.m.

The traffic and parking data and analyses submitted by the Applicant will be reviewed by the Village Traffic Consultant and discussed with the Special Counsel and Village Manager.

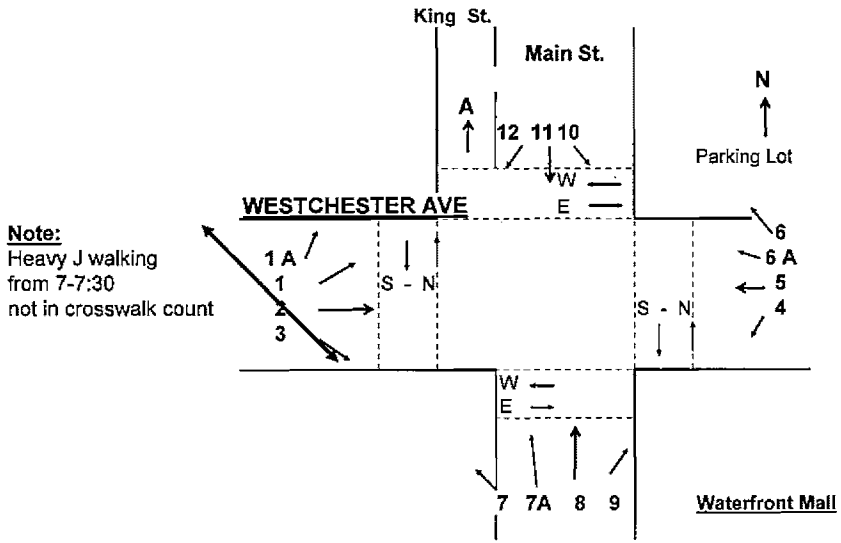
ATTACHMENT 2

T.C.C., Inc. - *TURNING MOVEMENT COUNT SURVEY*

LOCATION: 1 - WESTCHESTER AVE @ MAIN / KING ST's **DATE:** Monday - February 8, 2016

WESTCHESTER AVE | **MAIN / KING ST's**

	AM	E/B					W/B					N/B					SB				
	START	1A	1	2	3		4	5	5A	6		7	7A	8	9		10	11	12		
	TIME	H-LEFT	LEFT	THRU	RIGHT	TOTAL	LEFT	THRU	RIGHT	RIGHT	TOTAL	LEFT	L-TH	THRU	RIGHT	TOTAL	LEFT	THRU	RIGHT		TOTAL
	7:00	4	15	15	29	63	13	9	2	2	26	25	4	23	6	58	8	21	10	0	39
	7:15	3	18	46	25	92	17	25	4	6	52	31	2	44	4	81	16	42	20	0	78
	7:30	5	24	32	35	96	11	17	6	7	41	34	8	46	7	95	12	57	18	0	87
	7:45	4	21	46	46	117	12	43	0	8	63	49	16	47	12	124	16	52	18	0	86
	8:00	5	23	60	64	152	13	22	3	9	47	43	6	50	12	111	15	45	17	0	77
	8:15	9	15	54	58	136	15	23	2	6	46	37	15	64	10	126	10	54	22	0	86
	8:30	14	14	48	40	116	15	23	3	9	50	30	9	75	9	123	8	43	20	0	71
	8:45	4	31	33	40	108	6	26	4	9	45	31	9	89	18	147	9	54	22	0	85
	AM																				
TOTAL	HOURLY VOLUME	1A	1	2	3	TOTAL	4	5	5A	6	TOTAL	7	7A	8	9	TOTAL	10	11	12		TOTAL
1198	7:00	16	78	139	135	368	53	94	12	23	182	139	30	160	29	358	52	172	66	0	290
1399	7:15	17	86	184	170	457	53	107	13	30	203	157	32	187	35	411	59	196	73	0	328
1490	7:30	23	83	192	203	501	51	105	11	30	197	163	45	207	41	456	53	208	75	0	336
1531	7:45	32	73	208	208	521	55	111	8	32	206	159	46	236	43	484	49	194	77	0	320
1526	8:00	32	83	195	202	512	49	94	12	33	188	141	39	278	49	507	42	196	81	0	319
	Total	Start of Peak Hr.				07:45 AM															
1531	Intersection Peak Hour Volume	E/B Approach Volume				521	W/B Approach Volume				206	N/B Approach Volume				484	SB Approach Volume				320
	1531	P.H.F.				0.86	P.H.F.				0.82	P.H.F.				0.96	P.H.F.				0.93



MAIN / KING ST's

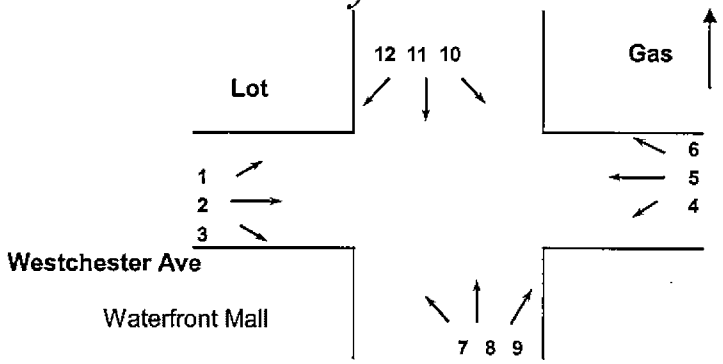
TRAFFIC COUNTS COLLECTING, INC.
718 899-4522

Traffic Counts Collecting, Inc.

Turning Movement Count Survey

INTERSECTION 2 - Westchester Ave @ Don Bosco Pl / Abendroth

DATE: Monday - February 8, 2016



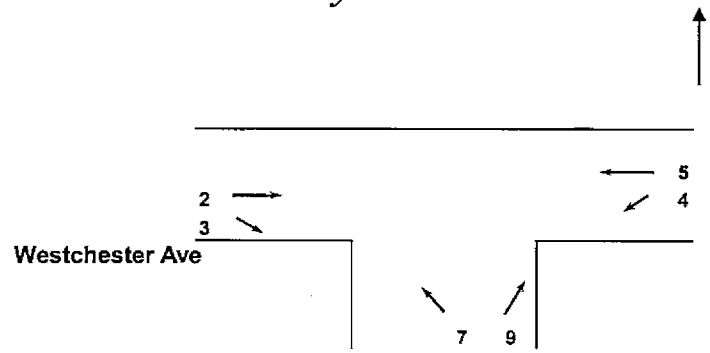
		Westchester Ave								Don Bosco Pl / Abendroth											
	AM	E/B				W/B				N/B				S/B							
	START	1	2	3		4	5	6		7	8	9		10	11	12					
	TIME	LEFT	THRU	RIGHT	TOTAL	LEFT	THRU	RIGHT	TOTAL	LEFT	THRU	RIGHT	TOTAL	LEFT	THRU	RIGHT	TOTAL	1-3	4-6	7-9	10-12
	7:00	14	6	10	30	4	5	3	12	10	19	4	33	2	22	17	41	0.81	0.83	0.69	0.79
	7:15	11	6	46	63	0	7	3	10	17	21	3	41	10	23	29	62	0.60	0.84	0.75	0.85
	7:30	19	4	31	54	2	7	4	13	16	31	2	49	11	38	24	73	0.85	0.94	0.84	0.85
	7:45	27	9	30	66	3	7	5	15	30	32	8	70	17	38	27	82	0.88	0.90	0.82	0.80
	8:00	16	14	53	83	2	5	9	16	17	30	3	50	11	27	23	61	0.86	0.88	0.84	0.94
	8:15	18	9	51	78	1	5	10	16	21	41	5	67	13	29	20	62	0.64	0.65	0.69	0.69
	8:30	25	9	32	66	5	6	7	18	27	54	1	82	10	25	22	57	0.47	0.43	0.48	0.48
	8:45	25	6	26	57	4	5	4	13	21	52	4	77	6	28	19	53	0.25	0.25	0.25	0.25
TOTAL	AM HOURLY VOLUME	1	2	3	TOTAL	4	5	6	TOTAL	7	8	9	TOTAL	10	11	12	TOTAL				
714	7:00	71	25	117	213	9	26	15	50	73	103	17	193	40	121	97	258				
808	7:15	73	33	160	266	7	26	21	54	80	114	16	210	49	126	103	278				
855	7:30	80	36	165	281	8	24	28	60	84	134	18	236	52	132	94	278				
889	7:45	86	41	166	293	11	23	31	65	95	157	17	269	51	119	92	262				
856	8:00	84	38	162	284	12	21	30	63	86	177	13	276	40	109	84	233				
889	Total Intersection Peak Hour Volume 889	Start of Peak Hr. E/B Approach Volume		P.H.F.	07:45 AM 293 0.88	W/B Approach Volume		P.H.F.	65 0.90	N/B Approach Volume		P.H.F.	269 0.82	S/B Approach Volume		P.H.F.	262 0.80				

Traffic Counts Collecting, Inc.

Turning Movement Count Survey

INTERSECTION 3 - Westchester Ave @ Traverse Ave

DATE: Monday - February 8, 2016



		Westchester Ave								Traverse Ave							
	AM	E/B				W/B				N/B							
	START		2	3		4	5			7		9					
	TIME		THRU	RIGHT	TOTAL	LEFT	THRU		TOTAL	LEFT		RIGHT	TOTAL				TOTAL
	7:00		2	7	9	0	0		0	9		1	10				0
	7:15		1	11	12	0	0		0	7		0	7				0
	7:30		1	19	20	0	2		2	9		0	9				0
	7:45		5	26	31	0	2		2	12		1	13				0
	8:00		3	26	29	0	2		2	22		0	22				0
	8:15		6	20	26	0	1		1	13		0	13				0
	8:30		4	15	19	0	6		6	10		0	10				0
	8:45		7	4	11	1	1		2	4		1	5				0
	AM HOURLY																
TOTAL	VOLUME	1	2	3	TOTAL	4	5	6	TOTAL	7	8	9	TOTAL	10	11	12	TOTAL
115	7:00	0	9	63	72	0	4	0	4	37	0	2	39	0	0	0	0
149	7:15	0	10	82	92	0	6	0	6	50	0	1	51	0	0	0	0
170	7:30	0	15	91	106	0	7	0	7	56	0	1	57	0	0	0	0
174	7:45	0	18	87	105	0	11	0	11	57	0	1	58	0	0	0	0
146	8:00	0	20	65	85	1	10	0	11	49	0	1	50	0	0	0	0
	Total Intersection Peak Hour Volume	Start of Peak Hr. E/B			07:45 AM	W/B				N/B				S/B			
174	174	Approach Volume			105	Approach Volume			11	Approach Volume			58	Approach Volume			0
		P.H.F.			0.85	P.H.F.			0.46	P.H.F.			0.66	P.H.F.			######

1-3	4-6	7-9	10-12
0.58	0.50	0.75	#DIV/0!
0.74	0.75	0.58	#DIV/0!
0.85	0.88	0.65	#DIV/0!
0.85	0.46	0.66	#DIV/0!
0.73	0.46	0.57	#DIV/0!
0.54	0.38	0.54	#DIV/0!
0.39	0.33	0.38	#DIV/0!
0.25	0.25	0.25	#DIV/0!

ATTACHMENT 3

T.C.C., Inc.

PORT CHESTER PARKING SURVEY

1st Fl - Spaces South of Ctr Drwy - East Structure
2nd Fl - MTA - Space in Blue w/Space #
2nd Fl - 40 +/- Space South side of Lot (50 space)

DATE: Saturday - February 6, 2016
SUNNY

TIME	1st FL	2nd # MTA	2nd No#														TIME
11:00	25	42	1														11:00
11:30	27	47	2														11:30
12:00	30	50	2														12:00
12:30	29	52	2														12:30
13:00	38	54	2														13:00
13:30	45	53	2														13:30
14:00	53	67	2														14:00
14:30	58	67	2														14:30
15:00	77	68	2														15:00

ATTACHMENT 4

T.C.C., Inc.

PORT CHESTER PARKING SURVEY

1st Fl - Spaces South of Ctr Drwy - East Structure
2nd Fl - MTA - Space in Blue w/Space #
2nd Fl - 40 +/- Space South side of Lot

DATE: Monday - February 8, 2016
Snow Showers

TIME	1 Fl.	2 Fl MTA Blue	2 Fl.														TIME
18:00	30	256	15														18:00
18:30	26	186	13														18:30
19:00	21	158	10														19:00
19:30	18	106	7														19:30
20:00	17	88	5														20:00
20:30	13	85	5														20:30
21:00	14	84	5														21:00
21:30	12	71	4														21:30
22:00	12	68	4														22:00

Traffic Counts Collecting, Inc.
718 899-4522

ATTACHMENT 5

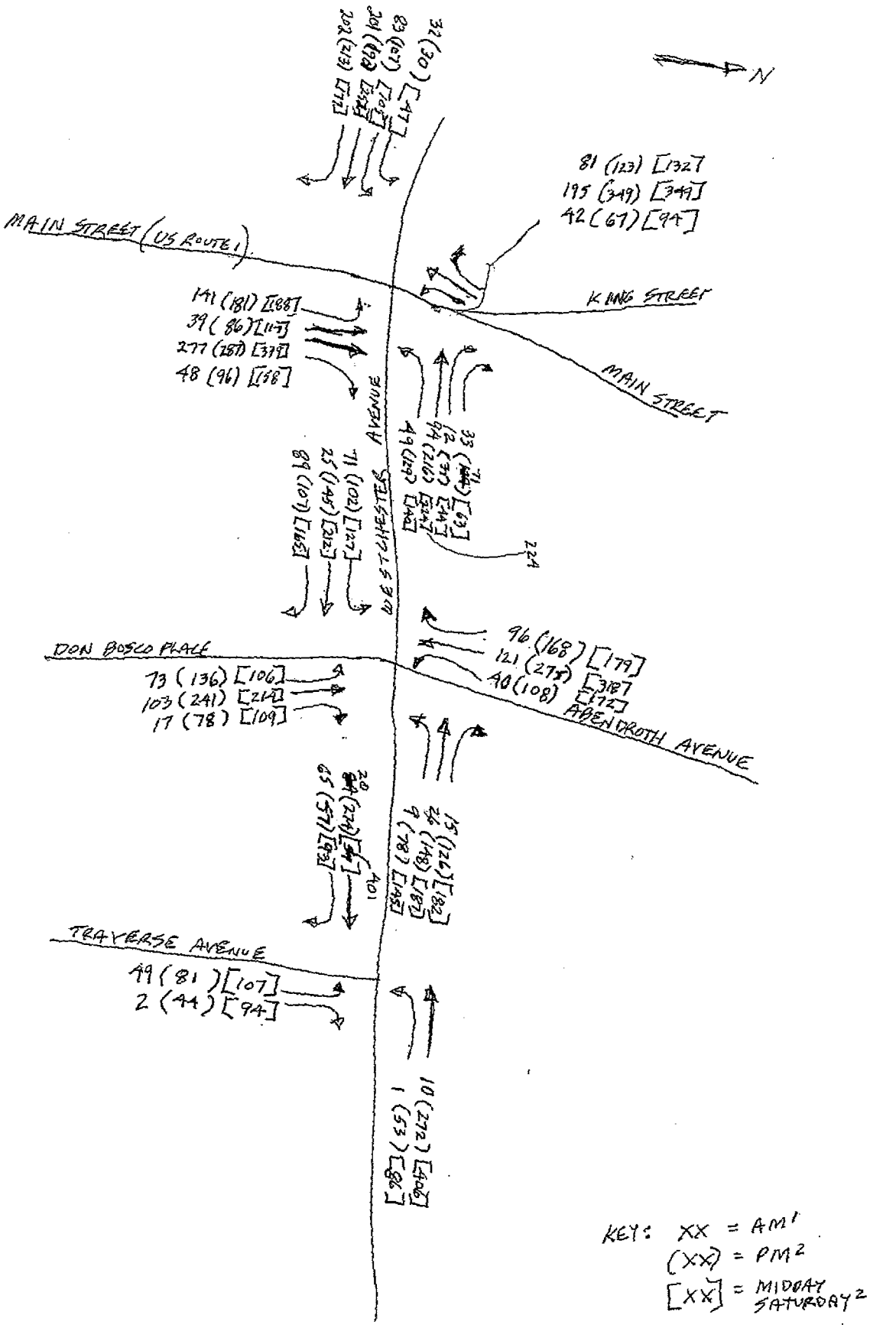


FIGURE 1
EXISTING VOLUMES (2016)

2016 Existing - Westchester Ave @ Main St / King St								2017 No Build
PM		2011	2012	2013	2014	2015	2016	2017
Eastbound	Lft-Lft	27	28	28	29	29	30	30
	Lft	97	99	101	103	105	107	109
	Str	172	175	179	183	186	190	194
	Rht	193	197	201	205	209	213	217
Westbound	Lft	117	119	122	124	127	129	132
	Str	196	200	204	208	212	216	221
	Rht	32	33	33	34	35	35	36
	Rt-Rt	64	65	67	68	69	71	72
Southbound	Lft	61	62	63	65	66	67	69
	Str	316	322	329	335	342	349	356
	Rht	111	113	115	118	120	123	125
Northbound	Lft	164	167	171	174	178	181	185
	Str-Lt	78	80	81	83	84	86	88
	Str	260	265	271	276	281	287	293
	Rht	87	89	91	92	94	96	98

2016 Existing - Westchester Ave @ Main St / King St								2017 No Build
SAT		2011	2012	2013	2014	2015	2016	2017
Eastbound	Lft-Lft	43	44	45	46	47	47	48
	Lft	95	97	99	101	103	105	107
	Str	228	233	237	242	247	252	257
	Rht	160	163	166	170	173	177	180
Westbound	Lft	127	130	132	135	137	140	143
	Str	203	207	211	215	220	224	229
	Rht	40	41	42	42	43	44	45
	Rt-Rt	57	58	59	60	62	63	64
Southbound	Lft	85	87	88	90	92	94	96
	Str	316	322	329	335	342	349	356
	Rht	120	122	125	127	130	132	135
Northbound	Lft	170	173	177	180	184	188	191
	Str-Lt	106	108	110	112	115	117	119
	Str	307	313	319	326	332	339	346
	Rht	143	146	149	152	155	158	161

2016 Existing - Westchester Ave @ Abendroth Ave / Don Bosco Place								2017 No Build
PM		2011	2012	2013	2014	2015	2016	2017
Eastbound	Lft	92	94	96	98	100	102	104
	Str	131	134	136	139	142	145	148
	Rht	97	99	101	103	105	107	109
Westbound	Lft	71	72	74	75	77	78	80
	Str	134	137	139	142	145	148	151
	Rht	114	116	119	121	123	126	128
Southbound	Lft	98	100	102	104	106	108	110
	Str	249	254	259	264	270	275	280
	Rht	152	155	158	161	165	168	171
Northbound	Lft	123	125	128	131	133	136	139
	Str	218	222	227	231	236	241	246
	Rht	71	72	74	75	77	78	80

2016 Existing - Westchester Ave @ Abendroth Ave / Don Bosco Place								2017 No Build
SAT		2011	2012	2013	2014	2015	2016	2017
Eastbound	Lft	115	117	120	122	124	127	130
	Str	192	196	200	204	208	212	216
	Rht	149	152	155	158	161	165	168
Westbound	Lft	131	134	136	139	142	145	148
	Str	169	172	176	179	183	187	190
	Rht	165	168	172	175	179	182	186
Southbound	Lft	156	159	162	166	169	172	176
	Str	288	294	300	306	312	318	324
	Rht	162	165	169	172	175	179	182
Northbound	Lft	96	98	100	102	104	106	108
	Str	194	198	202	206	210	214	218
	Rht	99	101	103	105	107	109	111

2016 Existing - Westchester Ave @ Traverse Ave								2017 No Build
PM		2011	2012	2013	2014	2015	2016	2017
Eastbound	Str	248	253	258	263	268	274	279
	Rht	52	53	54	55	56	57	59
Westbound	Lft	48	49	50	51	52	53	54
	Str	246	251	256	261	266	272	277
Northbound	Lft	73	74	76	77	79	81	82
	Rht	40	41	42	42	43	44	45

2016 Existing - Westchester Ave @ Traverse Ave								2017 No Build
SAT		2011	2012	2013	2014	2015	2016	2017
Eastbound	Str	363	370	378	385	393	401	409
	Rht	84	86	87	89	91	93	95
Westbound	Lft	78	80	81	83	84	86	88
	Str	368	375	383	391	398	406	414
Northbound	Lft	97	99	101	103	105	107	109
	Rht	85	87	88	90	92	94	96

ATTACHMENT 6

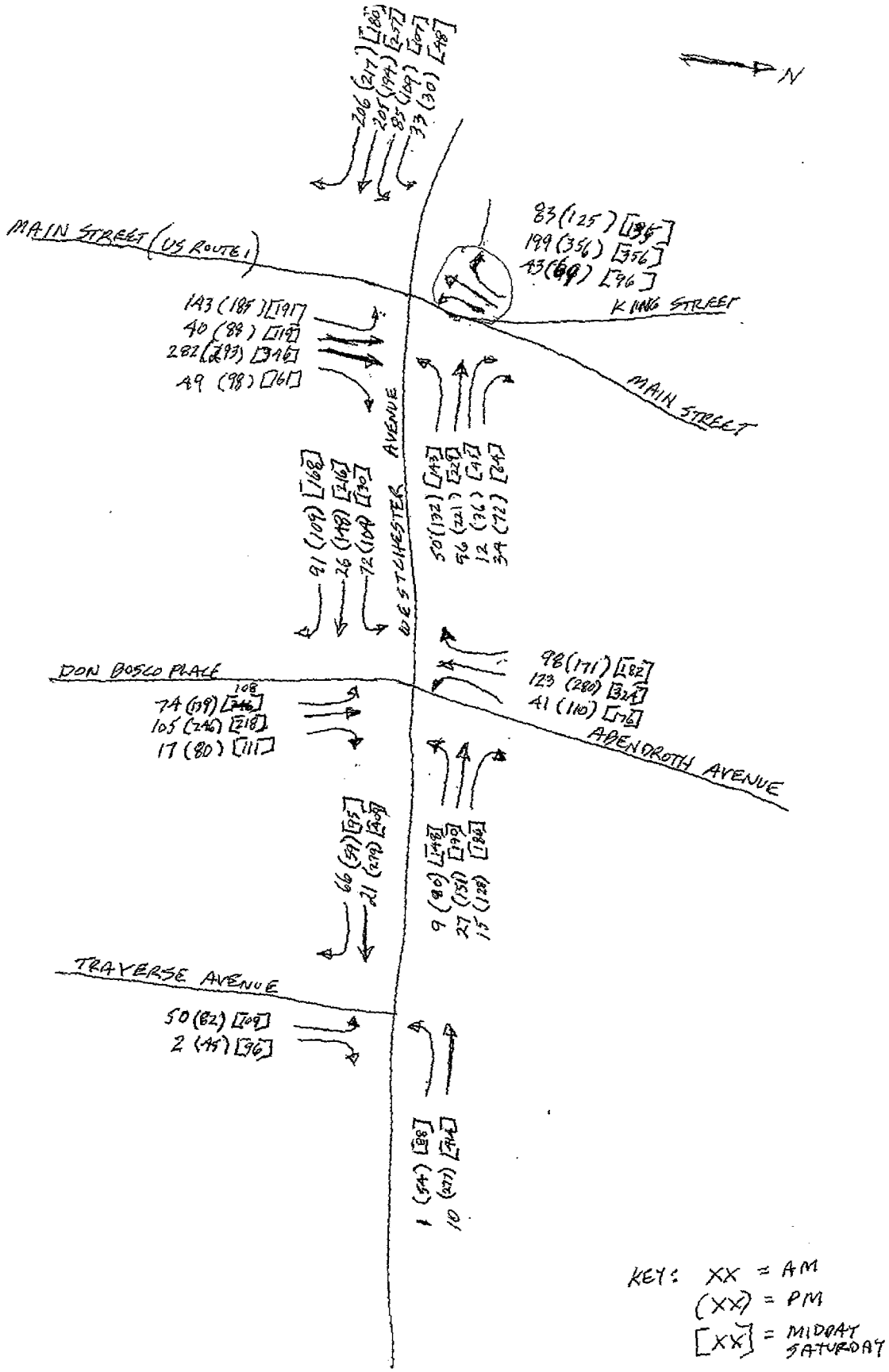


FIGURE 2
NO BUILD (2017)

APP ov + 1%

ATTACHMENT 7

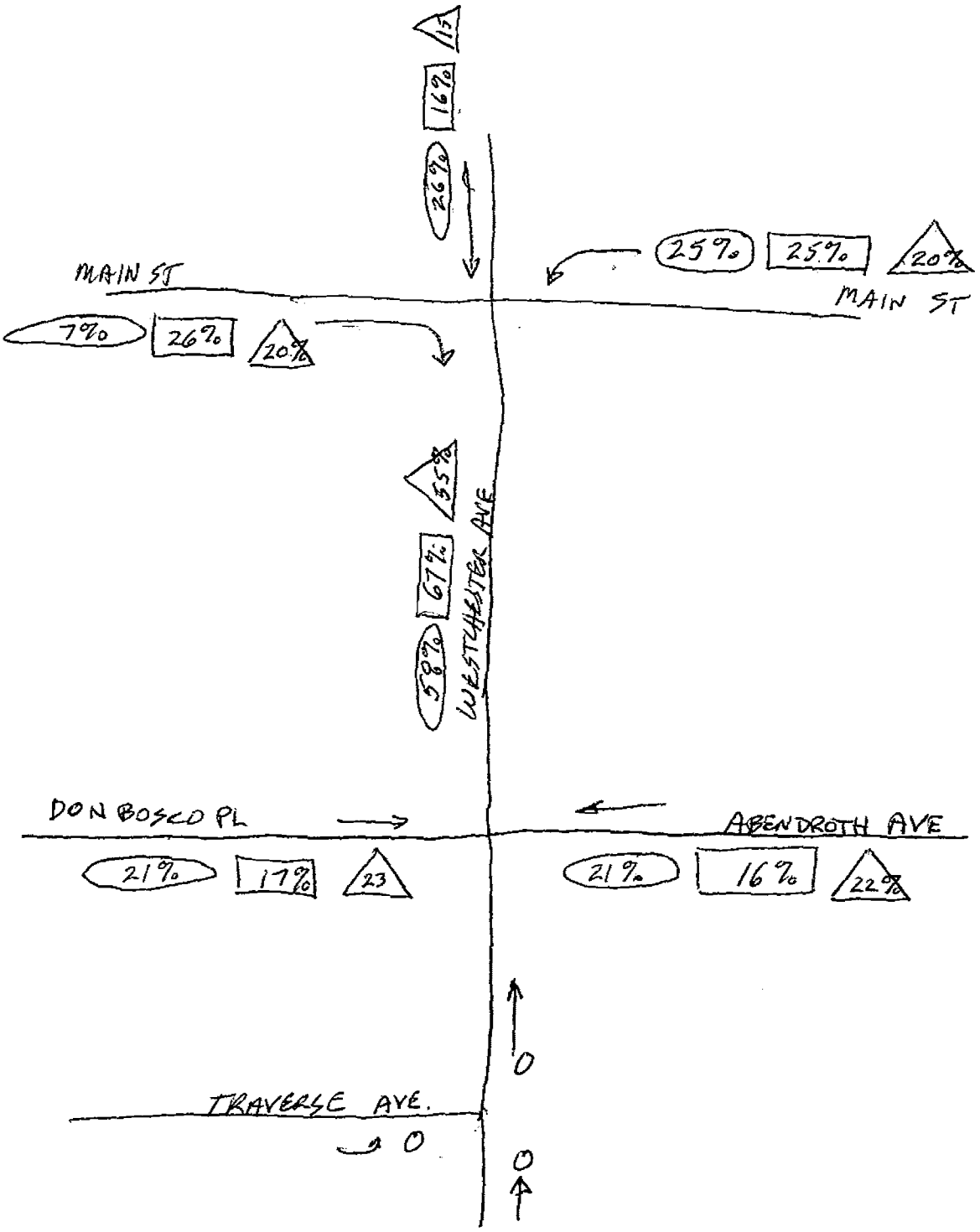


FIGURE 3
DIRECTIONAL DISTRIBUTION
OF
SITE GENERATED TRAFFIC

NOTE: TWO DIRECTIONAL DISTRIBUTIONS USED IN 1999 DOCUMENTS.
ONE = 3 MILE RADIUS
TWO = 5 MILE RADIUS = COSTCO & MOVIES

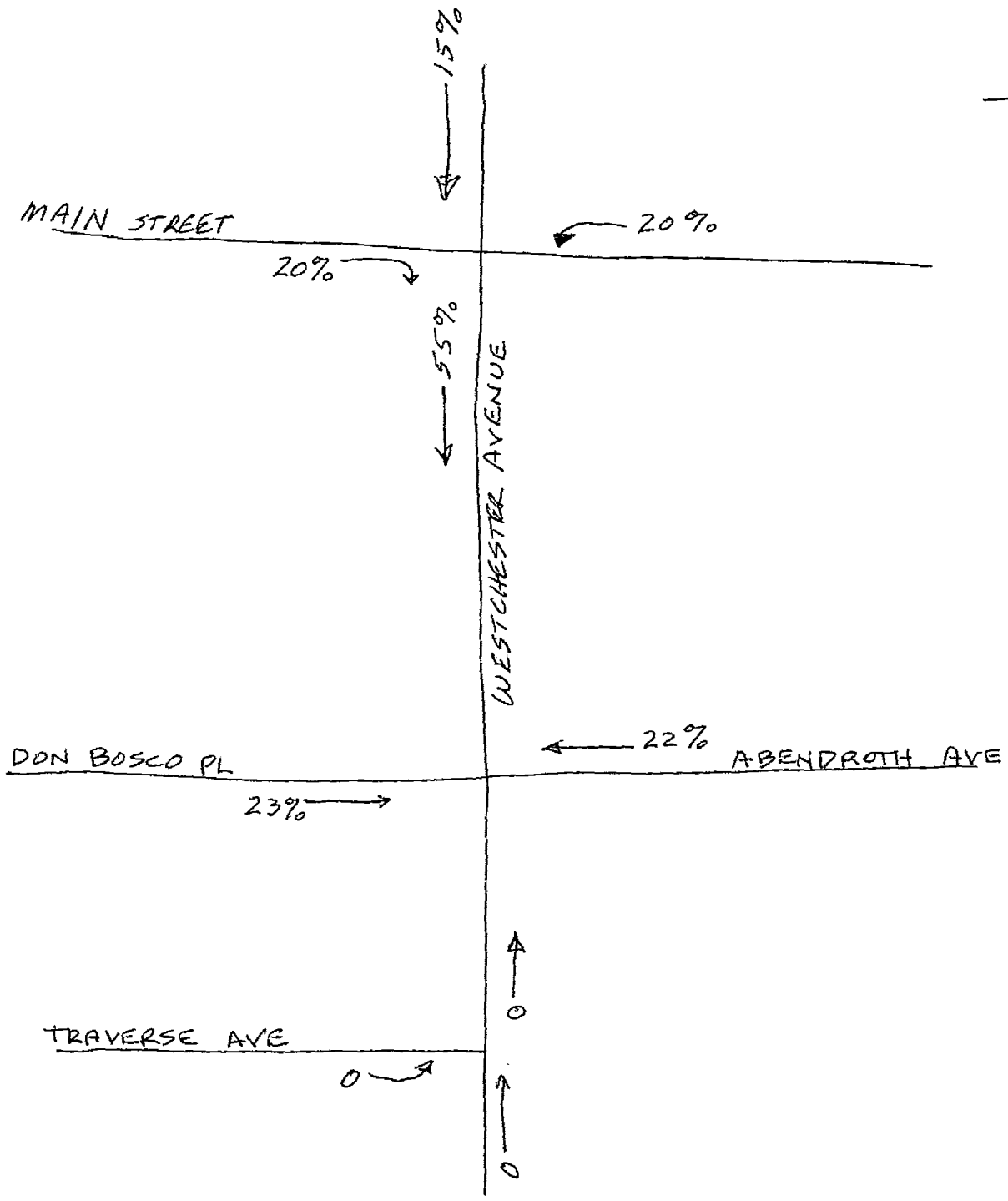


FIGURE 3A
DIRECTIONAL DISTRIBUTION
AGREED UPON

ATTACHMENT 8

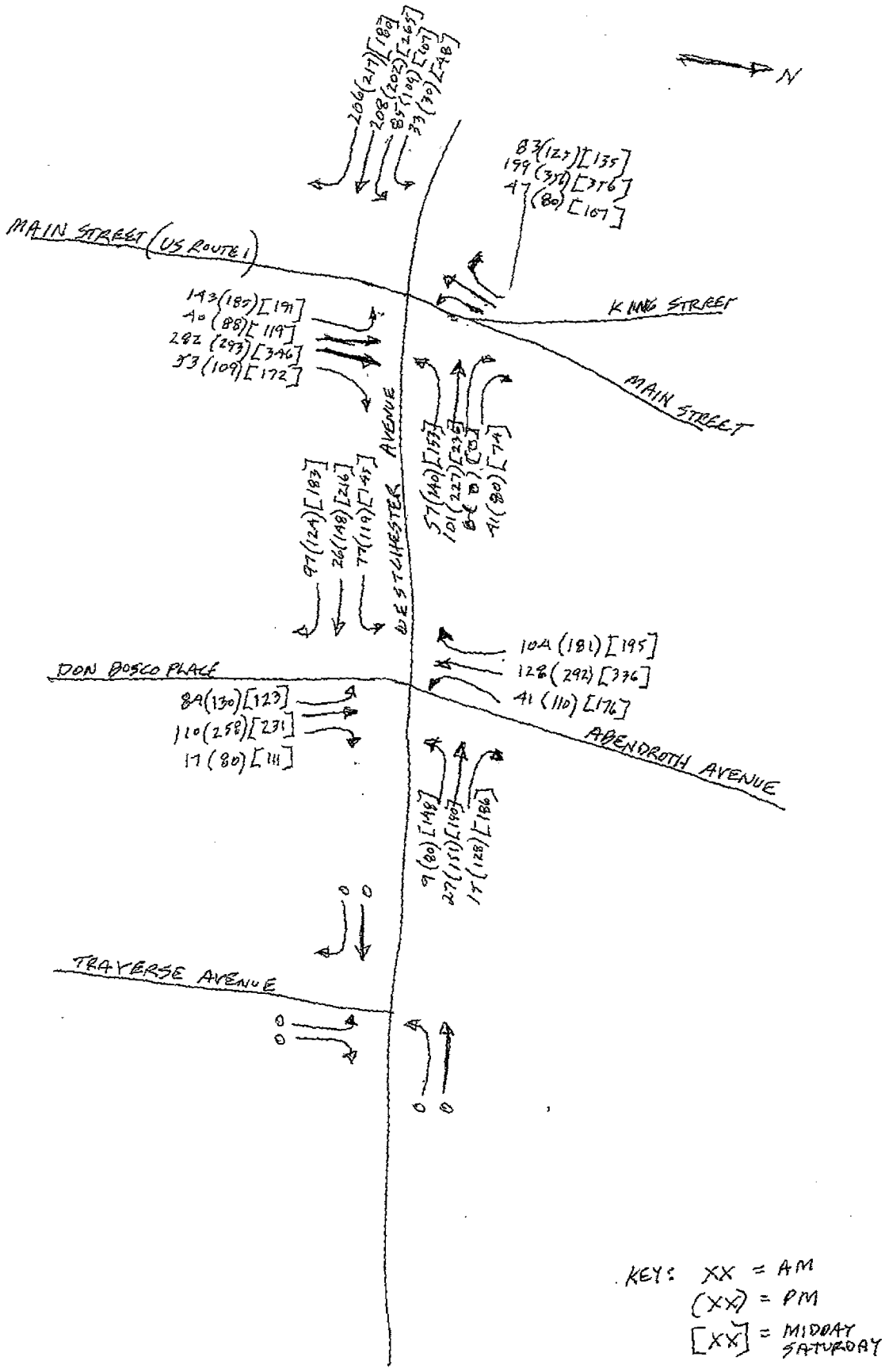


FIGURE 4
BUILD 2017

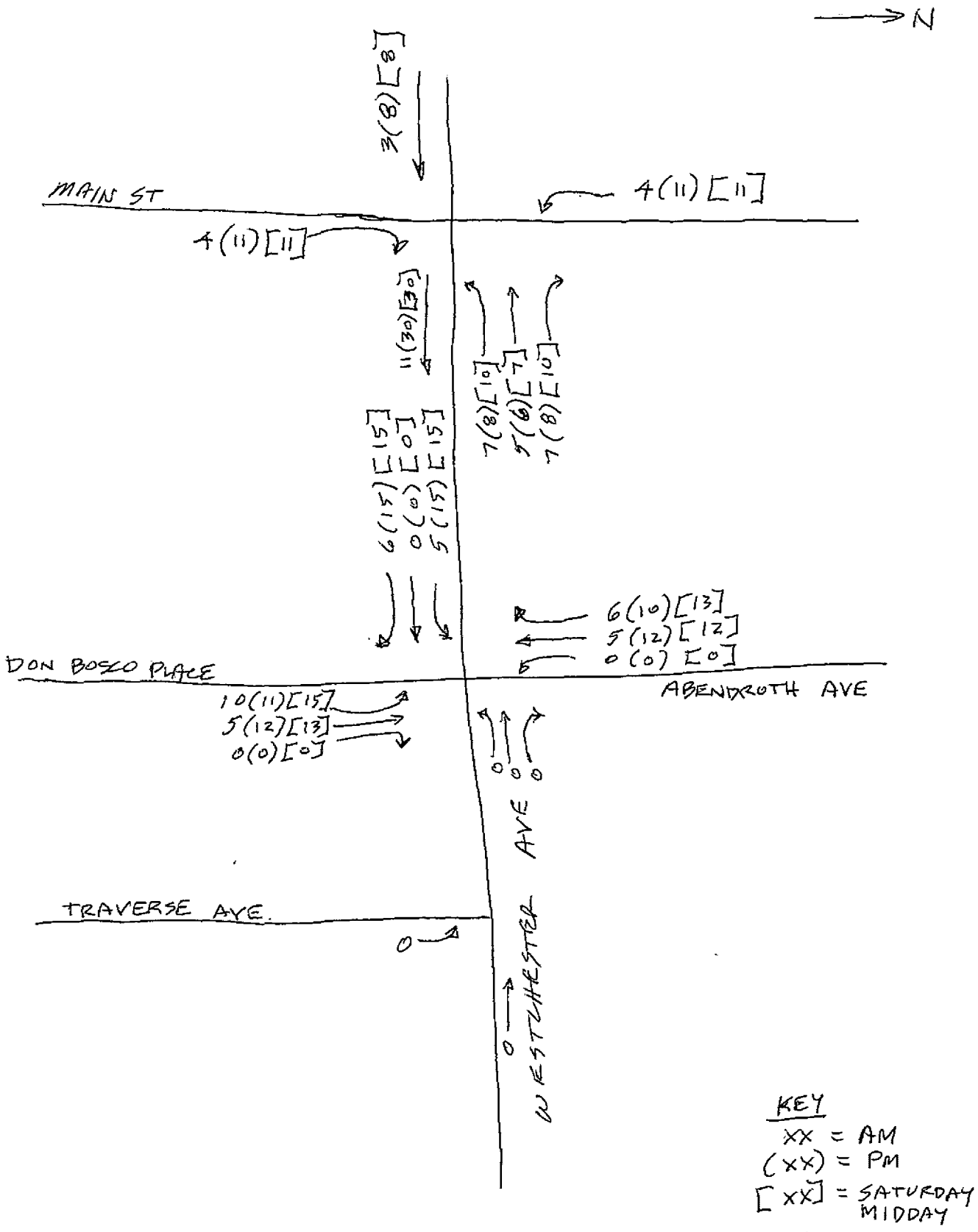


FIGURE 4B

ASSIGNMENT OF SITE GENERATED TRAFFIC

Proposed Use	A.M.*		P.M.*		Saturday**	
	.44 Enter	.56 Exit	.56 Enter	.44 Exit	.52 Enter	.48 Exit
Retail Use: 12,000 S.F. Specialty Retail Center Land Use Code 826	14	18	35	25	30	28
	.31 Enter	.69 Exit	.58 Enter	.42 Exit	.54 Enter	.46 Exit
Residential Apartments: 79 Units Land Use Code 223 (Mid-Rise Apartment)	7	17	18	13	25***	21***
Total	**21**	**35**	**53**	**38**	**55**	**49**
Previously Approved Use						
Retail Use: 40,000 S.F. Specialty Retail Center Land Use Code 826	48	60	113	88	100	93
Reduction in Site Generated Traffic	27	25	60	50	45	44
% Reduction in Site Generated Traffic	48%		55%		46%	

***Peak Hours of Adjacent Street Traffic**
****Peak Hour of Generator**
*****Land Use 221 Low-Rise Apartment Data**

Table 1
Comparison of Site Generated Traffic
Proposed Use vs Previously Approved Use

ATTACHMENT 9

Signalized Intersections Level of Service – AM Peak Hour								
Intersection	Movement	Lane Group	Existing 2016		No Build 2017		Build 2017	
			Delay	LOS	Delay	LOS	Delay	LOS
Main Street (US 1) at Westchester Avenue	EB	L	7.0	A	7.2	A	7.2	A
		T	7.0	A	7.1	A	7.2	A
		R	7.3	A	7.5	A	7.5	A
		Approach	7.1	A	7.3	A	7.3	A
	WB	L	8.1	A	8.3	A	8.4	A
		T	6.4	A	6.5	A	6.5	A
		R	6.0	A	6.1	A	6.1	A
		Approach	6.7	A	6.9	A	7.0	A
	NB	L	37.7	D	37.9	D	37.8	D
		T	28.0	C	27.8	C	27.8	C
		R	26.2	C	25.9	C	26.0	C
		Approach	30.5	C	30.4	C	30.4	C
	SB	L	32.3	C	32.2	C	32.4	C
		T	28.7	C	28.5	C	28.5	C
		R	26.8	C	26.6	C	26.6	C
		Approach	28.7	C	28.5	C	28.6	C
	Overall		19.3	B	19.3	B	19.3	B

Signalized Intersections Level of Service – PM Peak Hour								
Intersection	Movement	Lane Group	Existing 2016		No Build 2017		Build 2017	
			Delay	LOS	Delay	LOS	Delay	LOS
Main Street (US 1) at Westchester Avenue	EB	L	9.6	A	9.7	A	9.8	A
		T	8.0	A	8.0	A	8.1	A
		R	8.5	A	8.5	A	8.5	A
		Approach	8.6	A	8.6	A	8.7	A
	WB	L	10.3	B	10.4	B	10.6	B
		T	8.2	A	8.2	A	8.2	A
		R	7.2	A	7.2	A	7.1	A
		Approach	8.5	A	8.6	A	8.8	A
	NB	L	137.7	F	158.5	F	158.5	F
		T	26.5	C	26.6	C	26.6	C
		R	25.2	C	25.2	C	25.5	C
		Approach	57.3	E	63.1	E	62.6	E
	SB	L	32.3	C	32.6	C	33.1	C
		T	33.4	C	34.1	C	34.1	C
		R	25.7	C	25.8	C	25.8	C
		Approach	31.5	C	32.0	C	32.1	C
	Overall		28.8	C	30.7	C	30.8	C

Table A
Summary of Signalized Intersection Capacity Analysis Results
Main Street (US 1) at Westchester Avenue

Signalized Intersections Level of Service – Saturday Peak Hour								
Intersection	Movement	Lane Group	Existing 2016		No Build 2017		Build 2017	
			Delay	LOS	Delay	LOS	Delay	LOS
Main Street (US 1) at Westchester Avenue	EB	L	7.2	A	9.9	A	10.0	A
		T	6.2	A	8.5	A	8.5	A
		R	6.0	A	8.2	A	8.2	A
		Approach	6.4	A	8.8	A	8.8	A
	WB	L	8.5	A	11.6	B	12.0	B
		T	6.1	A	8.3	A	8.3	A
		R	5.3	A	7.2	A	7.1	A
		Approach	6.6	A	9.0	A	9.3	A
	NB	L	472.4	F	171.9	F	171.9	F
		T	32.6	C	24.4	C	27.4	C
		R	30.8	C	27.6	C	26.8	C
		Approach	135.4	F	80.2	F	60.6	E
	SB	L	45.1	D	27.6	C*	37.3	D
		T	55.0	E	34.1	C	34.1	C
		R	30.2	C	26.0	C	26.0	C
		Approach	47.7	D	31.2	C	32.8	C
	Overall		58.8	E	31.8	C	31.9	C

Table A *(Continued)*
Summary of Signalized Intersection Capacity Analysis Results
Main Street (US 1) at Westchester Avenue

Signalized Intersections Level of Service – AM Peak Hour								
Intersection	Movement	Lane Group	Existing 2016		No Build 2017		Build 2017	
			Delay	LOS	Delay	LOS	Delay	LOS
Westchester Avenue at Abendroth Avenue/Don Bosco Place	EB	L	5.8	A	5.9	A	6.3	A
		T	6.5	A	6.5	A	6.9	A
		R	6.9	A	7.0	A	7.5	A
		Approach	6.4	A	6.5	A	6.9	A
	WB	L	7.1	A	7.2	A	7.6	A
		T/R	7.9	A	8.0	A	8.5	A
		Approach	7.8	A	7.9	A	8.3	A
	NB	L	46.9	D	46.7	D	46.1	D
		T/R	53.3	D	53.2	D	52.0	D
		Approach	50.9	D	50.8	D	49.6	D
	SB	L	47.3	D	47.2	D	46.8	D
		T	56.2	E	56.1	E	55.9	E
		R	55.7	E	55.6	E	55.7	E
		Approach	54.6	D	54.5	D	54.4	D
	Overall		37.1	D	37.1	D	36.9	D

Signalized Intersections Level of Service – PM Peak Hour								
Intersection	Movement	Lane Group	Existing 2016		No Build 2017		Build 2017	
			Delay	LOS	Delay	LOS	Delay	LOS
Westchester Avenue at Abendroth Avenue/Don Bosco Place	EB	L	13.9	B	14.2	B	14.8	B
		T	16.7	B	17.0	B	17.5	B
		R	16.6	B	16.9	B	17.6	B
		Approach	15.9	B	16.2	B	16.7	B
	WB	L	13.3	B	13.5	B	14.2	B
		T/R	19.3	B	19.7	B	20.7	C
		Approach	18.0	B	18.3	B	19.3	B
	NB	L	35.8	D	35.6	D	34.8	C
		T/R	62.1	E	63.6	E	63.6	E
		Approach	54.2	D	55.2	E	55.6	E
	SB	L	37.8	D	37.7	D	36.9	D
		T	51.0	D	51.4	D	49.9	D
		R	43.7	D	39.9	D	42.4	D
		Approach	46.2	D	46.4	D	45.2	D
	Overall		36.2	D	36.1	D	38.5	D

Table A
Summary of Signalized Intersection Capacity Analysis Results
Westchester Avenue at Abendroth Avenue/Don Bosco Place

Signalized Intersections Level of Service – Saturday Peak Hour								
Intersection	Movement	Lane Group	Existing 2016		No Build 2017		Build 2017	
			Delay	LOS	Delay	LOS	Delay	LOS
Westchester Avenue at Abendroth Avenue/Don Bosco Place	EB	L	18.5	B	18.5	B	19.0	B
		T	22.1	C	22.1	C	22.6	C
		R	22.0	C	22.0	C	22.9	C
		Approach	21.1	C	21.1	C	21.8	C
	WB	L	16.3	B	16.3	B	16.7	B
		T/R	26.4	C	26.4	C	27.6	C
		Approach	23.5	C	23.5	C	24.5	C
	NB	L	34.7	C	34.7	C	16.7	B
		T/R	70.7	E	70.7	E	27.6	C
		Approach	61.8	E	61.8	E	24.5	C
	SB	L	39.6	D	39.6	D	40.1	D
		T	46.0	D	46.0	D	48.2	D
		R	38.4	D	38.4	D	39.2	D
		Approach	42.3	D	42.3	D	43.7	D
	Overall		36.7	D	36.7	D	37.8	D

Table A *(Continued)*
Summary of Signalized Intersection Capacity Analysis Results
Westchester Avenue at Abendroth Avenue/Don Bosco Place

2016 Existing Condition						
Location / Movement	**Average Control Delay**			**Level of Service**		
	A.M.	**P.M.**	**Saturday**	**A.M.**	**P.M.**	**Saturday**
Westbound Left/Thru on Westchester Avenue	7.2	11.9	28.5	A	A	A
Northbound Left/Right from Traverse Avenue	7.6	9.9	13.6	B	B	D
Intersection	7.2	11.4	25.1	A	B	D

2017 No Build Condition						
Location / Movement	**Average Control Delay**			**Level of Service**		
	A.M.	**P.M.**	**Saturday**	**A.M.**	**P.M.**	**Saturday**
Westbound Left/Thru on Westchester Avenue	7.2	12.0	29.5	A	A	A
Northbound Left/Right from Traverse Avenue	7.6	9.9	13.6	A	B	B
Intersection	7.2	11.0	23.8	A	B	C

2017 Build Condition						
Location / Movement	**Average Control Delay**			**Level of Service**		
	A.M.	**P.M.**	**Saturday**	**A.M.**	**P.M.**	**Saturday**
Westbound Left/Thru on Westchester Avenue	7.2	12.0	29.5	A	A	A
Northbound Left/Right from Traverse Avenue	7.6	9.9	13.6	A	B	B
Intersection	7.2	11.0	23.8	A	B	C

Note: Since no site generated traffic is projected to travel through this intersection, Build analysis is same as No Build for A.M., P.M. and Saturday.

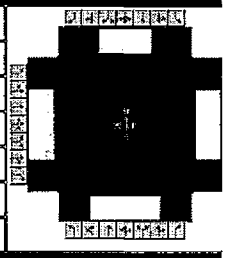
Table B
Summary of Unsignalized Intersection Capacity Analyses Results
Westchester Avenue at Traverse Avenue

ATTACHMENT 10

Westchester Avenue
at
Main Street (US 1)

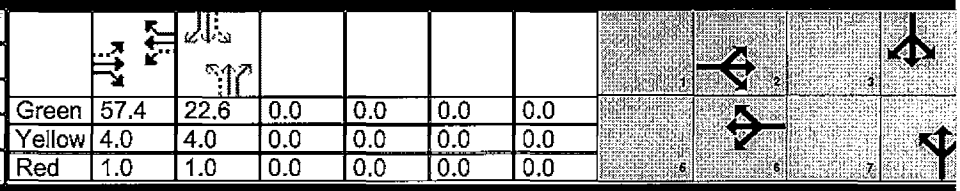
HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	DEA			Duration, h	0.25
Analyst	CC	Analysis Date	2/11/2016	Area Type	Other
Jurisdiction	Westchester	Time Period	AM Existing	PHF	0.92
Urban Street	Westchester Avenue	Analysis Year	2016	Analysis Period	1> 7:00
Intersection	Westchester Ave @ Kin...	File Name	am existing.xus		
Project Description	Retail				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	115	201	202	49	94	45	141	316	48	42	195	81

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	57.4	22.6	0.0	0.0	0.0	0.0						
Yellow	4.0	4.0	0.0	0.0	0.0	0.0						
Red	1.0	1.0	0.0	0.0	0.0	0.0						

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2		6		8		4
Case Number		5.0		5.0		5.0		5.0
Phase Duration, s		62.4		62.4		27.6		27.6
Change Period, ($Y+R_c$), s		5.0		5.0		5.0		5.0
Max Allow Headway (*MAH*), s		0.0		0.0		3.2		3.2
Queue Clearance Time (g_s), s						21.7		12.4
Green Extension Time (g_e), s		0.0		0.0		0.9		1.8
Phase Call Probability						1.00		1.00
Max Out Probability						0.96		0.03

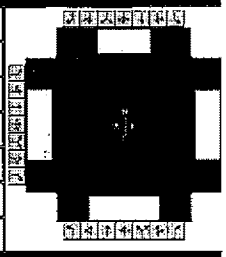
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	125	218	220	53	102	49	153	343	52	46	212	88
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1313	1900	1610	1181	1900	1425	1188	1809	1610	1054	1900	1610
Queue Service Time (g_s), s	1.7	4.2	5.1	1.7	1.9	0.6	11.2	7.1	2.3	3.4	8.5	3.9
Cycle Queue Clearance Time (g_c), s	3.6	4.2	5.1	6.0	1.9	0.6	19.7	7.1	2.3	10.4	8.5	3.9
Green Ratio (*g/C*)	0.64	0.64	0.64	0.64	0.64	0.64	0.25	0.25	0.25	0.25	0.25	0.25
Capacity (*c*), veh/h	1781	1212	1027	778	1212	1818	267	908	404	262	477	404
Volume-to-Capacity Ratio (*X*)	0.070	0.180	0.214	0.068	0.084	0.027	0.575	0.378	0.129	0.174	0.445	0.21
Available Capacity (c_a), veh/h	1781	1212	1027	778	1212	1818	298	1005	447	290	528	447
Back of Queue (*Q*), veh/ln (50 th percentile)	0.4	1.6	1.6	0.4	0.7	0.2	3.2	3.0	0.8	0.8	3.8	1.5
Queue Storage Ratio (*RQ*) (50 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	6.9	6.7	6.8	7.9	6.2	6.0	36.7	27.9	26.1	32.2	28.4	26.7
Incremental Delay (d_2), s/veh	0.1	0.3	0.5	0.2	0.1	0.0	1.0	0.1	0.1	0.1	0.2	0.1
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	7.0	7.0	7.3	8.1	6.4	6.0	37.7	28.0	26.2	32.3	28.7	26.8
Level of Service (LOS)	A	A	A	A	A	A	D	C	C	C	C	C
Approach Delay, s/veh / LOS	7.1	A		6.7	A		30.5	C		28.7	C	
Intersection Delay, s/veh / LOS	19.3						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.5	B	2.8	C	2.6	B	2.6	B
Bicycle LOS Score / LOS	1.4	A	0.8	A	0.9	A	1.1	A

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HCS 2010 Signalized Intersection Results Summary

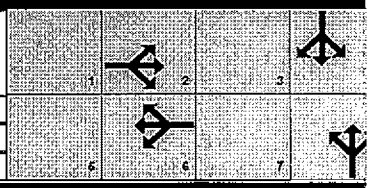
General Information				Intersection Information	
Agency	DEA			Duration, h	0.25
Analyst	CC	Analysis Date	2/11/2016	Area Type	Other
Jurisdiction	Westchester	Time Period	PM Existing	PHF	0.92
Urban Street	Westchester Avenue	Analysis Year	2016	Analysis Period	1> 7:00
Intersection	Westchester Ave @ Kin...	File Name	pm existing.xus		
Project Description	Retail				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	137	190	213	129	216	106	181	373	96	67	349	123

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	55.0	25.0	0.0	0.0	0.0	0.0						
Yellow	4.0	4.0	0.0	0.0	0.0	0.0						
Red	1.0	1.0	0.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2		6		8		4
Case Number		5.0		5.0		5.0		5.0
Phase Duration, s		60.0		60.0		30.0		30.0
Change Period, (*Y+R c*), s		5.0		5.0		5.0		5.0
Max Allow Headway (*MAH*), s		0.0		0.0		3.3		3.3
Queue Clearance Time (*g s*), s						27.0		18.2
Green Extension Time (*g e*), s		0.0		0.0		0.0		2.2
Phase Call Probability						1.00		1.00
Max Out Probability						1.00		0.43

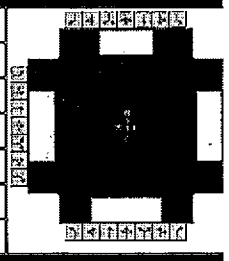
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	149	207	232	140	235	115	197	405	104	73	379	134
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1164	1900	1610	1194	1900	1425	1019	1809	1610	995	1900	1610
Queue Service Time (*g s*), s	2.7	4.3	5.9	5.2	4.9	1.5	8.8	8.2	4.5	5.8	16.2	5.9
Cycle Queue Clearance Time (*g c*), s	7.7	4.3	5.9	9.5	4.9	1.5	25.0	8.2	4.5	14.0	16.2	5.9
Green Ratio (*g/C*)	0.61	0.61	0.61	0.61	0.61	0.61	0.28	0.28	0.28	0.28	0.28	0.28
Capacity (*c*), veh/h	1455	1161	984	753	1161	1742	180	1005	447	266	528	447
Volume-to-Capacity Ratio (*X*)	0.102	0.178	0.235	0.186	0.202	0.066	1.096	0.403	0.233	0.274	0.719	0.29
Available Capacity (*c a*), veh/h	1455	1161	984	753	1161	1742	180	1005	447	266	528	447
Back of Queue (*Q*), veh/ln (50 th percentile)	0.7	1.6	1.9	1.4	1.9	0.4	8.7	3.4	1.7	1.4	7.7	2.2
Queue Storage Ratio (*RQ*) (50 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (*d 1*), s/veh	9.5	7.6	7.9	9.7	7.8	7.1	42.6	26.4	25.1	32.1	29.3	25.6
Incremental Delay (*d 2*), s/veh	0.1	0.3	0.6	0.5	0.4	0.1	95.2	0.1	0.1	0.2	4.1	0.1
Initial Queue Delay (*d 3*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	9.6	8.0	8.5	10.3	8.2	7.2	137.7	26.5	25.2	32.3	33.4	25.7
Level of Service (LOS)	A	A	A	B	A	A	F	C	C	C	C	C
Approach Delay, s/veh / LOS	8.6	A		8.5	A		57.3	E		31.5	C	
Intersection Delay, s/veh / LOS	28.8						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.5	B	2.8	C	2.6	B	2.6	B
Bicycle LOS Score / LOS	1.5	A	1.3	A	1.1	A	1.5	A

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HCS 2010 Signalized Intersection Results Summary

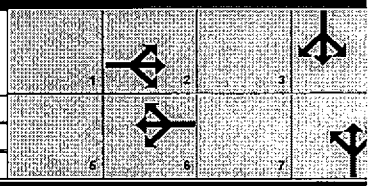
General Information				Intersection Information	
Agency	DEA			Duration, h	0.25
Analyst	CC	Analysis Date	2/11/2016	Area Type	Other
Jurisdiction	Westchester	Time Period	SAT Existing	PHF	0.92
Urban Street	Westchester Avenue	Analysis Year	2016	Analysis Period	1> 7:00
Intersection	Westchester Ave @ Kin...	File Name	sat existing.xus		
Project Description	Retail				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	152	252	177	140	224	107	188	456	158	94	349	132

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	60.0	20.0	0.0	0.0	0.0	0.0	
Yellow	4.0	4.0	0.0	0.0	0.0	0.0	
Red	1.0	1.0	0.0	0.0	0.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2		6		8		4
Case Number		5.0		5.0		5.0		5.0
Phase Duration, s		65.0		65.0		25.0		25.0
Change Period, ($Y+R_c$), s		5.0		5.0		5.0		5.0
Max Allow Headway (*MAH*), s		0.0		0.0		3.3		3.3
Queue Clearance Time (g_s), s						22.0		22.0
Green Extension Time (g_e), s		0.0		0.0		0.0		0.0
Phase Call Probability						1.00		1.00
Max Out Probability						1.00		1.00

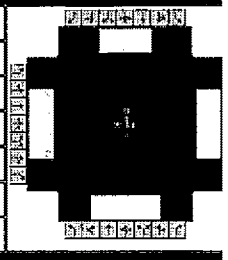
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	165	274	192	152	243	116	204	496	172	102	379	143
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1154	1900	1610	1123	1900	1425	1019	1809	1610	916	1900	1610
Queue Service Time (g_s), s	2.7	5.1	4.1	5.5	4.4	1.3	2.5	11.1	8.4	8.9	17.5	6.8
Cycle Queue Clearance Time (g_c), s	7.1	5.1	4.1	10.6	4.4	1.3	20.0	11.1	8.4	20.0	17.5	6.8
Green Ratio (*g/C*)	0.67	0.67	0.67	0.67	0.67	0.67	0.22	0.22	0.22	0.22	0.22	0.22
Capacity (*c*), veh/h	1586	1267	1073	765	1267	1900	109	804	358	171	422	358
Volume-to-Capacity Ratio (*X*)	0.104	0.216	0.179	0.199	0.192	0.061	1.878	0.617	0.480	0.599	0.898	0.40
Available Capacity (c_a), veh/h	1586	1267	1073	765	1267	1900	109	804	358	171	422	358
Back of Queue (*Q*), veh/ln (50 th percentile)	0.6	1.8	1.3	1.3	1.6	0.3	15.3	4.8	3.2	2.4	10.2	2.6
Queue Storage Ratio (*RQ*) (50 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	7.1	5.8	5.7	7.9	5.7	5.2	44.7	31.5	30.5	41.1	34.0	29.9
Incremental Delay (d_2), s/veh	0.1	0.4	0.4	0.6	0.3	0.1	427.8	1.1	0.4	4.1	21.0	0.3
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	7.2	6.2	6.0	8.5	6.1	5.3	472.4	32.6	30.8	45.1	55.0	30.2
Level of Service (LOS)	A	A	A	A	A	A	F	C	C	D	E	C
Approach Delay, s/veh / LOS	6.4	A		6.6	A		135.4	F		47.7	D	
Intersection Delay, s/veh / LOS	58.8						E					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.5	B	2.8	C	2.6	B	2.6	B
Bicycle LOS Score / LOS	1.5	A	1.3	A	1.2	A	1.5	A

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HCS 2010 Signalized Intersection Results Summary

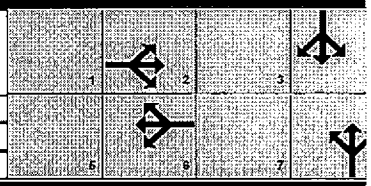
General Information				Intersection Information	
Agency	DEA			Duration, h	0.25
Analyst	CC	Analysis Date	2/11/2016	Area Type	Other
Jurisdiction	Westchester	Time Period	AM No Build	PHF	0.92
Urban Street	Westchester Avenue	Analysis Year	2017	Analysis Period	1> 7:00
Intersection	Westchester Ave @ Kin...	File Name	am no build.xus		
Project Description	Retail				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	118	205	206	50	96	46	143	322	49	43	199	83

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	57.1	22.9	0.0	0.0	0.0	0.0						
Yellow	4.0	4.0	0.0	0.0	0.0	0.0						
Red	1.0	1.0	0.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2		6		8		4
Case Number		5.0		5.0		5.0		5.0
Phase Duration, s		62.1		62.1		27.9		27.9
Change Period, ($Y+R_c$), s		5.0		5.0		5.0		5.0
Max Allow Headway (*MAH*), s		0.0		0.0		3.2		3.2
Queue Clearance Time (g_s), s						22.1		12.6
Green Extension Time (g_e), s		0.0		0.0		0.8		1.8
Phase Call Probability						1.00		1.00
Max Out Probability						1.00		0.03

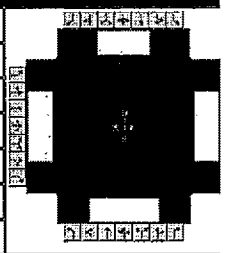
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	128	223	224	54	104	50	155	350	53	47	216	90
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1310	1900	1610	1176	1900	1425	1183	1809	1610	1047	1900	1610
Queue Service Time (g_s), s	1.8	4.4	5.3	1.8	1.9	0.6	11.4	7.2	2.3	3.5	8.6	4.0
Cycle Queue Clearance Time (g_c), s	3.7	4.4	5.3	6.2	1.9	0.6	20.1	7.2	2.3	10.6	8.6	4.0
Green Ratio (*g/C*)	0.63	0.63	0.63	0.63	0.63	0.63	0.25	0.25	0.25	0.25	0.25	0.25
Capacity (*c*), veh/h	1767	1206	1022	769	1206	1808	268	920	410	263	483	410
Volume-to-Capacity Ratio (*X*)	0.073	0.185	0.219	0.071	0.087	0.028	0.580	0.380	0.130	0.178	0.448	0.22
Available Capacity (c_a), veh/h	1767	1206	1022	769	1206	1808	295	1005	447	287	528	447
Back of Queue (Q), veh/ln (50 th percentile)	0.5	1.6	1.7	0.5	0.7	0.2	3.3	3.0	0.9	0.9	3.8	1.5
Queue Storage Ratio (*RQ*) (50 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	7.1	6.8	7.0	8.1	6.4	6.1	36.7	27.7	25.9	32.1	28.2	26.5
Incremental Delay (d_2), s/veh	0.1	0.3	0.5	0.2	0.1	0.0	1.2	0.1	0.1	0.1	0.2	0.1
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	7.2	7.1	7.5	8.3	6.5	6.1	37.9	27.8	25.9	32.2	28.5	26.6
Level of Service (LOS)	A	A	A	A	A	A	D	C	C	C	C	C
Approach Delay, s/veh / LOS	7.3	A		6.9	A		30.4	C		28.5	C	
Intersection Delay, s/veh / LOS	19.3						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.5	B	2.8	C	2.6	B	2.6	B
Bicycle LOS Score / LOS	1.4	A	0.8	A	0.9	A	1.1	A

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HCS 2010 Signalized Intersection Results Summary

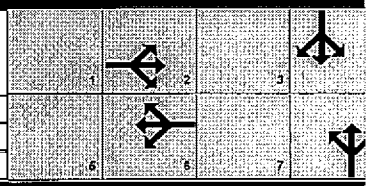
General Information				Intersection Information	
Agency	DEA			Duration, h	0.25
Analyst	CC	Analysis Date	2/11/2016	Area Type	Other
Jurisdiction	Westchester	Time Period	PM No Build	PHF	0.92
Urban Street	Westchester Avenue	Analysis Year	2017	Analysis Period	1> 7:00
Intersection	Westchester Ave @ Kin...	File Name	pm no build.xus		
Project Description	Retail				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	139	194	217	132	221	108	185	381	98	69	356	125

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	55.0	25.0	0.0	0.0	0.0	0.0	
Yellow	4.0	4.0	0.0	0.0	0.0	0.0	
Red	1.0	1.0	0.0	0.0	0.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2		6		8		4
Case Number		5.0		5.0		5.0		5.0
Phase Duration, s		60.0		60.0		30.0		30.0
Change Period, (*Y+R c*), s		5.0		5.0		5.0		5.0
Max Allow Headway (*MAH*), s		0.0		0.0		3.3		3.3
Queue Clearance Time (*g s*), s						27.0		18.6
Green Extension Time (*g e*), s		0.0		0.0		0.0		2.1
Phase Call Probability						1.00		1.00
Max Out Probability						1.00		0.49

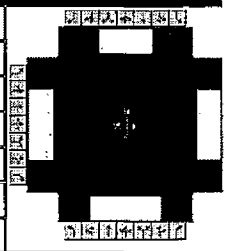
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	151	211	236	143	240	117	201	414	107	75	387	136
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1158	1900	1610	1189	1900	1425	1012	1809	1610	987	1900	1610
Queue Service Time (*g s*), s	2.8	4.4	6.0	5.4	5.1	1.5	8.4	8.4	4.6	6.0	16.6	6.0
Cycle Queue Clearance Time (*g c*), s	7.9	4.4	6.0	9.8	5.1	1.5	25.0	8.4	4.6	14.4	16.6	6.0
Green Ratio (*g/C*)	0.61	0.61	0.61	0.61	0.61	0.61	0.28	0.28	0.28	0.28	0.28	0.28
Capacity (*c*), veh/h	1445	1161	984	749	1161	1742	174	1005	447	262	528	447
Volume-to-Capacity Ratio (*X*)	0.105	0.182	0.240	0.192	0.207	0.067	1.154	0.412	0.238	0.286	0.733	0.30
Available Capacity (*c a*), veh/h	1445	1161	984	749	1161	1742	174	1005	447	262	528	447
Back of Queue (*Q*), veh/ln (50 th percentile)	0.7	1.7	2.0	1.4	1.9	0.4	9.4	3.5	1.7	1.4	7.9	2.2
Queue Storage Ratio (*RQ*) (50 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (*d 1*), s/veh	9.5	7.7	8.0	9.8	7.8	7.1	42.7	26.5	25.1	32.4	29.5	25.6
Incremental Delay (*d 2*), s/veh	0.1	0.3	0.6	0.6	0.4	0.1	115.7	0.1	0.1	0.2	4.6	0.1
Initial Queue Delay (*d 3*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	9.7	8.0	8.5	10.4	8.2	7.2	158.5	26.6	25.2	32.6	34.1	25.8
Level of Service (LOS)	A	A	A	B	A	A	F	C	C	C	C	C
Approach Delay, s/veh / LOS	8.6	A		8.6	A		63.1	E		32.0	C	
Intersection Delay, s/veh / LOS	30.7						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.5	B	2.8	C	2.6	B	2.6	B
Bicycle LOS Score / LOS	1.5	A	1.3	A	1.1	A	1.5	A

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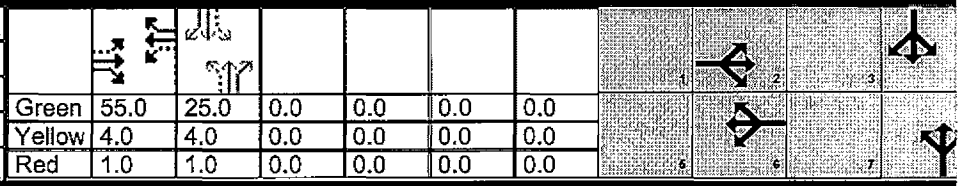
HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	DEA			Duration, h	0.25
Analyst	CC	Analysis Date	2/11/2016	Area Type	Other
Jurisdiction	Westchester	Time Period	SAT No Build	PHF	0.92
Urban Street	Westchester Avenue	Analysis Year	2017	Analysis Period	1> 7:00
Intersection	Westchester Ave @ Kin...	File Name	sat no build.xus		
Project Description	Retail				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	155	257	180	143	229	109	191	119	207	96	356	135

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	55.0	25.0	0.0	0.0	0.0	0.0						
Yellow	4.0	4.0	0.0	0.0	0.0	0.0						
Red	1.0	1.0	0.0	0.0	0.0	0.0						

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2		6		8		4
Case Number		5.0		5.0		5.0		5.0
Phase Duration, s		60.0		60.0		30.0		30.0
Change Period, (*Y*+*R c*), s		5.0		5.0		5.0		5.0
Max Allow Headway (*MAH*), s		0.0		0.0		3.3		3.3
Queue Clearance Time (*g s*), s						27.0		18.6
Green Extension Time (*g e*), s		0.0		0.0		0.0		1.9
Phase Call Probability						1.00		1.00
Max Out Probability						1.00		0.46

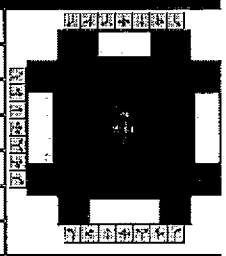
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	168	279	196	155	249	118	208	129	225	104	387	147
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1149	1900	1610	1117	1900	1425	1012	1809	1610	1281	1900	1610
Queue Service Time (*g s*), s	3.2	6.0	4.8	6.6	5.3	1.5	8.4	2.4	10.6	6.0	16.6	6.5
Cycle Queue Clearance Time (*g c*), s	8.5	6.0	4.8	12.7	5.3	1.5	25.0	2.4	10.6	8.4	16.6	6.5
Green Ratio (*g/C*)	0.61	0.61	0.61	0.61	0.61	0.61	0.28	0.28	0.28	0.28	0.28	0.28
Capacity (*c*), veh/h	1429	1161	984	688	1161	1742	174	1005	447	401	528	447
Volume-to-Capacity Ratio (*X*)	0.118	0.241	0.199	0.226	0.214	0.068	1.192	0.129	0.503	0.260	0.733	0.32
Available Capacity (*c a*), veh/h	1429	1161	984	688	1161	1742	174	1005	447	401	528	447
Back of Queue (*Q*), veh/ln (50 th percentile)	0.8	2.3	1.6	1.6	2.0	0.4	10.1	1.0	3.9	1.8	7.9	2.4
Queue Storage Ratio (*RQ*) (50 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (*d 1*), s/veh	9.7	8.0	7.7	10.9	7.8	7.1	42.7	24.3	27.3	27.5	29.5	25.8
Incremental Delay (*d 2*), s/veh	0.2	0.5	0.5	0.8	0.4	0.1	129.1	0.0	0.3	0.1	4.6	0.2
Initial Queue Delay (*d 3*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	9.9	8.5	8.2	11.6	8.3	7.2	171.9	24.4	27.6	27.6	34.1	26.0
Level of Service (LOS)	A	A	A	B	A	A	F	C	C	C	C	C
Approach Delay, s/veh / LOS	8.8	A		9.0	A		80.2	F		31.2	C	
Intersection Delay, s/veh / LOS	31.8						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.5	B	2.8	C	2.6	B	2.6	B
Bicycle LOS Score / LOS	1.5	A	1.4	A	1.0	A	1.5	A

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HCS 2010 Signalized Intersection Results Summary

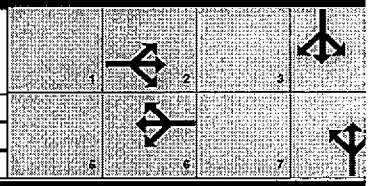
General Information				Intersection Information	
Agency	DEA			Duration, h	0.25
Analyst	CC	Analysis Date	2/11/2016	Area Type	Other
Jurisdiction	Westchester	Time Period	AM Build	PHF	0.92
Urban Street	Westchester Avenue	Analysis Year	2017	Analysis Period	1> 7:00
Intersection	Westchester Ave @ Kin...	File Name	am build.xus		
Project Description	Retail				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	118	208	206	57	101	41	143	322	53	47	199	83

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	57.1	22.9	0.0	0.0	0.0	0.0	
Yellow	4.0	4.0	0.0	0.0	0.0	0.0	
Red	1.0	1.0	0.0	0.0	0.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2		6		8		4
Case Number		5.0		5.0		5.0		5.0
Phase Duration, s		62.1		62.1		27.9		27.9
Change Period, (*Y+R c*), s		5.0		5.0		5.0		5.0
Max Allow Headway (*MAH*), s		0.0		0.0		3.2		3.2
Queue Clearance Time (*g s*), s						22.1		13.0
Green Extension Time (*g e*), s		0.0		0.0		0.8		1.8
Phase Call Probability						1.00		1.00
Max Out Probability						1.00		0.04

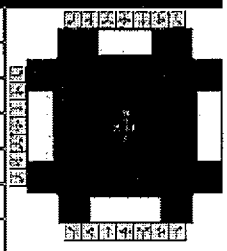
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	128	226	224	62	110	45	155	350	58	51	216	90
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1304	1900	1610	1173	1900	1425	1183	1809	1610	1047	1900	1610
Queue Service Time (*g s*), s	1.8	4.4	5.3	2.1	2.0	0.5	11.4	7.2	2.5	3.8	8.6	4.0
Cycle Queue Clearance Time (*g c*), s	3.8	4.4	5.3	6.5	2.0	0.5	20.1	7.2	2.5	11.0	8.6	4.0
Green Ratio (*g/C*)	0.63	0.63	0.63	0.63	0.63	0.63	0.25	0.25	0.25	0.25	0.25	0.25
Capacity (*c*), veh/h	1756	1205	1022	766	1205	1808	268	921	410	263	483	410
Volume-to-Capacity Ratio (*X*)	0.073	0.188	0.219	0.081	0.091	0.025	0.580	0.380	0.141	0.194	0.447	0.22
Available Capacity (*c a*), veh/h	1756	1205	1022	766	1205	1808	296	1005	447	287	528	447
Back of Queue (*Q*), veh/ln (50 th percentile)	0.5	1.7	1.7	0.5	0.8	0.1	3.3	3.0	0.9	1.0	3.8	1.5
Queue Storage Ratio (*RQ*) (50 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (*d 1*), s/veh	7.1	6.8	7.0	8.2	6.4	6.1	36.7	27.7	25.9	32.2	28.2	26.5
Incremental Delay (*d 2*), s/veh	0.1	0.3	0.5	0.2	0.1	0.0	1.2	0.1	0.1	0.1	0.2	0.1
Initial Queue Delay (*d 3*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	7.2	7.2	7.5	8.4	6.5	6.1	37.8	27.8	26.0	32.4	28.5	26.6
Level of Service (LOS)	A	A	A	A	A	A	D	C	C	C	C	C
Approach Delay, s/veh / LOS	7.3	A		7.0	A		30.4	C		28.6	C	
Intersection Delay, s/veh / LOS	19.3						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.5	B	2.8	C	2.6	B	2.6	B
Bicycle LOS Score / LOS	1.4	A	0.8	A	1.0	A	1.1	A

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HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	DEA			Duration, h	0.25
Analyst	CC	Analysis Date	2/11/2016	Area Type	Other
Jurisdiction	Westchester	Time Period	PM Build	PHF	0.92
Urban Street	Westchester Avenue	Analysis Year	2017	Analysis Period	1> 7:00
Intersection	Westchester Ave @ Kin...	File Name	pm build.xus		
Project Description	Retail				

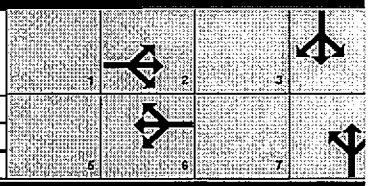


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	139	202	217	140	227	80	185	381	109	80	356	125

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Green	55.0	25.0	0.0	0.0	0.0	0.0		
Yellow	4.0	4.0	0.0	0.0	0.0	0.0		
Red	1.0	1.0	0.0	0.0	0.0	0.0		



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2		6		8		4
Case Number		5.0		5.0		5.0		5.0
Phase Duration, s		60.0		60.0		30.0		30.0
Change Period, ($Y+R_c$), s		5.0		5.0		5.0		5.0
Max Allow Headway (*MAH*), s		0.0		0.0		3.3		3.3
Queue Clearance Time (g_s), s						27.0		18.6
Green Extension Time (g_e), s		0.0		0.0		0.0		2.2
Phase Call Probability						1.00		1.00
Max Out Probability						1.00		0.50

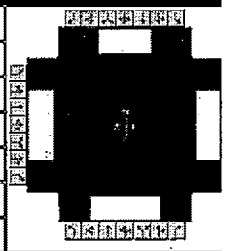
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	151	220	236	152	247	87	201	414	118	87	387	136
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1151	1900	1610	1180	1900	1425	1012	1809	1610	987	1900	1610
Queue Service Time (g_s), s	2.8	4.6	6.0	5.9	5.2	1.1	8.4	8.4	5.2	7.1	16.6	6.0
Cycle Queue Clearance Time (g_c), s	8.0	4.6	6.0	10.4	5.2	1.1	25.0	8.4	5.2	15.5	16.6	6.0
Green Ratio (*g/C*)	0.61	0.61	0.61	0.61	0.61	0.61	0.28	0.28	0.28	0.28	0.28	0.28
Capacity (*c*), veh/h	1433	1161	984	741	1161	1742	174	1005	447	262	528	447
Volume-to-Capacity Ratio (*X*)	0.105	0.189	0.240	0.205	0.213	0.050	1.154	0.412	0.265	0.332	0.733	0.304
Available Capacity (c_a), veh/h	1433	1161	984	741	1161	1742	174	1005	447	262	528	447
Back of Queue (*Q*), veh/ln (50 th percentile)	0.7	1.8	2.0	1.5	2.0	0.3	9.4	3.5	1.9	1.7	7.9	2.2
Queue Storage Ratio (*RQ*) (50 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	9.6	7.7	8.0	10.0	7.8	7.0	42.7	26.5	25.3	32.8	29.5	25.6
Incremental Delay (d_2), s/veh	0.1	0.4	0.6	0.6	0.4	0.1	115.7	0.1	0.1	0.3	4.6	0.1
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	9.8	8.1	8.5	10.6	8.2	7.1	158.5	26.6	25.5	33.1	34.1	25.8
Level of Service (LOS)	A	A	A	B	A	A	F	C	C	C	C	C
Approach Delay, s/veh / LOS	8.7	A		8.8	A		62.6	E		32.1	C	
Intersection Delay, s/veh / LOS	30.8						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.5	B	2.8	C	2.6	B	2.6	B
Bicycle LOS Score / LOS	1.5	A	1.3	A	1.1	A	1.5	A

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HCS 2010 Signalized Intersection Results Summary

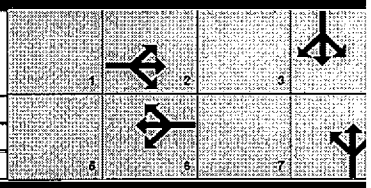
General Information				Intersection Information	
Agency	DEA			Duration, h	0.25
Analyst	CC	Analysis Date	2/11/2016	Area Type	Other
Jurisdiction	Westchester	Time Period	SAT Build	PHF	0.92
Urban Street	Westchester Avenue	Analysis Year	2017	Analysis Period	1> 7:00
Intersection	Westchester Ave @ Kin...	File Name	sat build.xus		
Project Description	Retail				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	155	265	180	153	236	74	191	465	172	107	356	135

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	55.0	25.0	0.0	0.0	0.0	0.0	
Yellow	4.0	4.0	0.0	0.0	0.0	0.0	
Red	1.0	1.0	0.0	0.0	0.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2		6		8		4
Case Number		5.0		5.0		5.0		5.0
Phase Duration, s		60.0		60.0		30.0		30.0
Change Period, ($Y+R_c$), s		5.0		5.0		5.0		5.0
Max Allow Headway (*MAH*), s		0.0		0.0		3.3		3.3
Queue Clearance Time (g_s), s						27.0		23.7
Green Extension Time (g_e), s		0.0		0.0		0.0		0.7
Phase Call Probability						1.00		1.00
Max Out Probability						1.00		1.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	168	288	196	166	257	80	208	505	187	116	387	147
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1141	1900	1610	1108	1900	1425	1012	1809	1610	908	1900	1610
Queue Service Time (g_s), s	3.2	6.3	4.8	7.3	5.5	1.0	8.4	10.6	8.5	11.1	16.6	6.5
Cycle Queue Clearance Time (g_c), s	8.7	6.3	4.8	13.5	5.5	1.0	25.0	10.6	8.5	21.7	16.6	6.5
Green Ratio (*g/C*)	0.61	0.61	0.61	0.61	0.61	0.61	0.28	0.28	0.28	0.28	0.28	0.28
Capacity (*c*), veh/h	1416	1161	984	680	1161	1742	174	1005	447	226	528	447
Volume-to-Capacity Ratio (*X*)	0.119	0.248	0.199	0.244	0.221	0.046	1.192	0.503	0.418	0.515	0.733	0.32
Available Capacity (c_a), veh/h	1416	1161	984	680	1161	1742	174	1005	447	226	528	447
Back of Queue (*Q*), veh/ln (50 th percentile)	0.8	2.4	1.6	1.8	2.1	0.3	10.1	4.4	3.2	2.4	7.9	2.4
Queue Storage Ratio (*RQ*) (50 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	9.8	8.0	7.7	11.1	7.9	7.0	42.7	27.3	26.6	36.4	29.5	25.8
Incremental Delay (d_2), s/veh	0.2	0.5	0.5	0.9	0.4	0.1	129.1	0.2	0.2	0.9	4.6	0.2
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	10.0	8.5	8.2	12.0	8.3	7.1	171.9	27.4	26.8	37.3	34.1	26.0
Level of Service (LOS)	A	A	A	B	A	A	F	C	C	D	C	C
Approach Delay, s/veh / LOS	8.8	A		9.3	A		60.6	E		32.8	C	
Intersection Delay, s/veh / LOS	31.9						C					

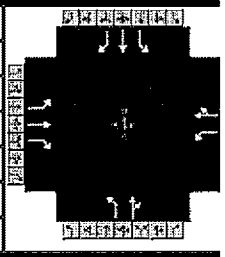
Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.5	B	2.8	C	2.6	B	2.6	B
Bicycle LOS Score / LOS	1.6	A	1.3	A	1.2	A	1.6	A

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Westchester Avenue
at
Abendroth Avenue/Don Bosco Place

HCS 2010 Signalized Intersection Results Summary

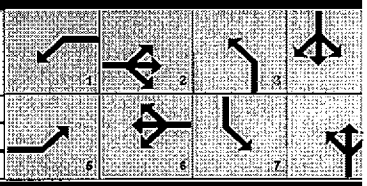
General Information				Intersection Information	
Agency	DEA			Duration, h	0.25
Analyst	CC	Analysis Date	2/11/2016	Area Type	Other
Jurisdiction	Westchester	Time Period	AM Existing	PHF	0.92
Urban Street	Westchester Avenue	Analysis Year	2016	Analysis Period	1> 7:00
Intersection	Westchester Ave @ Abe...	File Name	am existing.xus		
Project Description	Retail				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	71	25	89	9	26	15	73	103	17	40	121	96

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	1.7	3.9	77.1	4.6	1.8	10.9	
Yellow	4.0	0.0	4.0	4.0	0.0	4.0	
Red	1.0	0.0	1.0	1.0	0.0	1.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	3.0	1.1	4.0	1.1	4.0	1.1	3.0
Phase Duration, s	10.5	86.0	6.7	82.1	11.4	17.7	9.6	15.9
Change Period, ($Y+R_c$), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Allow Headway (*MAH*), s	3.1	0.0	3.1	0.0	3.1	3.1	3.1	3.1
Queue Clearance Time (g_s), s	3.7		2.2		6.8	10.4	4.6	10.3
Green Extension Time (g_e), s	0.1	0.0	0.0	0.0	0.1	0.7	0.0	0.7
Phase Call Probability	0.92		0.28		0.93	1.00	0.77	1.00
Max Out Probability	0.00		0.00		0.00	0.00	0.00	0.00

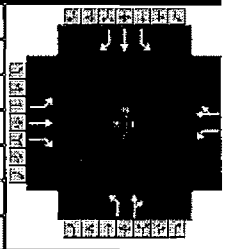
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	77	27	97	10	45		79	130		43	132	104
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1740	1863	1533	1723	1748		1774	1799		1774	1863	1579
Queue Service Time (g_s), s	1.7	0.6	2.6	0.2	1.1		4.8	8.4		2.6	8.3	7.7
Cycle Queue Clearance Time (g_c), s	1.7	0.6	2.6	0.2	1.1		4.8	8.4		2.6	8.3	7.7
Green Ratio (*g/C*)	0.70	0.68	0.68	0.66	0.64		0.14	0.11		0.13	0.09	0.09
Capacity (*c*), veh/h	983	1257	1035	944	1123		182	191		152	170	144
Volume-to-Capacity Ratio (*X*)	0.079	0.022	0.093	0.010	0.040		0.436	0.683		0.285	0.774	0.725
Available Capacity (c_a), veh/h	1449	1257	1035	1461	1123		310	531		306	522	442
Back of Queue (Q), veh/ln (50 th percentile)	0.6	0.2	0.8	0.1	0.4		2.1	3.8		1.2	4.0	3.1
Queue Storage Ratio (*RQ*) (50 th percentile)	0.00	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00
Uniform Delay (d_1), s/veh	5.8	6.4	6.8	7.1	7.9		46.3	51.7		46.9	53.3	53.1
Incremental Delay (d_2), s/veh	0.0	0.0	0.2	0.0	0.1		0.6	1.6		0.4	2.8	2.6
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Control Delay (*d*), s/veh	5.8	6.5	6.9	7.1	7.9		46.9	53.3		47.3	56.2	55.7
Level of Service (LOS)	A	A	A	A	A		D	D		D	E	E
Approach Delay, s/veh / LOS	6.4	A		7.8	A		50.9	D		54.6	D	
Intersection Delay, s/veh / LOS	37.1						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.2	B	2.4	B	2.3	B	2.5	B
Bicycle LOS Score / LOS	0.8	A	0.6	A	0.8	A	0.9	A

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HCS 2010 Signalized Intersection Results Summary

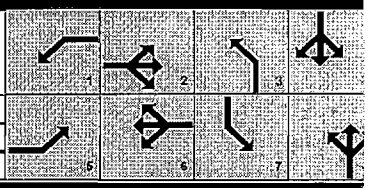
General Information				Intersection Information	
Agency	DEA			Duration, h	0.25
Analyst	CC	Analysis Date	2/11/2016	Area Type	Other
Jurisdiction	Westchester	Time Period	PM Existing	PHF	0.92
Urban Street	Westchester Avenue	Analysis Year	2016	Analysis Period	1> 7:00
Intersection	Westchester Ave @ Abe...	File Name	Pm existing.xus		
Project Description	Retail				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	102	145	107	78	148	126	136	241	78	108	275	168

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	5.6	0.2	59.9	8.1	1.7	24.4	
Yellow	4.0	0.0	4.0	4.0	0.0	4.0	
Red	1.0	0.0	1.0	1.0	0.0	1.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	3.0	1.1	4.0	1.1	4.0	1.1	3.0
Phase Duration, s	10.9	65.1	10.6	64.9	14.8	31.1	13.1	29.4
Change Period, ($Y+R_c$), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Allow Headway (MAH), s	3.1	0.0	3.1	0.0	3.1	3.1	3.1	3.1
Queue Clearance Time (g_s), s	5.7		4.8		9.8	24.9	8.2	20.3
Green Extension Time (g_e), s	0.1	0.0	0.1	0.0	0.1	1.2	0.1	1.4
Phase Call Probability	0.98		0.94		0.99	1.00	0.98	1.00
Max Out Probability	0.00		0.00		0.09	0.21	0.01	0.06

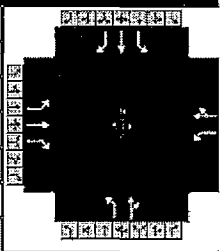
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	111	158	116	85	298		148	347		117	299	183
Adjusted Saturation Flow Rate (s), veh/h/ln	1740	1863	1533	1723	1720		1774	1767		1774	1863	1579
Queue Service Time (g_s), s	3.7	5.5	4.9	2.8	12.6		7.8	22.9		6.2	18.3	12.5
Cycle Queue Clearance Time (g_c), s	3.7	5.5	4.9	2.8	12.6		7.8	22.9		6.2	18.3	12.5
Green Ratio (g/C)	0.55	0.50	0.50	0.55	0.50		0.29	0.22		0.27	0.20	0.20
Capacity (c), veh/h	562	933	768	662	859		260	384		190	379	321
Volume-to-Capacity Ratio (X)	0.197	0.169	0.151	0.128	0.347		0.568	0.902		0.617	0.789	0.569
Available Capacity (c_a), veh/h	778	933	768	879	859		337	469		292	468	397
Back of Queue (Q), veh/ln (50 th percentile)	1.4	2.4	1.8	1.1	5.2		3.4	11.6		2.7	8.9	4.9
Queue Storage Ratio (RQ) (50 th percentile)	0.00	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00
Uniform Delay (d_1), s/veh	13.8	16.3	16.2	13.2	18.2		35.1	45.7		36.6	45.4	43.1
Incremental Delay (d_2), s/veh	0.1	0.4	0.4	0.0	1.1		0.7	16.4		1.2	5.6	0.6
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Control Delay (d), s/veh	13.9	16.7	16.6	13.3	19.3		35.8	62.1		37.8	51.0	43.7
Level of Service (LOS)	B	B	B	B	B		D	E		D	D	D
Approach Delay, s/veh / LOS	15.9	B		18.0	B		54.2	D		46.2	D	
Intersection Delay, s/veh / LOS	36.2						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.3	B	2.4	B	2.3	B	2.5	B
Bicycle LOS Score / LOS	1.1	A	1.1	A	1.3	A	1.5	A

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HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	DEA			Duration, h	0.25
Analyst	CC	Analysis Date	2/11/2016	Area Type	Other
Jurisdiction	Westchester	Time Period	SAT No Build	PHF	0.92
Urban Street	Westchester Avenue	Analysis Year	2017	Analysis Period	1> 7:00
Intersection	Westchester Ave @ Abe...	File Name	sat no build.xus		
Project Description	Retail				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	130	216	168	148	190	186	108	218	111	176	324	182

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	7.3	0.8	53.3	8.0	3.9	26.7						
Yellow	4.0	0.0	4.0	4.0	0.0	4.0						
Red	1.0	0.0	1.0	1.0	0.0	1.0						

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	3.0	1.1	4.0	1.1	4.0	1.1	3.0
Phase Duration, s	12.3	58.3	13.2	59.1	13.0	31.7	16.8	35.6
Change Period, ($Y+R_c$), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Allow Headway (*MAH*), s	3.1	0.0	3.1	0.0	3.1	3.1	3.1	3.1
Queue Clearance Time (g_s), s	7.2		8.0		8.0	26.1	11.7	22.9
Green Extension Time (g_e), s	0.1	0.0	0.2	0.0	0.1	0.6	0.1	1.5
Phase Call Probability	0.99		1.00		0.98	1.00	1.00	1.00
Max Out Probability	0.00		0.00		0.01	1.00	0.87	0.11

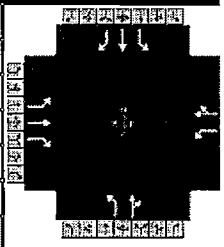
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	141	235	183	161	409		117	358		191	352	198
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1740	1863	1533	1723	1710		1774	1739		1774	1863	1579
Queue Service Time (g_s), s	5.2	9.6	9.0	6.0	20.7		6.0	24.1		9.7	20.9	12.8
Cycle Queue Clearance Time (g_c), s	5.2	9.6	9.0	6.0	20.7		6.0	24.1		9.7	20.9	12.8
Green Ratio (*g/C*)	0.51	0.44	0.44	0.51	0.45		0.29	0.22		0.33	0.25	0.25
Capacity (*c*), veh/h	416	827	681	581	772		244	387		257	474	402
Volume-to-Capacity Ratio (*X*)	0.339	0.284	0.268	0.277	0.530		0.482	0.924		0.745	0.742	0.492
Available Capacity (c_a), veh/h	549	827	681	700	772		348	408		304	497	421
Back of Queue (*Q*), veh/ln (50 th percentile)	2.1	4.3	3.4	2.3	8.7		2.6	13.0		4.6	10.1	5.0
Queue Storage Ratio (*RQ*) (50 th percentile)	0.00	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00
Uniform Delay (d_1), s/veh	18.3	21.2	21.0	16.2	23.8		34.2	45.6		33.4	41.1	38.1
Incremental Delay (d_2), s/veh	0.2	0.9	1.0	0.1	2.6		0.5	25.1		6.2	4.9	0.3
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Control Delay (*d*), s/veh	18.5	22.1	22.0	16.3	26.4		34.7	70.7		39.6	46.0	38.4
Level of Service (LOS)	B	C	C	B	C		C	E		D	D	D
Approach Delay, s/veh / LOS	21.1	C		23.5	C		61.8	E		42.3	D	
Intersection Delay, s/veh / LOS	36.7						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.3	B	2.4	B	2.3	B	2.5	B
Bicycle LOS Score / LOS	1.4	A	1.4	A	1.3	A	1.7	A

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HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	DEA			Duration, h	0.25
Analyst	CC	Analysis Date	2/11/2016	Area Type	Other
Jurisdiction	Westchester	Time Period	AM No Build	PHF	0.92
Urban Street	Westchester Avenue	Analysis Year	2017	Analysis Period	1> 7:00
Intersection	Westchester Ave @ Abe...	File Name	am no build.xus		
Project Description	Retail				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	72	26	91	9	27	15	74	105	17	41	123	98

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	1.7	3.9	76.9	4.6	1.8	11.1	1	2	4			
Yellow	4.0	0.0	4.0	4.0	0.0	4.0	6	5	7			
Red	1.0	0.0	1.0	1.0	0.0	1.0						

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	3.0	1.1	4.0	1.1	4.0	1.1	3.0
Phase Duration, s	10.6	85.8	6.7	81.9	11.5	17.9	9.6	16.1
Change Period, ($Y+R_c$), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Allow Headway (*MAH*), s	3.1	0.0	3.1	0.0	3.1	3.1	3.1	3.1
Queue Clearance Time (g_s), s	3.7		2.2		6.9	10.5	4.7	10.4
Green Extension Time (g_e), s	0.1	0.0	0.0	0.0	0.1	0.7	0.0	0.7
Phase Call Probability	0.93		0.28		0.93	1.00	0.77	1.00
Max Out Probability	0.00		0.00		0.00	0.00	0.00	0.00

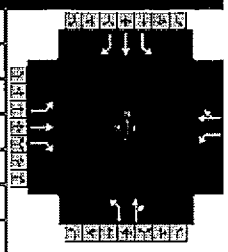
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	78	28	99	10	46		80	133		45	134	107
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1740	1863	1533	1723	1750		1774	1800		1774	1863	1579
Queue Service Time (g_s), s	1.7	0.6	2.7	0.2	1.2		4.9	8.5		2.7	8.4	7.9
Cycle Queue Clearance Time (g_c), s	1.7	0.6	2.7	0.2	1.2		4.9	8.5		2.7	8.4	7.9
Green Ratio (*g/C*)	0.69	0.67	0.67	0.65	0.64		0.15	0.11		0.13	0.09	0.09
Capacity (*c*), veh/h	979	1254	1032	941	1122		183	193		153	172	146
Volume-to-Capacity Ratio (*X*)	0.080	0.023	0.096	0.010	0.041		0.439	0.685		0.290	0.776	0.730
Available Capacity (c_a), veh/h	1442	1254	1032	1454	1122		310	530		307	521	441
Back of Queue (*Q*), veh/ln (50 th percentile)	0.6	0.2	0.9	0.1	0.4		2.2	3.9		1.2	4.0	3.2
Queue Storage Ratio (*RQ*) (50 th percentile)	0.00	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00
Uniform Delay (d_1), s/veh	5.9	6.5	6.8	7.2	7.9		46.1	51.6		46.8	53.2	53.0
Incremental Delay (d_2), s/veh	0.0	0.0	0.2	0.0	0.1		0.6	1.6		0.4	2.8	2.6
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Control Delay (*d*), s/veh	5.9	6.5	7.0	7.2	8.0		46.7	53.2		47.2	56.1	55.6
Level of Service (LOS)	A	A	A	A	A		D	D		D	E	E
Approach Delay, s/veh / LOS	6.5	A		7.9	A		50.8	D		54.5	D	
Intersection Delay, s/veh / LOS	37.1						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.2	B	2.4	B	2.3	B	2.5	B
Bicycle LOS Score / LOS	0.8	A	0.6	A	0.8	A	1.0	A

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HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	DEA			Duration, h	0.25
Analyst	CC	Analysis Date	2/11/2016	Area Type	Other
Jurisdiction	Westchester	Time Period	PM No Build	PHF	0.92
Urban Street	Westchester Avenue	Analysis Year	2017	Analysis Period	1> 7:00
Intersection	Westchester Ave @ Abe...	File Name	pm no build.xus		
Project Description	Retail				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	104	148	109	80	151	128	139	246	80	110	280	71

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	5.7	0.2	59.5	8.2	1.8	24.7	1	2	3	4	5	6	7	8
Yellow	4.0	0.0	4.0	4.0	0.0	4.0								
Red	1.0	0.0	1.0	1.0	0.0	1.0								

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	3.0	1.1	4.0	1.1	4.0	1.1	3.0
Phase Duration, s	10.9	64.7	10.7	64.5	15.0	31.4	13.2	29.7
Change Period, ($Y+R_c$), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Allow Headway (*MAH*), s	3.1	0.0	3.1	0.0	3.1	3.1	3.1	3.1
Queue Clearance Time (g_s), s	5.8		4.9		9.9	25.5	8.3	20.6
Green Extension Time (g_e), s	0.1	0.0	0.1	0.0	0.1	1.0	0.1	1.2
Phase Call Probability	0.98		0.94		0.99	1.00	0.98	1.00
Max Out Probability	0.00		0.00		0.11	0.23	0.01	0.06

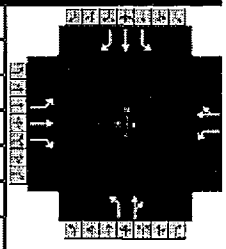
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	113	161	118	87	303		151	354		120	304	77
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1740	1863	1533	1723	1721		1774	1767		1774	1863	1579
Queue Service Time (g_s), s	3.8	5.7	5.1	2.9	13.0		7.9	23.5		6.3	18.6	4.9
Cycle Queue Clearance Time (g_c), s	3.8	5.7	5.1	2.9	13.0		7.9	23.5		6.3	18.6	4.9
Green Ratio (*g/C*)	0.54	0.50	0.50	0.54	0.50		0.29	0.22		0.27	0.21	0.21
Capacity (*c*), veh/h	552	926	762	655	853		262	389		190	383	325
Volume-to-Capacity Ratio (*X*)	0.205	0.174	0.155	0.133	0.356		0.577	0.910		0.630	0.794	0.238
Available Capacity (c_a), veh/h	762	926	762	865	853		336	468		290	466	395
Back of Queue (*Q*), veh/ln (50 th percentile)	1.5	2.5	1.8	1.1	5.3		3.4	12.1		2.8	9.2	1.9
Queue Storage Ratio (*RQ*) (50 th percentile)	0.00	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00
Uniform Delay (d_1), s/veh	14.1	16.6	16.4	13.5	18.5		34.8	45.6		36.4	45.2	39.8
Incremental Delay (d_2), s/veh	0.1	0.4	0.4	0.0	1.2		0.8	18.0		1.3	6.2	0.1
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Control Delay (*d*), s/veh	14.2	17.0	16.9	13.5	19.7		35.6	63.6		37.7	51.4	39.9
Level of Service (LOS)	B	B	B	B	B		D	E		D	D	D
Approach Delay, s/veh / LOS	16.2	B		18.3	B		55.2	E		46.4	D	
Intersection Delay, s/veh / LOS	36.1						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.3	B	2.4	B	2.3	B	2.5	B
Bicycle LOS Score / LOS	1.1	A	1.1	A	1.3	A	1.3	A

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HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	DEA			Duration, h	0.25
Analyst	CC	Analysis Date	2/11/2016	Area Type	Other
Jurisdiction	Westchester	Time Period	SAT No Build	PHF	0.92
Urban Street	Westchester Avenue	Analysis Year	2017	Analysis Period	1> 7:00
Intersection	Westchester Ave @ Abe...	File Name	sat no build.xus		
Project Description	Retail				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	130	216	168	148	190	186	108	218	111	176	324	182

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	7.3	0.8	53.3	8.0	3.9	26.7	1	2	3	4		
Yellow	4.0	0.0	4.0	4.0	0.0	4.0	5	6	7	8		
Red	1.0	0.0	1.0	1.0	0.0	1.0						

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	3.0	1.1	4.0	1.1	4.0	1.1	3.0
Phase Duration, s	12.3	58.3	13.2	59.1	13.0	31.7	16.8	35.6
Change Period, ($Y+R_c$), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Allow Headway (*MAH*), s	3.1	0.0	3.1	0.0	3.1	3.1	3.1	3.1
Queue Clearance Time (g_s), s	7.2		8.0		8.0	26.1	11.7	22.9
Green Extension Time (g_e), s	0.1	0.0	0.2	0.0	0.1	0.6	0.1	1.5
Phase Call Probability	0.99		1.00		0.98	1.00	1.00	1.00
Max Out Probability	0.00		0.00		0.01	1.00	0.87	0.11

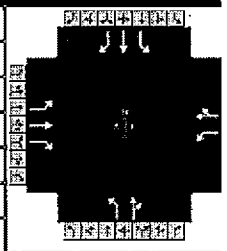
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	141	235	183	161	409		117	358		191	352	198
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1740	1863	1533	1723	1710		1774	1739		1774	1863	1579
Queue Service Time (g_s), s	5.2	9.6	9.0	6.0	20.7		6.0	24.1		9.7	20.9	12.8
Cycle Queue Clearance Time (g_c), s	5.2	9.6	9.0	6.0	20.7		6.0	24.1		9.7	20.9	12.8
Green Ratio (*g/C*)	0.51	0.44	0.44	0.51	0.45		0.29	0.22		0.33	0.25	0.25
Capacity (*c*), veh/h	416	827	681	581	772		244	387		257	474	402
Volume-to-Capacity Ratio (*X*)	0.339	0.284	0.268	0.277	0.530		0.482	0.924		0.745	0.742	0.492
Available Capacity (c_a), veh/h	549	827	681	700	772		348	408		304	497	421
Back of Queue (*Q*), veh/ln (50 th percentile)	2.1	4.3	3.4	2.3	8.7		2.6	13.0		4.6	10.1	5.0
Queue Storage Ratio (*RQ*) (50 th percentile)	0.00	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00
Uniform Delay (d_1), s/veh	18.3	21.2	21.0	16.2	23.8		34.2	45.6		33.4	41.1	38.1
Incremental Delay (d_2), s/veh	0.2	0.9	1.0	0.1	2.6		0.5	25.1		6.2	4.9	0.3
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Control Delay (*d*), s/veh	18.5	22.1	22.0	16.3	26.4		34.7	70.7		39.6	46.0	38.4
Level of Service (LOS)	B	C	C	B	C		C	E		D	D	D
Approach Delay, s/veh / LOS	21.1	C		23.5	C		61.8	E		42.3	D	
Intersection Delay, s/veh / LOS	36.7						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.3	B	2.4	B	2.3	B	2.5	B
Bicycle LOS Score / LOS	1.4	A	1.4	A	1.3	A	1.7	A

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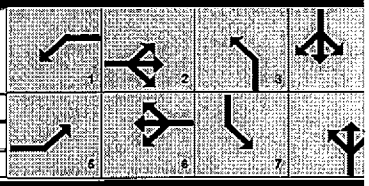
HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	DEA			Duration, h	0.25
Analyst	CC	Analysis Date	2/11/2016	Area Type	Other
Jurisdiction	Westchester	Time Period	AM Build	PHF	0.92
Urban Street	Westchester Avenue	Analysis Year	2017	Analysis Period	1> 7:00
Intersection	Westchester Ave @ Abe...	File Name	am build.xus		
Project Description	Retail				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	77	26	97	9	27	15	84	110	17	41	128	104

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	1.7	4.0	75.7	4.6	2.6	11.5	
Yellow	4.0	0.0	4.0	4.0	0.0	4.0	
Red	1.0	0.0	1.0	1.0	0.0	1.0	

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	3.0	1.1	4.0	1.1	4.0	1.1	3.0
Phase Duration, s	10.6	84.7	6.7	80.7	12.2	19.0	9.6	16.5
Change Period, (*Y+R c*), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Allow Headway (*MAH*), s	3.1	0.0	3.1	0.0	3.1	3.1	3.1	3.1
Queue Clearance Time (*g s*), s	3.9		2.2		7.5	10.8	4.7	10.8
Green Extension Time (*g e*), s	0.1	0.0	0.0	0.0	0.1	0.7	0.0	0.7
Phase Call Probability	0.94		0.28		0.95	1.00	0.77	1.00
Max Out Probability	0.00		0.00		0.00	0.00	0.00	0.00

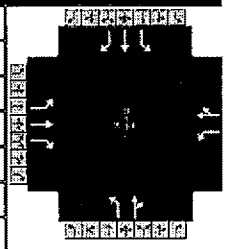
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	84	28	105	10	46		91	138		45	139	113
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1740	1863	1533	1723	1750		1774	1801		1774	1863	1579
Queue Service Time (*g s*), s	1.9	0.6	3.0	0.2	1.2		5.5	8.8		2.7	8.8	8.4
Cycle Queue Clearance Time (*g c*), s	1.9	0.6	3.0	0.2	1.2		5.5	8.8		2.7	8.8	8.4
Green Ratio (*g/C*)	0.69	0.66	0.66	0.64	0.63		0.16	0.12		0.13	0.10	0.10
Capacity (*c*), veh/h	967	1237	1018	927	1104		195	211		162	178	151
Volume-to-Capacity Ratio (*X*)	0.087	0.023	0.104	0.011	0.041		0.469	0.656		0.275	0.782	0.750
Available Capacity (*c a*), veh/h	1412	1237	1018	1425	1104		310	531		315	509	431
Back of Queue (*Q*), veh/ln (50 th percentile)	0.6	0.2	1.0	0.1	0.5		2.4	4.0		1.2	4.2	3.4
Queue Storage Ratio (*RQ*) (50 th percentile)	0.00	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00
Uniform Delay (*d 1*), s/veh	6.2	6.9	7.3	7.6	8.4		45.5	50.7		46.4	53.0	52.9
Incremental Delay (*d 2*), s/veh	0.0	0.0	0.2	0.0	0.1		0.7	1.3		0.3	2.8	2.8
Initial Queue Delay (*d 3*), s/veh	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Control Delay (*d*), s/veh	6.3	6.9	7.5	7.6	8.5		46.1	52.0		46.8	55.9	55.7
Level of Service (LOS)	A	A	A	A	A		D	D		D	E	E
Approach Delay, s/veh / LOS	6.9	A		8.3	A		49.6	D		54.4	D	
Intersection Delay, s/veh / LOS	36.9						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.2	B	2.4	B	2.3	B	2.5	B
Bicycle LOS Score / LOS	0.8	A	0.6	A	0.9	A	1.0	A

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HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	DEA			Duration, h	0.25
Analyst	CC	Analysis Date	2/11/2016	Area Type	Other
Jurisdiction	Westchester	Time Period	PM Build	PHF	0.92
Urban Street	Westchester Avenue	Analysis Year	2017	Analysis Period	1> 7:00
Intersection	Westchester Ave @ Abe...	File Name	pm build.xus		
Project Description	Retail				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	119	148	124	80	151	128	130	258	80	110	292	181

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	5.7	0.9	57.9	8.1	1.2	26.2						
Yellow	4.0	0.0	4.0	4.0	0.0	4.0						
Red	1.0	0.0	1.0	1.0	0.0	1.0						

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	3.0	1.1	4.0	1.1	4.0	1.1	3.0
Phase Duration, s	11.5	63.8	10.7	62.9	14.3	32.4	13.1	31.2
Change Period, ($Y+R_c$), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Allow Headway (*MAH*), s	3.1	0.0	3.1	0.0	3.1	3.1	3.1	3.1
Queue Clearance Time (g_s), s	6.5		5.0		9.3	26.3	8.2	21.3
Green Extension Time (g_e), s	0.2	0.0	0.1	0.0	0.1	1.1	0.1	1.4
Phase Call Probability	0.99		0.94		0.99	1.00	0.98	1.00
Max Out Probability	0.00		0.00		0.05	0.39	0.01	0.09

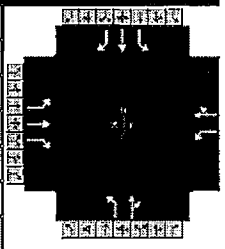
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	129	161	135	87	303		141	367		120	317	197
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1740	1863	1533	1723	1721		1774	1769		1774	1863	1579
Queue Service Time (g_s), s	4.5	5.8	5.9	3.0	13.3		7.3	24.3		6.2	19.3	13.4
Cycle Queue Clearance Time (g_c), s	4.5	5.8	5.9	3.0	13.3		7.3	24.3		6.2	19.3	13.4
Green Ratio (*g/C*)	0.54	0.49	0.49	0.53	0.48		0.30	0.23		0.29	0.22	0.22
Capacity (*c*), veh/h	546	913	751	645	831		259	404		190	407	345
Volume-to-Capacity Ratio (*X*)	0.237	0.176	0.179	0.135	0.365		0.546	0.910		0.630	0.781	0.57
Available Capacity (c_a), veh/h	733	913	751	844	831		343	470		291	476	403
Back of Queue (*Q*), veh/ln (50 th percentile)	1.7	2.6	2.2	1.2	5.5		3.2	12.6		2.7	9.4	5.2
Queue Storage Ratio (*RQ*) (50 th percentile)	0.00	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00
Uniform Delay (d_1), s/veh	14.7	17.1	17.1	14.2	19.5		34.1	45.1		35.6	44.2	41.9
Incremental Delay (d_2), s/veh	0.1	0.4	0.5	0.0	1.2		0.7	18.5		1.3	5.8	0.6
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Control Delay (*d*), s/veh	14.8	17.5	17.6	14.2	20.7		34.8	63.6		36.9	49.9	42.4
Level of Service (LOS)	B	B	B	B	C		C	E		D	D	D
Approach Delay, s/veh / LOS	16.7	B		19.3	B		55.6	E		45.2	D	
Intersection Delay, s/veh / LOS	36.5						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.3	B	2.4	B	2.3	B	2.5	B
Bicycle LOS Score / LOS	1.2	A	1.1	A	1.3	A	1.5	A

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HCS 2010 Signalized Intersection Results Summary

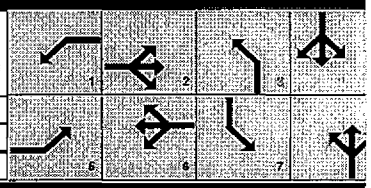
General Information				Intersection Information	
Agency	DEA			Duration, h	0.25
Analyst	CC	Analysis Date	2/11/2016	Area Type	Other
Jurisdiction	Westchester	Time Period	SAT Build	PHF	0.92
Urban Street	Westchester Avenue	Analysis Year	2017	Analysis Period	1> 7:00
Intersection	Westchester Ave @ Abe...	File Name	sat build.xus		
Project Description	Retail				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	145	216	183	148	190	186	123	231	111	176	336	195

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	8.0	0.2	52.5	8.8	3.0	27.4						
Yellow	4.0	0.0	4.0	4.0	0.0	4.0						
Red	1.0	0.0	1.0	1.0	0.0	1.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	3.0	1.1	4.0	1.1	4.0	1.1	3.0
Phase Duration, s	13.0	57.5	13.2	57.7	13.8	32.4	16.8	35.5
Change Period, ($Y+R_c$), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Allow Headway (*MAH*), s	3.1	0.0	3.1	0.0	3.1	3.1	3.1	3.1
Queue Clearance Time (g_s), s	7.9		8.1		8.8	27.1	11.8	23.8
Green Extension Time (g_e), s	0.2	0.0	0.2	0.0	0.1	0.3	0.1	1.4
Phase Call Probability	0.99		1.00		0.99	1.00	1.00	1.00
Max Out Probability	0.01		0.01		0.03	1.00	0.88	0.23

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	158	235	199	161	409		134	372		191	365	212
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1740	1863	1533	1723	1710		1774	1743		1774	1863	1579
Queue Service Time (g_s), s	5.9	9.7	10.1	6.1	21.1		6.8	25.1		9.8	21.8	13.9
Cycle Queue Clearance Time (g_c), s	5.9	9.7	10.1	6.1	21.1		6.8	25.1		9.8	21.8	13.9
Green Ratio (*g/C*)	0.50	0.44	0.44	0.51	0.44		0.30	0.23		0.33	0.25	0.25
Capacity (*c*), veh/h	412	815	671	573	751		246	398		255	473	401
Volume-to-Capacity Ratio (*X*)	0.383	0.288	0.296	0.281	0.544		0.543	0.933		0.751	0.773	0.529
Available Capacity (c_a), veh/h	523	815	671	681	751		338	409		301	484	410
Back of Queue (*Q*), veh/ln (50 th percentile)	2.3	4.4	3.8	2.4	9.0		3.0	13.7		4.6	10.8	5.4
Queue Storage Ratio (*RQ*) (50 th percentile)	0.00	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00
Uniform Delay (d_1), s/veh	18.8	21.7	21.8	16.6	24.8		33.7	45.4		33.4	41.6	38.6
Incremental Delay (d_2), s/veh	0.2	0.9	1.1	0.1	2.8		0.7	27.4		6.6	6.7	0.6
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Control Delay (*d*), s/veh	19.0	22.6	22.9	16.7	27.6		34.4	72.8		40.1	48.2	39.2
Level of Service (LOS)	B	C	C	B	C		C	E		D	D	D
Approach Delay, s/veh / LOS	21.8	C		24.5	C		62.6	E		43.7	D	
Intersection Delay, s/veh / LOS	37.8						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.3	B	2.4	B	2.3	B	2.5	B
Bicycle LOS Score / LOS	1.5	A	1.4	A	1.3	A	1.8	A

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Westchester Avenue
at
Traverse Avenue

ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	CC
Agency/Co.	DEA
Date Performed	2/11/2016
Analysis Time Period	Am Existing 2016

Site Information

Intersection	Westchester @ Traverse
Jurisdiction	Westchester
Analysis Year	2016

Project ID *Westchester Retail*

East/West Street: *Westchester Avenue* North/South Street: *Traverse Avenue*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	0	20	65	1	10	0
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	49	0	2	0	0	0
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	TR		LT		LR			
PHF	0.92		0.92		0.90			
Flow Rate (veh/h)	91		11		56			
% Heavy Vehicles	0		0		0			
No. Lanes	1		1		1		0	
Geometry Group	1		1		1			
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.0		0.1		1.0			
Prop. Right-Turns	0.8		0.0		0.0			
Prop. Heavy Vehicle	0.0		0.0		0.0			
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2		
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6		
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7		
hadj, computed	-0.5		0.0		0.2			

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20		3.20			
x, initial	0.08		0.01		0.05			
hd, final value (s)	3.58		4.13		4.27			
x, final value	0.090		0.013		0.066			
Move-up time, m (s)	2.0		2.0		2.0			
Service Time, t_s (s)	1.6		2.1		2.3			

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	1011		1100		800			
Delay (s/veh)	6.9		7.2		7.6			
LOS	A		A		A			
Approach: Delay (s/veh)	6.9		7.2		7.6			
LOS	A		A		A			
Intersection Delay (s/veh)	7.2							
Intersection LOS	A							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	CC
Agency/Co.	DEA
Date Performed	2/11/2016
Analysis Time Period	PM Existing 2016

Site Information

Intersection	Westchester @ Traverse
Jurisdiction	Westchester
Analysis Year	2016

Project ID *Westchester Retail*

East/West Street: *Westchester Avenue* North/South Street: *Traverse Avenue*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	0	274	57	53	272	0
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	81	0	44	0	0	0
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	TR		LT		LR			
PHF	0.92		0.92		0.90			
Flow Rate (veh/h)	358		352		138			
% Heavy Vehicles	0		0		0			
No. Lanes	1		1		1		0	
Geometry Group	1		1		1			
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.0		0.2		0.7			
Prop. Right-Turns	0.2		0.0		0.3			
Prop. Heavy Vehicle	0.0		0.0		0.0			
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2		
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6		
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7		
hadj, computed	-0.1		0.0		-0.1			

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20		3.20			
x, initial	0.32		0.31		0.12			
hd, final value (s)	4.64		4.77		5.47			
x, final value	0.461		0.466		0.210			
Move-up time, m (s)	2.0		2.0		2.0			
Service Time, t_s (s)	2.6		2.8		3.5			

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	778		749		657			
Delay (s/veh)	11.5		11.9		9.9			
LOS	B		B		A			
Approach: Delay (s/veh)	11.5		11.9		9.9			
LOS	B		B		A			
Intersection Delay (s/veh)	11.4							
Intersection LOS	B							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	CC
Agency/Co.	DEA
Date Performed	2/11/2016
Analysis Time Period	SAT Existing 2016

Site Information

Intersection	Westchester @ Traverse
Jurisdiction	Westchester
Analysis Year	2016

Project ID *Westchester Retail*

East/West Street: *Westchester Avenue* North/South Street: *Traverse Avenue*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	0	401	93	86	406	0
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	107	0	94	0	0	0
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	TR		LT		LR			
PHF	0.92		0.92		0.90			
Flow Rate (veh/h)	536		534		222			
% Heavy Vehicles	0		0		0			
No. Lanes	1		1		1		0	
Geometry Group	1		1		1			
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.0		0.2		0.5			
Prop. Right-Turns	0.2		0.0		0.5			
Prop. Heavy Vehicle	0.0		0.0		0.0			
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2		
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6		
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7		
hadj, computed	-0.1		0.0		-0.2			

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20		3.20			
x, initial	0.48		0.47		0.20			
hd, final value (s)	5.38		5.52		6.42			
x, final value	0.801		0.818		0.396			
Move-up time, m (s)	2.0		2.0		2.0			
Service Time, t_s (s)	3.4		3.5		4.4			

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	670		651		555			
Delay (s/veh)	26.4		28.5		13.6			
LOS	D		D		B			
Approach: Delay (s/veh)	26.4		28.5		13.6			
LOS	D		D		B			
Intersection Delay (s/veh)	25.1							
Intersection LOS	D							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	CC
Agency/Co.	DEA
Date Performed	2/11/2016
Analysis Time Period	AM No Build

Site Information

Intersection	Westchester @ Traverse
Jurisdiction	Westchester
Analysis Year	2017

Project ID *Westchester Retail*

East/West Street: *Westchester Avenue* North/South Street: *Traverse Avenue*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	0	21	66	1	10	0
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	50	0	2	0	0	0
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	TR		LT		LR			
PHF	0.92		0.92		0.90			
Flow Rate (veh/h)	93		11		57			
% Heavy Vehicles	0		0		0			
No. Lanes	1		1		1		0	
Geometry Group	1		1		1			
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.0		0.1		1.0			
Prop. Right-Turns	0.8		0.0		0.0			
Prop. Heavy Vehicle	0.0		0.0		0.0			
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2		
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6		
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7		
hadj, computed	-0.5		0.0		0.2			

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20		3.20			
x, initial	0.08		0.01		0.05			
hd, final value (s)	3.58		4.13		4.27			
x, final value	0.093		0.013		0.068			
Move-up time, m (s)	2.0		2.0		2.0			
Service Time, t_s (s)	1.6		2.1		2.3			

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	1033		1100		814			
Delay (s/veh)	7.0		7.2		7.6			
LOS	A		A		A			
Approach: Delay (s/veh)	7.0		7.2		7.6			
LOS	A		A		A			
Intersection Delay (s/veh)	7.2							
Intersection LOS	A							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	CC
Agency/Co.	DEA
Date Performed	2/11/2016
Analysis Time Period	PM No Build

Site Information

Intersection	Westchester @ Traverse
Jurisdiction	Westchester
Analysis Year	2017

Project ID *Westchester Retail*

East/West Street: *Westchester Avenue* North/South Street: *Traverse Avenue*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	0	59	279	54	277	0
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	82	0	49	0	0	0
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	TR		LT		LR			
PHF	0.92		0.92		0.90			
Flow Rate (veh/h)	367		359		145			
% Heavy Vehicles	0		0		0			
No. Lanes	1		1		1		0	
Geometry Group	1		1		1			
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

	Eastbound		Westbound		Northbound		Southbound	
Prop. Left-Turns	0.0		0.2		0.6			
Prop. Right-Turns	0.8		0.0		0.4			
Prop. Heavy Vehicle	0.0		0.0		0.0			
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2		
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6		
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7		
hadj, computed	-0.5		0.0		-0.1			

Departure Headway and Service Time

	Eastbound		Westbound		Northbound		Southbound	
hd, initial value (s)	3.20		3.20		3.20			
x, initial	0.33		0.32		0.13			
hd, final value (s)	4.27		4.76		5.42			
x, final value	0.435		0.475		0.218			
Move-up time, m (s)	2.0		2.0		2.0			
Service Time, t_s (s)	2.3		2.8		3.4			

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	853		764		659			
Delay (s/veh)	10.5		12.0		9.9			
LOS	B		B		A			
Approach: Delay (s/veh)	10.5		12.0		9.9			
LOS	B		B		A			
Intersection Delay (s/veh)	11.0							
Intersection LOS	B							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	CC
Agency/Co.	DEA
Date Performed	2/11/2016
Analysis Time Period	SAT No Build

Site Information

Intersection	Westchester @ Traverse
Jurisdiction	Westchester
Analysis Year	2017

Project ID *Westchester Retail*

East/West Street: *Westchester Avenue* North/South Street: *Traverse Avenue*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	0	95	409	88	414	0
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	109	0	96	0	0	0
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	TR		LT		LR			
PHF	0.92		0.92		0.90			
Flow Rate (veh/h)	547		544		227			
% Heavy Vehicles	0		0		0			
No. Lanes	1		1		1		0	
Geometry Group	1		1		1			
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.0		0.2		0.5			
Prop. Right-Turns	0.8		0.0		0.5			
Prop. Heavy Vehicle	0.0		0.0		0.0			
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2		
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6		
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7		
hadj, computed	-0.5		0.0		-0.2			

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20		3.20			
x, initial	0.49		0.48		0.20			
hd, final value (s)	5.03		5.49		6.39			
x, final value	0.764		0.830		0.403			
Move-up time, m (s)	2.0		2.0		2.0			
Service Time, t_s (s)	3.0		3.5		4.4			

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	720		655		568			
Delay (s/veh)	22.4		29.5		13.6			
LOS	C		D		B			
Approach: Delay (s/veh)	22.4		29.5		13.6			
LOS	C		D		B			
Intersection Delay (s/veh)	23.8							
Intersection LOS	C							

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NOTE: SINCE NO SITE GENERATED TRAFFIC IS PROJECTED TO TRAVEL THROUGH THIS INTERSECTION, BUILD ANALYSIS IS SAME AS NO BUILD FOR AM, PM & SATURDAY

ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	CC
Agency/Co.	DEA
Date Performed	2/11/2016
Analysis Time Period	AM BUILD

Site Information

Intersection	Westchester @ Traverse
Jurisdiction	Westchester
Analysis Year	2017

Project ID *Westchester Retail*

East/West Street: *Westchester Avenue* | North/South Street: *Traverse Avenue*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	0	21	66	1	10	0
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	50	0	2	0	0	0
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	TR		LT		LR			
PHF	0.92		0.92		0.90			
Flow Rate (veh/h)	93		11		57			
% Heavy Vehicles	0		0		0			
No. Lanes	1		1		1		0	
Geometry Group	1		1		1			
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.0		0.1		1.0			
Prop. Right-Turns	0.8		0.0		0.0			
Prop. Heavy Vehicle	0.0		0.0		0.0			
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2		
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6		
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7		
hadj, computed	-0.5		0.0		0.2			

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20		3.20			
x, initial	0.08		0.01		0.05			
hd, final value (s)	3.58		4.13		4.27			
x, final value	0.093		0.013		0.068			
Move-up time, m (s)	2.0		2.0		2.0			
Service Time, t_s (s)	1.6		2.1		2.3			

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	1033		1100		814			
Delay (s/veh)	7.0		7.2		7.6			
LOS	A		A		A			
Approach: Delay (s/veh)	7.0		7.2		7.6			
LOS	A		A		A			
Intersection Delay (s/veh)	7.2							
Intersection LOS	A							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	CC
Agency/Co.	DEA
Date Performed	2/11/2016
Analysis Time Period	

Site Information

Intersection	Westchester @ Traverse
Jurisdiction	Westchester
Analysis Year	2017

Project ID *Westchester Retail*

East/West Street: *Westchester Avenue* North/South Street: *Traverse Avenue*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	0	59	279	54	277	0
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	82	0	49	0	0	0
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	TR		LT		LR			
PHF	0.92		0.92		0.90			
Flow Rate (veh/h)	367		359		145			
% Heavy Vehicles	0		0		0			
No. Lanes	1		1		1		0	
Geometry Group	1		1		1			
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.0		0.2		0.6			
Prop. Right-Turns	0.8		0.0		0.4			
Prop. Heavy Vehicle	0.0		0.0		0.0			
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2		
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6		
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7		
hadj, computed	-0.5		0.0		-0.1			

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20		3.20			
x, initial	0.33		0.32		0.13			
hd, final value (s)	4.27		4.76		5.42			
x, final value	0.435		0.475		0.218			
Move-up time, m (s)	2.0		2.0		2.0			
Service Time, t_s (s)	2.3		2.8		3.4			

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	853		764		659			
Delay (s/veh)	10.5		12.0		9.9			
LOS	B		B		A			
Approach: Delay (s/veh)	10.5		12.0		9.9			
LOS	B		B		A			
Intersection Delay (s/veh)	11.0							
Intersection LOS	B							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	CC
Agency/Co.	DEA
Date Performed	2/11/2016
Analysis Time Period	Sat Build

Site Information

Intersection	Westchester @ Traverse
Jurisdiction	Westchester
Analysis Year	2017

Project ID *Westchester Retail*

East/West Street: *Westchester Avenue* North/South Street: *Traverse Avenue*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	0	95	409	88	414	0
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	109	0	96	0	0	0
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	TR		LT		LR			
PHF	0.92		0.92		0.90			
Flow Rate (veh/h)	547		544		227			
% Heavy Vehicles	0		0		0			
No. Lanes	1		1		1		0	
Geometry Group	1		1		1			
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.0		0.2		0.5			
Prop. Right-Turns	0.8		0.0		0.5			
Prop. Heavy Vehicle	0.0		0.0		0.0			
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2		
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6		
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7		
hadj, computed	-0.5		0.0		-0.2			

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20		3.20			
x, initial	0.49		0.48		0.20			
hd, final value (s)	5.03		5.49		6.39			
x, final value	0.764		0.830		0.403			
Move-up time, m (s)	2.0		2.0		2.0			
Service Time, t_s (s)	3.0		3.5		4.4			

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	720		655		568			
Delay (s/veh)	22.4		29.5		13.6			
LOS	C		D		B			
Approach: Delay (s/veh)	22.4		29.5		13.6			
LOS	C		D		B			
Intersection Delay (s/veh)	23.8							
Intersection LOS	C							

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e. Does the project site contain, or is it substantially contiguous to, a building, archaeological site, or district which is listed on, or has been nominated by the NYS Board of Historic Preservation for inclusion on, the State or National 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: _____

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: _____ 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 John Faltings Date 7-22-16

Signature _____ Title V.P.

PRINT FORM

Village of Port Chester Waterfront Commission
222 Grace Church Street
Port Chester, NY 10573
Phone 914-937-6780

LWRP Coastal Assessment Form

An applicant seeking an approval for a non-excluded action from any agency of the Village of Port Chester which is subject to the Village of Port Chester Local Waterfront Revitalization Program (LWRP) must complete this form. This form is intended to assist the Village Waterfront Commission in determining if the proposed action is consistent with the policies and purposes of the LWRP.

SITE IDENTIFICATION INFORMATION		
Application Name: Site Plan Approval Colony Grill Restaurant	**Application #:**	**Date Submitted:**
Site Address: *No.* *Street:* Abendroth Avenue - Section 142.31-1-39 (Official Tax Map Town of Rye)		
Property Location: *(Identify landmarks, distance from intersections, etc.)* East of Abednroth Avenue and Marina Parking Lot adjacent to Byram River		
Village of Port Chester Tax Map Designation: *Section* 142.31 *Block* 1 *Lot(s)* 39	**Zoning Designation of Site:** MUR	

OWNER/APPLICANT INFORMATION		
Property Owner: G&S Port Chester LLC	**Phone #:** 212-286-3300 **Fax #:**	**Email:** driley@gsinvestors.com
Owner Address: *No.* 211 *Street:* East 43rd Street	*Town:* New York	*State:* NY *Zip:* 10017
Applicant (If different than owner):	**Phone #:** **Fax #:**	**Email:**
Applicant Address (If different than owner): *No.* *Street:*	*Town:*	*State:* *Zip:*

PROJECT DESCRIPTION
Describe the project, proposed use and operation thereof:
Site Plan Approval to construct an approximate 5,500 s.f. restaurant in accordance with original approved Concept Development Plan.

CONSISTANCY WITH LWRP POLICIES	
Actions to be undertaken within the Village's coastal area shall be evaluated for consistency in accordance with the following LWRP policy standards and conditions, which are derived from and further explained and described in Section III of the Village of Port Chester LWRP, a copy of which is on file in the Village Clerk's office and available for inspection during normal business hours. Agencies that undertake direct actions shall also consult with Section IV of the LWRP in making their consistency determination. *YES indicates that the proposed project/action is consistent with the applicable policy,* *NO indicates that the proposed project/action is inconsistent with the applicable policy,* *NOT APPLICABLE indicates that it does not apply.*	
Restore, revitalize and redevelop deteriorated and underutilized waterfront areas for commercial, industrial, cultural, recreational, public access and other compatible uses (Policies 1, 1A, 1B, 1C, 1D and 1E).	☒ Yes ☐ No ☐ Not Applicable
Facilitate the siting of water dependent uses on or near coastal waters (Policy 2).	☐ Yes ☐ No ☒ Not Applicable
Encourage the development and enhancement of those traditional uses and activities which have provided the Village a unique maritime identity (Policy 4).	☐ Yes ☐ No ☒ Not Applicable
Ensure that development occurs where adequate public infrastructure is available (Policy 5).	☒ Yes ☐ No ☐ Not Applicable
Streamline development permit procedures (Policy 6).	☐ Yes ☐ No ☒ Not Applicable
Protect fish and wildlife resources from hazardous wastes and other contaminating pollutants (Policy 8).	☐ Yes ☐ No ☒ Not Applicable
Maintain and expand the recreational use of existing fish and wildlife resources while ensuring protection of renewable fish and wildlife resources (Policy 9).	☐ Yes ☐ No ☒ Not Applicable
Maintain and expand commercial fishing resources to promote commercial fishing opportunities (Policy 10).	☐ Yes ☐ No ☒ Not Applicable

Minimize flooding and erosion hazards through proper siting of buildings and structures; construction of carefully selected, long-term structural measures; and the use of appropriate nonstructural means (Policies 11, 13, 14, 15 and 17).	☒ Yes ☐ No ☐ Not Applicable
Public funds shall be used for erosion protection structures only where necessary and in an appropriate manner (Policy 16).	☐ Yes ☐ No ☒ Not Applicable
Safeguard vital economic, social and environmental interests in the coastal area when major actions are undertaken (Policy 18).	☒ Yes ☐ No ☐ Not Applicable
Protect, maintain, and improve public access to the shoreline and to water-related recreational resources, while protecting natural and historic resources and adjacent land uses and providing a continuous public walkway along the foreshore of the Byram River (Policies 19, 20 and 20A).	☐ Yes ☐ No ☒ Not Applicable
Encourage, facilitate and prioritize water-dependent and water-enhanced recreational resources and facilities near coastal waters, with priority given to those near access to existing public transportation and areas where the use of the shore is severely restricted by existing development (Policy 21).	☐ Yes ☐ No ☒ Not Applicable
Encourage the development of water-related recreational resources and facilities, as multiple uses, in appropriate locations within the shore zone (Policy 22).	☐ Yes ☐ No ☒ Not Applicable
Protect, restore and enhance historic resources (Policy 23).	☐ Yes ☐ No ☒ Not Applicable
Protect and enhance scenic and aesthetic resources (Policy 25).	☒ Yes ☐ No ☐ Not Applicable
Site and construct energy facilities in a manner which will be compatible with the environment and contingent upon the need for a shorefront location and in such a manner as to avoid adverse environmental impacts when in operation (Policies 27 and 29).	☐ Yes ☐ No ☒ Not Applicable

Protect coastal waters from direct and indirect discharge of pollutants (Policies 30, 31, 33, 34, 35, 36 and 37).	☒ Yes ☐ No ☐ Not Applicable
Ensure that dredging and dredge spoil disposal are undertaken in a manner protective of natural resources (Policies 15 and 35).	☐ Yes ☐ No ☒ Not Applicable
Ensure that any transportation, handling or disposal of hazardous wastes and effluent is undertaken in a manner which will not adversely affect the environment (Policy 39).	☒ Yes ☐ No ☐ Not Applicable
Protect air quality in accordance with state and federal air quality standards (Policies 41 and 42).	☒ Yes ☐ No ☐ Not Applicable
Preserve and protect tidal and freshwater wetlands (Policy 44).	☐ Yes ☐ No ☒ Not Applicable

DETERMINATION OF CONSISTENCY

To be filled out by the Waterfront Commission

☐ This project/action is consistent with LWRP Policies and Conditions
☐ This project/action is NOT consistent with LWRP Policies and Conditions

The following changes to the project/action are recommended to ensure consistency with the LWRP:

_____ _____

Waterfront Commission Chairman Date

Dunn Engineering Associates, P.C.
Consulting Engineers
66 Main Street
Westhampton Beach, N.Y. 11978
631-288-2480
631-288-2544 Fax

January 11, 2016

Mr. Douglas Riley, Esq.
G&S Port Chester, LLC
211 East 43rd Street
25th Floor
New York, NY 10017

Re: Traffic Engineering Comments
Response to 1/5/16 Memo from
Mark Chertok to Daniel Tartaglia

Dear Mr. Riley:

In accordance with your request, I have reviewed the above reference memorandum with specific reference to the traffic engineering comments and offer the following responses:

1. First, I reached out to the Village's traffic engineering consultant, Adler Consulting, and spoke with Michael O'Rourke on January 8, 2016. It was clear the Village, with their legal and traffic engineering consultants, are attempting to review our proposed use as a new application rather than as part of a beneficial revision to a previously approved application. It is important to realize that the successful development of the overall project resulted in the significant realized benefits of mitigating roadway improvements, creation of a revitalized downtown and an overall economic stimulus for which both the Village and the applicant should be proud.

   I discussed their desire to treat it as a new application with recent traffic counts collected within the last three years. Adler Consulting does not have any recent counts for the two adjacent signalized intersections on Westchester Avenue. Mr. O'Rourke is searching his files for possible traffic counts collected at these two intersections by Costco. He will advise me of the outcome of his search when he returns from a business trip.

   Again, I reminded him that the key element of the case is the comparison of the site generated traffic of the previously approved use for this site with the present proposed use of this site, which was clearly provided in our letter to you dated November 12, 2015. Table 1 showed that the proposed use generates key traffic than the previously approved use and indicates the reduction in site generated traffic. From a traffic engineering standpoint and land zoning standpoint, a general change of zone or land use requirement is that the

proposed use should generate equal or less traffic than a permitted or previously approved use. As a result, the proposed use has less of a traffic impact than the previously approved use and thus satisfies this requirement.

2. Mr. O'Rourke noted that one of their concerns was the change in entering and exiting volumes of the site generated traffic of the proposed, revised use. Table 1 in our letter of November 12, 2015 clearly indicates that the site generated traffic for each of the AM, PM and Saturday peak hours of the proposed, revised use is less than that of the previously approved use on this site. Thus, there is no need for additional analysis.

3. The additional benefits of the proposed revised use include use of shared parking which reduces the need for parking spaces in the area and the application of Smart Growth Strategies which encourage residential units above retail units in the downtown area adjacent to existing retail uses which results in less site generated traffic and the need for fewer parking spaces.

4. A rule of thumb often used by traffic engineers is that if a use results in the addition of 5% or less of traffic volumes to an intersection, no detailed capacity analyses are required. This small amount of site generated traffic will not be discernable to the human eye and no traffic impact will result. The reduction in site generated traffic and the anticipated small amount of traffic generated by the revised use falls within this situation.

It is my understanding that you have developed parking strategies that are under the control of the applicant, G&S Port Chester, LLC, which will assure that there is more than adequate parking for the retail and residential uses for this proposed, revised use.

Please contact me if you have any questions or require any additional information.

Sincerely,



WALTER M. DUNN, JR., P.E.
President

WMD:as
L2016002

Dunn Engineering Associates, P.C.
Consulting Engineers
66 Main Street
Westhampton Beach, N.Y. 11978
631-288-2480
631-288-2544 Fax

PH - 02
BOT 1-17-2017

January 27, 2016

Mr. Douglas Riley, Esq.
G&S Port Chester, LLC
211 East 43rd Street
25th Floor
New York, NY 10017

Re: Traffic Engineering Approaches
Change of Uses on Retail D

Dear Mr. Riley:

We have reviewed the approach suggested by Adler Consulting in their one page sheet entitled "Adler Consulting Recommendations for Traffic Counts and Analysis for Proposed Retail D, January 14, 2016". Their recommendations appear to be based on the following assumptions:

- They seem to be treating this modification for a change of uses on this parcel as if it was a new application for this site which would require a brand new Traffic Impact Study with the collection and analysis of updated traffic data in order to determine the need for construction of roadway improvements to mitigate any potential traffic impacts.

- Continuing with this approach, they seem to be following guidelines and requirements from ITE and NYSDOT for the preparation of a new Traffic Impact Study so that recent traffic counts within the last three years would be necessary.

- Furthermore, they have expanded the traffic count locations from 3 locations (typically one signalized intersection adjacent to the site) to 7 locations, which is seemingly based on possible parking lot locations where shoppers and residents may park.

Our review indicates that the Village's and Adler's approach are inappropriate, illogical and inconsistent with the intent of SEQR requirements. This approach is not the correct approach to utilize for the modification of uses on this site.

In order to help the Village and Adler Consulting see the fallacy in their approach, the long history of the overall project and the previous steps taken to prepare the extensive and comprehensive actions taken by G&S Investors LLC to comply with Village, County, State and SEQR requirements are presented briefly for your consideration and help in initiating the appropriate approach for this minor change of use on this one site.

1. An Environmental Impact Study was prepared by the applicant in 1999. As part of this EIS, a comprehensive Traffic Impact Study was prepared that included numerous parcels (of which this site is one and it is designated as Retail D), and 23 intersections.

2. As part of the EIS, mitigating roadway improvements were identified and implemented prior to the opening of the approved uses on all the parcels. Thus, the roadway improvements for the overall development were constructed even though uses on some of the parcels, such as the subject site, were not constructed yet. Thus, all the roadway improvements for the entire re-development as well as the various parking lots are presently in place. Any less intensive uses on any particular site should not require additional data collection and analysis as well as any additional roadway improvements.

3. The EIS included all parcels of properties to be developed. There was no exclusion of possible sites that would have resulted in "segmentation" which is not allowed in the SEQR process. However, it should be understood that the Village's and Adler's approach could be considered "segmentation" or come very close to being "segmentation" by a government agency or a lead agency. Separating out one parcel to require a new Traffic Impact Study is not appropriate when the parcel was already included in an EIS and for which overall mitigating roadway improvements were already implemented.

As a result of our above review, our approach to examine the traffic impact of the changes from a retail use to a combined retail and apartment use on this site is presented below; should be considered and approved by the Village:

a. As previously noted in our letters of November 12, 2015 and January 11, 2016, the key element of the case is the comparison of the site generated traffic of the previously approved use for this site with the present proposed use of this site, which was clearly provided in our letter to you dated November 12, 2015. Table 1 showed that the proposed use generates less traffic than the previously approved use and indicates the reduction in site generated traffic. From a traffic engineering standpoint and land zoning standpoint, a general change of zone or land use requirement is that the proposed use should generate equal or less traffic than a permitted or previously approved use. As a result, the proposed use has less of a traffic impact than the previously approved use and thus satisfies this requirement.

b. Mr. O'Rourke of Adler Consulting noted that one of their concerns was the change in entering and exiting volumes of the site generated traffic of the proposed, revised use. Table 1 in our letter of November 12, 2015 clearly indicates that the site generated traffic for each of the AM, PM and Saturday peak hours of the proposed, revised use is less than that of the previously approved use on this site. Thus, there is no need for additional analysis.

c. The additional benefits of the proposed revised use include use of shared parking which reduces the need for parking spaces in the area and the application of Smart Growth

Strategies which encourage residential units above retail units in the downtown area adjacent to existing retail uses which results in less site generated traffic and the need for fewer parking spaces.

d. A rule of thumb often used by traffic engineers is that if a use results in the addition of 5% or less traffic volumes to an intersection, no detailed capacity analyses are required. This small amount of site generated traffic will not be discernable to the human eye and no traffic impact will result. The reduction in site generated traffic and the anticipated small amount of traffic generated by the revised use falls within this situation.

To further support that no additional capacity analyses are required, the following illustration is presented.

From the 2011 traffic counts collected from Costco, updates were made to the signalized intersection of Westchester Avenue at Abendroth Avenue/Don Bosco Place by applying a growth rate of 2% per year. It should be noted that the subject site is located in the northwest corner of this intersection. The 2% per year growth rate includes the growth in traffic from normal growth in the area as well as from any other new developments. The total traffic entering the intersection in the weekday P.M. hour is 1711 vehicles. For the proposed use of retail and residential apartments on the site, a total of 91 site generated vehicles would enter the intersection, which results in an increase of 5%. Applying the traffic engineer's rule of thumb, if 5% or less traffic is added to the intersection by the site generated traffic, no further capacity analyses would be required.

Again, it is recommended that the above approach recommended by the applicant that compares the site generated traffic of the previously approved use with the presently proposed uses should be utilized instead of Adler Consulting's approach.

If you have any questions or require additional information, please contact me.

Sincerely,



WALTER M. DUNN, JR., P.E.
President

WMD:as
L2016006

Dunn Engineering Associates, P.C.
Consulting Engineers
66 Main Street
Westhampton Beach, N.Y. 11978
631-288-2480
631-288-2544 Fax

February 12, 2016

Mr. Michael O'Rourke, P.E.
Adler Consulting
235 Main Street
4th Floor, Suite 400
White Plains, New York 10601

Re: Change of Uses on Retail D
Traffic Engineering Examination

Dear Mr. O'Rourke:

We have reviewed and collected the data requested in your recent e-mail. (Attachment 1)

As a result, we collected and compiled the following information:

1. A.M. Weekday peak hour Traffic Counts from 7:00 A. to 9:00 A.M. at the intersections of Westchester Avenue at a) Main Street (US Route 1)/King Street, b) Abendroth Avenue/Don Bosco Place, and Traverse Avenue. (Attachment 2)

2. Saturday midday (11:00 A.M. to 3:00 P.M.) Parking Data on the middle level of the parking deck as well as the southerly portion of ground level. (Attachment 3)

3. Weekday P.M. Parking Data (6:00 P.M. to 10:00 P.M) on the idle level of the parking deck as well as the ground level. (Attachment 4)

4. Figure 1, Existing Volumes (2016), which consisted of the A.M. Traffic Counts presented in #1 above and the expansion of the 2011 P.M. and Saturday counts taken for Costco by a growth rate of 2% per year to 2016. Calculations for the annual growth rate expansion to 2016 for "existing volumes" and for 2017 No Build volumes are also included in Attachment 5. (Attachment 5)

5. Figure 2, No Build 2017. (Attachment 6)

6. Figure 3, Directional Distribution (Attachment 7) which presents the 1999 Directional Distribution and an Alternative Directional Distribution. Figure 3A presents the Directional Distribution with which you agreed.

7. Figure 4, Build Volumes (2017) which adds the site-generated traffic for the proposed change of uses. (Attachment 8). Figure 4B presents the assignment of site generated traffic based on Table 1, which contains the site generated traffic, and Figure 3A, Directional Distribution. A copy of Table 1 is included in Attachment 8 for ease of reference.

8. Capacity Analysis Summary Tables. (Attachment 9)

9. Capacity Analysis Analyses Results. (Attachment 10)

Conclusions

1. The capacity analyses performed indicated that the traffic generated by the proposed uses on Retail D of a 12,000 S.F. specialty retail center and 79 apartments can be accommodated at the study intersections of Westchester Avenue at a) Main Street (US Route 1), b) Abendroth Avenue/Don Bosco Place, and c) Traverse Avenue with very minor traffic impacts and without deterioration of the Levels of Service.

2. The Saturday (11:00 A.M. to 3:00 P.M.) and Weekday P.M. (6:00 P.M. to 10:00 P.M.) parking data collected on the middle level indicates that there is sufficient available parking to accommodate the proposed change of uses.

3. Furthermore, additional parking data collected for the same time periods on the ground level indicates that there are additional vacant spaces that can be assigned for use by the proposed specialty retail center and the residents of the apartments, if necessary. (See Attachments 3 and 4)

As a result, based on our traffic engineering analyses, it is recommended that the proposed change of uses on Retail D be approved.

If you have any questions or require additional information, please contact me.

Sincerely,

Walter M. Dunn, Jr.

WALTER M. DUNN, JR., P.E.
President

WMD:as
L2016020

ATTACHMENT 1

"Retail D"

Traffic volume data were previously collected by Atlantic Traffic & Design in December, 2011 at the intersections of:

- Westchester Avenue with Main Street (Route 1)/King Street;
- Westchester Avenue with Abendroth Avenue/Don Bosco Place; and,
- Westchester Avenue with Traverse Avenue.

The data were collected only for the weekday midday, weekday PM and Saturday midday periods. No data were collected during the AM peak period.

The Applicant's traffic engineer will grow the traffic volume data collected by Atlantic Traffic & Design in December, 2011 for the weekday PM and Saturday midday periods to 2016 using an annual growth rate of two (2) percent. The Applicant's traffic engineer will arrange to collect vehicle turning movement data at the three intersections identified above for the weekday AM peak period and then calculate AM Peak Hour volumes. Capacity analyses will be preformed for the three intersections using the 2016 traffic volumes for the weekday AM Peak Hour, the weekday PM Peak Hour and Saturday midday Peak Hour.

The Applicant's traffic engineer will arrange to collect parking data on the middle level of the parking deck which includes approximately 390 parking spaces. The Applicant's traffic engineer will conduct an inventory to confirm the number of parking spaces available. Approximately 350 parking spaces are currently used by Metro-North Railroad. Parking accumulation data will be collected every 30 minutes on a typical weekday between 6:00 p.m. and 10:00 p.m. and on a typical Saturday between 11:00 a.m. and 3:00 p.m.

The traffic and parking data and analyses submitted by the Applicant will be reviewed by the Village Traffic Consultant and discussed with the Special Counsel and Village Manager.

ATTACHMENT 2

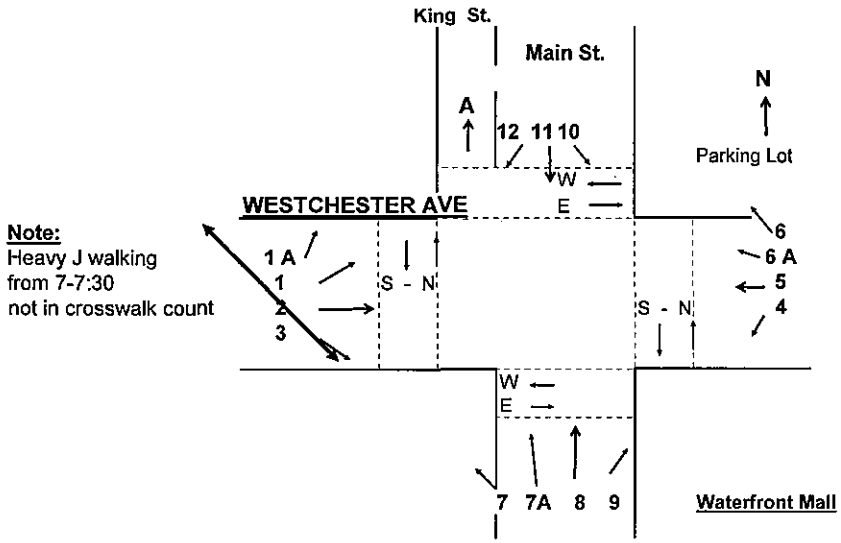
T.C.C., Inc. - *TURNING MOVEMENT COUNT SURVEY*

LOCATION: 1 - WESTCHESTER AVE @ MAIN / KING ST's **DATE:** Monday - February 8, 2016

WESTCHESTER AVE | **MAIN / KING ST's**

	AM	E/B					W/B					N/B					SB				
	START	1A	1	2	3		4	5	5A	6		7	7A	8	9		10	11	12		
	TIME	H-LEFT	LEFT	THRU	RIGHT	TOTAL	LEFT	THRU	RIGHT	RIGHT	TOTAL	LEFT	L-TH	THRU	RIGHT	TOTAL	LEFT	THRU	RIGHT		TOTAL
	7:00	4	15	15	29	63	13	9	2	2	26	25	4	23	6	58	8	21	10	0	39
	7:15	3	18	46	25	92	17	25	4	6	52	31	2	44	4	81	16	42	20	0	78
	7:30	5	24	32	35	96	11	17	6	7	41	34	8	46	7	95	12	57	18	0	87
	7:45	4	21	46	46	117	12	43	0	8	63	49	16	47	12	124	16	52	18	0	86
	8:00	5	23	60	64	152	13	22	3	9	47	43	6	50	12	111	15	45	17	0	77
	8:15	9	15	54	58	136	15	23	2	6	46	37	15	64	10	126	10	54	22	0	86
	8:30	14	14	48	40	116	15	23	3	9	50	30	9	75	9	123	8	43	20	0	71
	8:45	4	31	33	40	108	6	26	4	9	45	31	9	89	18	147	9	54	22	0	85
	AM																				
TOTAL	HOURLY VOLUME	1A	1	2	3	TOTAL	4	5	5A	6	TOTAL	7	7A	8	9	TOTAL	10	11	12		TOTAL
1198	7:00	16	78	139	135	368	53	94	12	23	182	139	30	160	29	358	52	172	66	0	290
1399	7:15	17	86	184	170	457	53	107	13	30	203	157	32	187	35	411	59	196	73	0	328
1490	7:30	23	83	192	203	501	51	105	11	30	197	163	45	207	41	456	53	208	75	0	336
1531	7:45	32	73	208	208	521	55	111	8	32	206	159	46	236	43	484	49	194	77	0	320
1526	8:00	32	83	195	202	512	49	94	12	33	188	141	39	278	49	507	42	196	81	0	319

	Total	Start of Peak Hr.				07:45 AM															
	Intersection	E/B					W/B					N/B					SB				
1531	Peak Hour Volume	Approach Volume				521	Approach Volume				206	Approach Volume				484	Approach Volume				320
	1531	P.H.F.				0.86	P.H.F.				0.82	P.H.F.				0.96	P.H.F.				0.93



MAIN / KING ST's

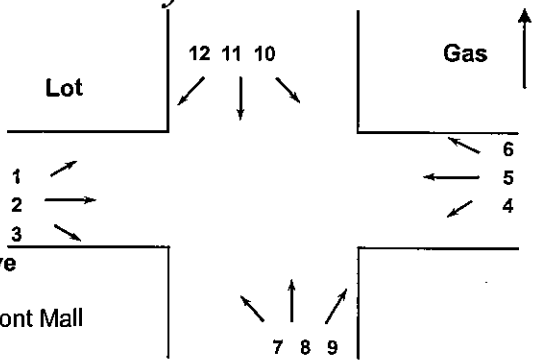
TRAFFIC COUNTS COLLECTING, INC.
718 899-4522

Traffic Counts Collecting, Inc.

Turning Movement Count Survey

INTERSECTION 2 - Westchester Ave
@
Don Bosco Pl / Abendroth

DATE: Monday - February 8, 2016



		Westchester Ave								Don Bosco Pl / Abendroth							
	AM	E/B				W/B				N/B				S/B			
	START	1	2	3		4	5	6		7	8	9		10	11	12	
	TIME	LEFT	THRU	RIGHT	TOTAL	LEFT	THRU	RIGHT	TOTAL	LEFT	THRU	RIGHT	TOTAL	LEFT	THRU	RIGHT	TOTAL
	7:00	14	6	10	30	4	5	3	12	10	19	4	33	2	22	17	41
	7:15	11	6	46	63	0	7	3	10	17	21	3	41	10	23	29	62
	7:30	19	4	31	54	2	7	4	13	16	31	2	49	11	38	24	73
	7:45	27	9	30	66	3	7	5	15	30	32	8	70	17	38	27	82
	8:00	16	14	53	83	2	5	9	16	17	30	3	50	11	27	23	61
	8:15	18	9	51	78	1	5	10	16	21	41	5	67	13	29	20	62
	8:30	25	9	32	66	5	6	7	18	27	54	1	82	10	25	22	57
	8:45	25	6	26	57	4	5	4	13	21	52	4	77	6	28	19	53
	AM HOURLY																
TOTAL	VOLUME	1	2	3	TOTAL	4	5	6	TOTAL	7	8	9	TOTAL	10	11	12	TOTAL
714	7:00	71	25	117	213	9	26	15	50	73	103	17	193	40	121	97	258
808	7:15	73	33	160	266	7	26	21	54	80	114	16	210	49	126	103	278
855	7:30	80	36	165	281	8	24	28	60	84	134	18	236	52	132	94	278
889	7:45	86	41	166	293	11	23	31	65	95	157	17	269	51	119	92	262
856	8:00	84	38	162	284	12	21	30	63	86	177	13	276	40	109	84	233
889	Total Intersection Peak Hour Volume 889	Start of Peak Hr. E/B 07:45 AM				W/B				N/B				S/B			
		Approach Volume			293	Approach Volume			65	Approach Volume			269	Approach Volume			262
		P.H.F.			0.88	P.H.F.			0.90	P.H.F.			0.82	P.H.F.			0.80

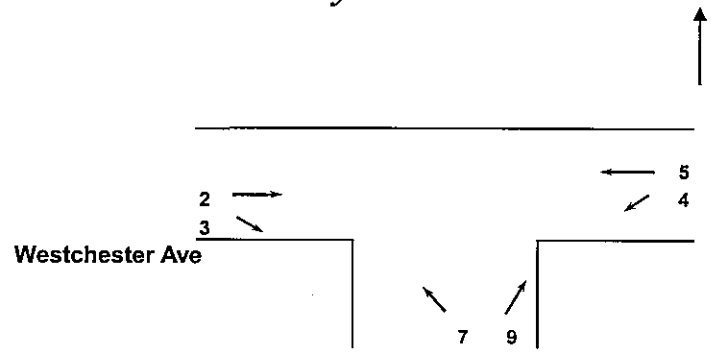
1-3	4-6	7-9	10-12
0.81	0.83	0.69	0.79
0.80	0.84	0.75	0.85
0.85	0.94	0.84	0.85
0.88	0.90	0.82	0.80
0.86	0.88	0.84	0.94
0.64	0.65	0.69	0.69
0.47	0.43	0.48	0.48
0.25	0.25	0.25	0.25

Traffic Counts Collecting, Inc.

Turning Movement Count Survey

INTERSECTION 3 - Westchester Ave @ Traverse Ave

DATE: Monday - February 8, 2016



		Westchester Ave								Traverse Ave							
	AM	E/B				W/B				N/B							
	START		2	3		4	5			7		9					
	TIME		THRU	RIGHT	TOTAL	LEFT	THRU		TOTAL	LEFT		RIGHT	TOTAL				TOTAL
	7:00		2	7	9	0	0		0	9		1	10				0
	7:15		1	11	12	0	0		0	7		0	7				0
	7:30		1	19	20	0	2		2	9		0	9				0
	7:45		5	26	31	0	2		2	12		1	13				0
	8:00		3	26	29	0	2		2	22		0	22				0
	8:15		6	20	26	0	1		1	13		0	13				0
	8:30		4	15	19	0	6		6	10		0	10				0
	8:45		7	4	11	1	1		2	4		1	5				0
TOTAL	AM HOURLY VOLUME	1	2	3	TOTAL	4	5	6	TOTAL	7	8	9	TOTAL	10	11	12	TOTAL
115	7:00	0	9	63	72	0	4	0	4	37	0	2	39	0	0	0	0
149	7:15	0	10	82	92	0	6	0	6	50	0	1	51	0	0	0	0
170	7:30	0	15	91	106	0	7	0	7	56	0	1	57	0	0	0	0
174	7:45	0	18	87	105	0	11	0	11	57	0	1	58	0	0	0	0
146	8:00	0	20	65	85	1	10	0	11	49	0	1	50	0	0	0	0
174	Total Intersection Peak Hour Volume 174	Start of Peak Hr. E/B Approach Volume			07:45 AM 105	W/B Approach Volume			11	N/B Approach Volume			58	S/B Approach Volume			0
		P.H.F.			0.85	P.H.F.			0.46	P.H.F.			0.66	P.H.F.			#######

1-3	4-6	7-9	10-12
0.58	0.50	0.75	#DIV/0!
0.74	0.75	0.58	#DIV/0!
0.85	0.88	0.65	#DIV/0!
0.85	0.46	0.66	#DIV/0!
0.73	0.46	0.57	#DIV/0!
0.54	0.38	0.54	#DIV/0!
0.39	0.33	0.38	#DIV/0!
0.25	0.25	0.25	#DIV/0!

ATTACHMENT 3

T.C.C., Inc.

PORT CHESTER PARKING SURVEY

1st Fl - Spaces South of Ctr Drwy - East Structure
2nd Fl - MTA - Space in Blue w/Space #
2nd Fl - 40 +/- Space South side of Lot (50 space)

DATE: Saturday - February 6, 2016
SUNNY

TIME	1ST FL	2ND # MTA	2ND No#														TIME
11:00	25	42	1														11:00
11:30	27	47	2														11:30
12:00	30	50	2														12:00
12:30	29	52	2														12:30
13:00	38	54	2														13:00
13:30	45	53	2														13:30
14:00	53	67	2														14:00
14:30	58	67	2														14:30
15:00	77	68	2														15:00

Traffic Counts Collecting, Inc.
718 899-4522

ATTACHMENT 4

T.C.C., Inc.

PORT CHESTER PARKING SURVEY

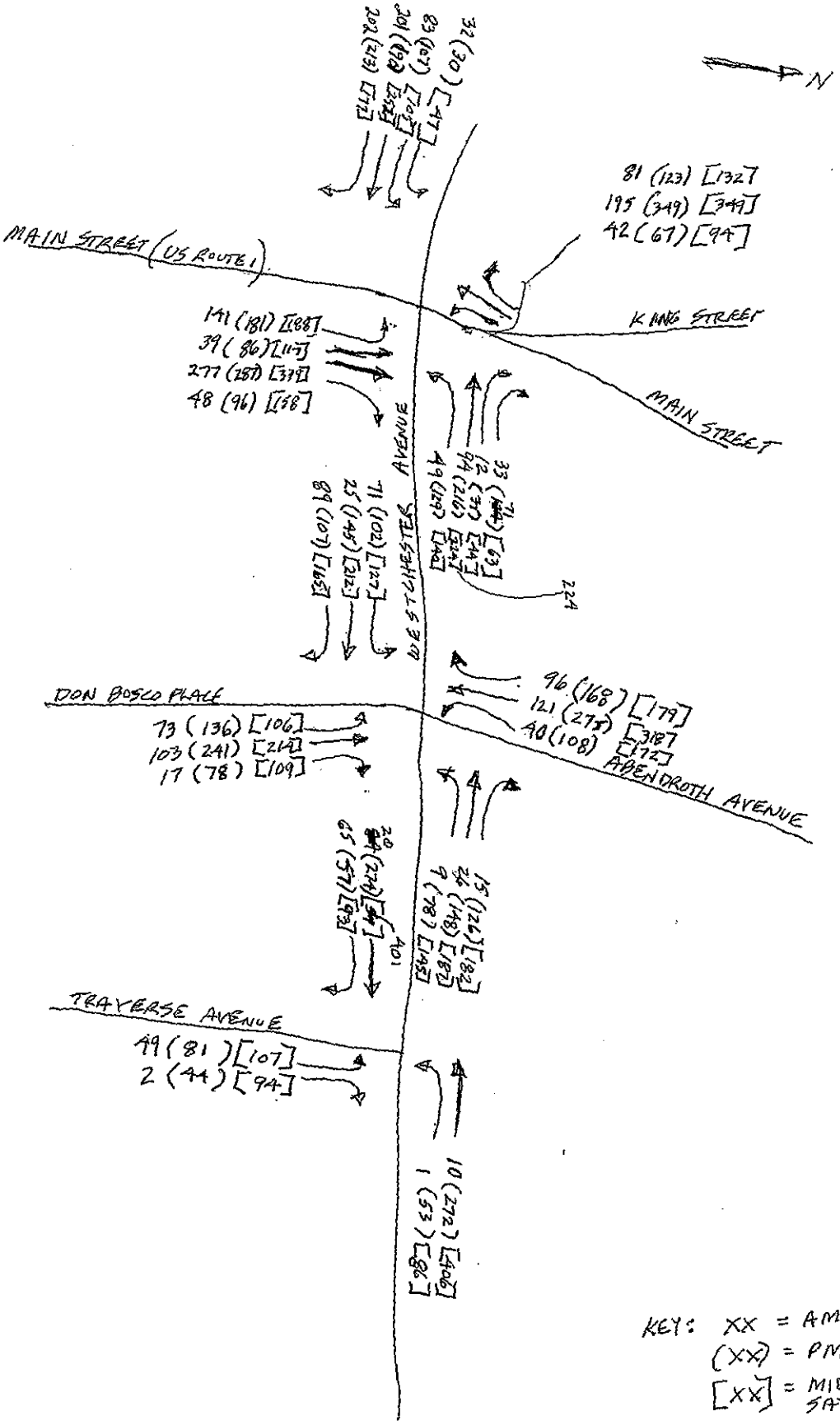
1st Fl - Spaces South of Ctr Drwy - East Structure
2nd Fl - MTA - Space in Blue w/Space #
2nd Fl - 40 +/- Space South side of Lot

DATE: Monday - February 8, 2016
Snow Showers

TIME	1 Fl.	2 Fl. MTA Blue	2 Fl.														TIME
18:00	30	256	15														18:00
18:30	26	186	13														18:30
19:00	21	158	10														19:00
19:30	18	106	7														19:30
20:00	17	88	5														20:00
20:30	13	85	5														20:30
21:00	14	84	5														21:00
21:30	12	71	4														21:30
22:00	12	68	4														22:00

Traffic Counts Collecting, Inc.
718 899-4522

ATTACHMENT 5



KEY: XX = AM[1]
(XX) = PM[2]
[XX] = MIDDAY SATURDAY[2]

1 = ACTUAL COUNT
2 = 2% ANNUAL GROWTH FROM 2011 TO 2016

FIGURE 1
EXISTING VOLUMES (2016)

2016 Existing - Westchester Ave @ Main St / King St								2017 No Build
PM		2011	2012	2013	2014	2015	2016	2017
Eastbound	Lft-Lft	27	28	28	29	29	30	30
	Lft	97	99	101	103	105	107	109
	Str	172	175	179	183	186	190	194
	Rht	193	197	201	205	209	213	217
Westbound	Lft	117	119	122	124	127	129	132
	Str	196	200	204	208	212	216	221
	Rht	32	33	33	34	35	35	36
	Rt-Rt	64	65	67	68	69	71	72
Southbound	Lft	61	62	63	65	66	67	69
	Str	316	322	329	335	342	349	356
	Rht	111	113	115	118	120	123	125
Northbound	Lft	164	167	171	174	178	181	185
	Str-Lt	78	80	81	83	84	86	88
	Str	260	265	271	276	281	287	293
	Rht	87	89	91	92	94	96	98

2016 Existing - Westchester Ave @ Main St / King St								2017 No Build
SAT		2011	2012	2013	2014	2015	2016	2017
Eastbound	Lft-Lft	43	44	45	46	47	47	48
	Lft	95	97	99	101	103	105	107
	Str	228	233	237	242	247	252	257
	Rht	160	163	166	170	173	177	180
Westbound	Lft	127	130	132	135	137	140	143
	Str	203	207	211	215	220	224	229
	Rht	40	41	42	42	43	44	45
	Rt-Rt	57	58	59	60	62	63	64
Southbound	Lft	85	87	88	90	92	94	96
	Str	316	322	329	335	342	349	356
	Rht	120	122	125	127	130	132	135
Northbound	Lft	170	173	177	180	184	188	191
	Str-Lt	106	108	110	112	115	117	119
	Str	307	313	319	326	332	339	346
	Rht	143	146	149	152	155	158	161

2016 Existing - Westchester Ave @ Abendroth Ave / Don Bosco Place								2017 No Build
PM		2011	2012	2013	2014	2015	2016	2017
Eastbound	Lft	92	94	96	98	100	102	104
	Str	131	134	136	139	142	145	148
	Rht	97	99	101	103	105	107	109
Westbound	Lft	71	72	74	75	77	78	80
	Str	134	137	139	142	145	148	151
	Rht	114	116	119	121	123	126	128
Southbound	Lft	98	100	102	104	106	108	110
	Str	249	254	259	264	270	275	280
	Rht	152	155	158	161	165	168	171
Northbound	Lft	123	125	128	131	133	136	139
	Str	218	222	227	231	236	241	246
	Rht	71	72	74	75	77	78	80

2016 Existing - Westchester Ave @ Abendroth Ave / Don Bosco Place								2017 No Build
SAT		2011	2012	2013	2014	2015	2016	2017
Eastbound	Lft	115	117	120	122	124	127	130
	Str	192	196	200	204	208	212	216
	Rht	149	152	155	158	161	165	168
Westbound	Lft	131	134	136	139	142	145	148
	Str	169	172	176	179	183	187	190
	Rht	165	168	172	175	179	182	186
Southbound	Lft	156	159	162	166	169	172	176
	Str	288	294	300	306	312	318	324
	Rht	162	165	169	172	175	179	182
Northbound	Lft	96	98	100	102	104	106	108
	Str	194	198	202	206	210	214	218
	Rht	99	101	103	105	107	109	111

2016 Existing - Westchester Ave @ Traverse Ave								2017 No Build
PM		2011	2012	2013	2014	2015	2016	2017
Eastbound	Str	248	253	258	263	268	274	279
	Rht	52	53	54	55	56	57	59
Westbound	Lft	48	49	50	51	52	53	54
	Str	246	251	256	261	266	272	277
Northbound	Lft	73	74	76	77	79	81	82
	Rht	40	41	42	42	43	44	45

2016 Existing - Westchester Ave @ Traverse Ave								2017 No Build
SAT		2011	2012	2013	2014	2015	2016	2017
Eastbound	Str	363	370	378	385	393	401	409
	Rht	84	86	87	89	91	93	95
Westbound	Lft	78	80	81	83	84	86	88
	Str	368	375	383	391	398	406	414
Northbound	Lft	97	99	101	103	105	107	109
	Rht	85	87	88	90	92	94	96

ATTACHMENT 6

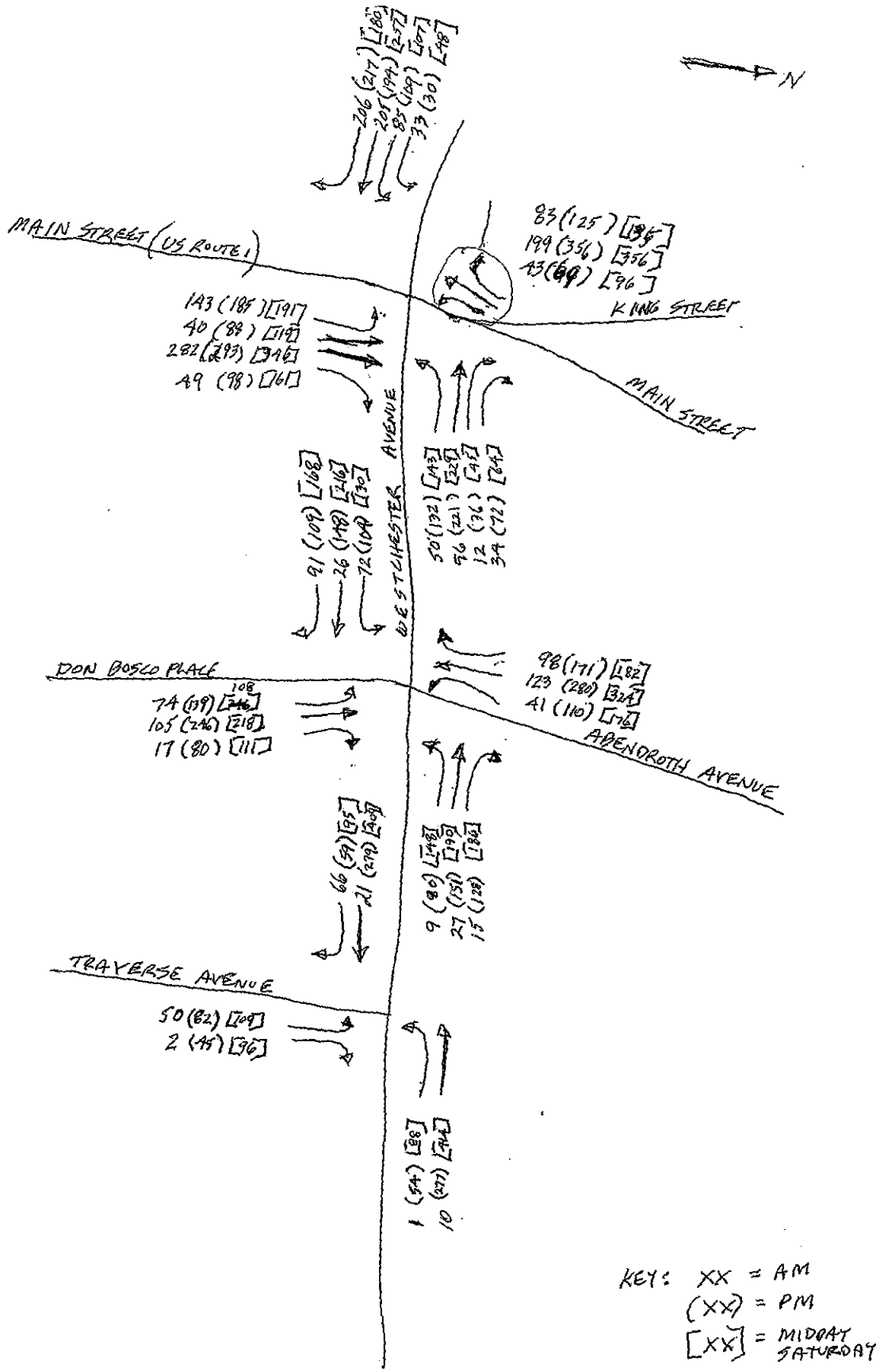


FIGURE 2
NO BUILD (2017)

ADD AM + 2%

ATTACHMENT 7

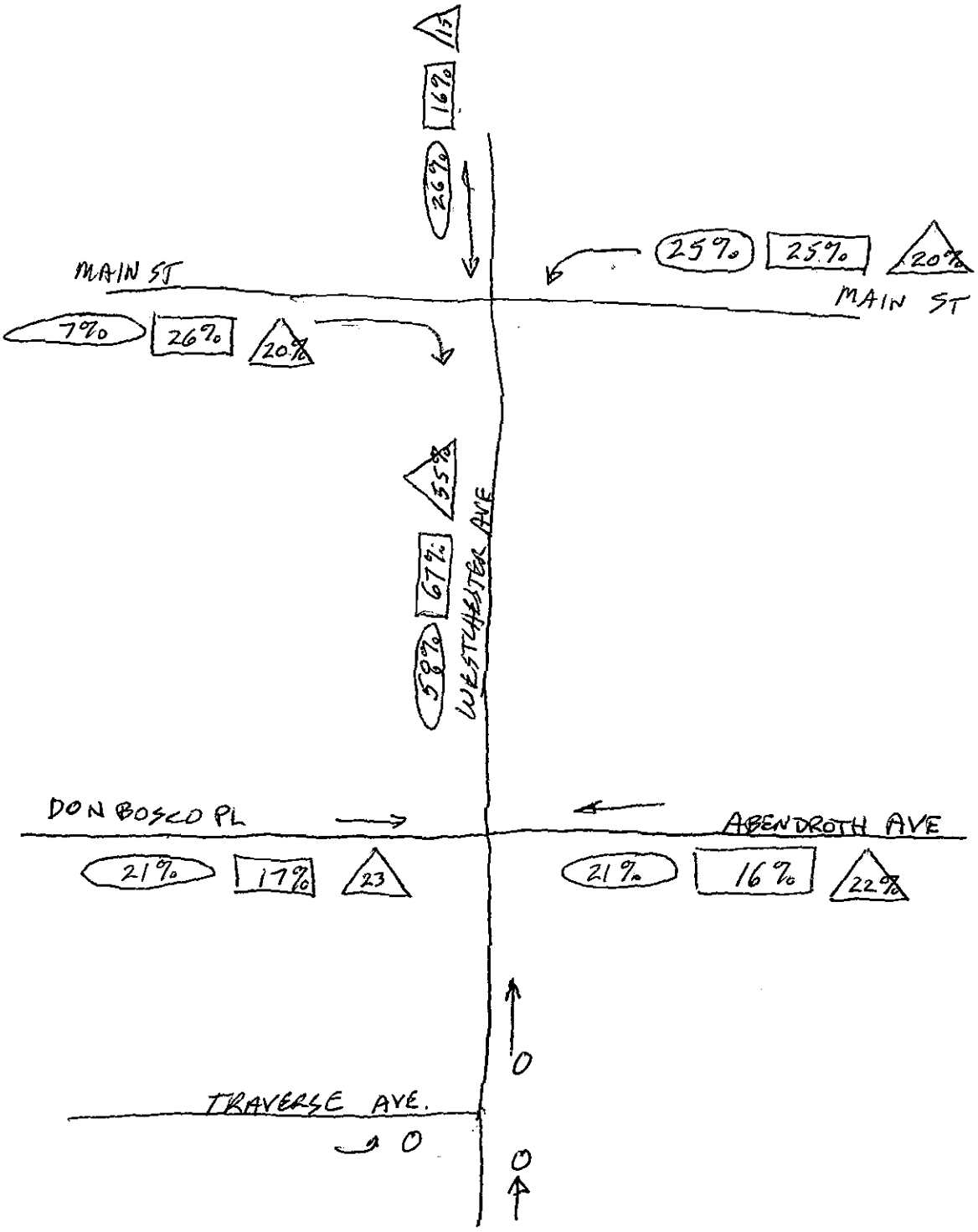


FIGURE 3
DIRECTIONAL DISTRIBUTION
OF
SITE GENERATED TRAFFIC

NOTE: TWO DIRECTIONAL DISTRIBUTIONS USED IN 1999 DOCUMENTS.
ONE = 3 MILE RADIUS
TWO = 5 MILE RADIUS = COSTCO & MOVIES

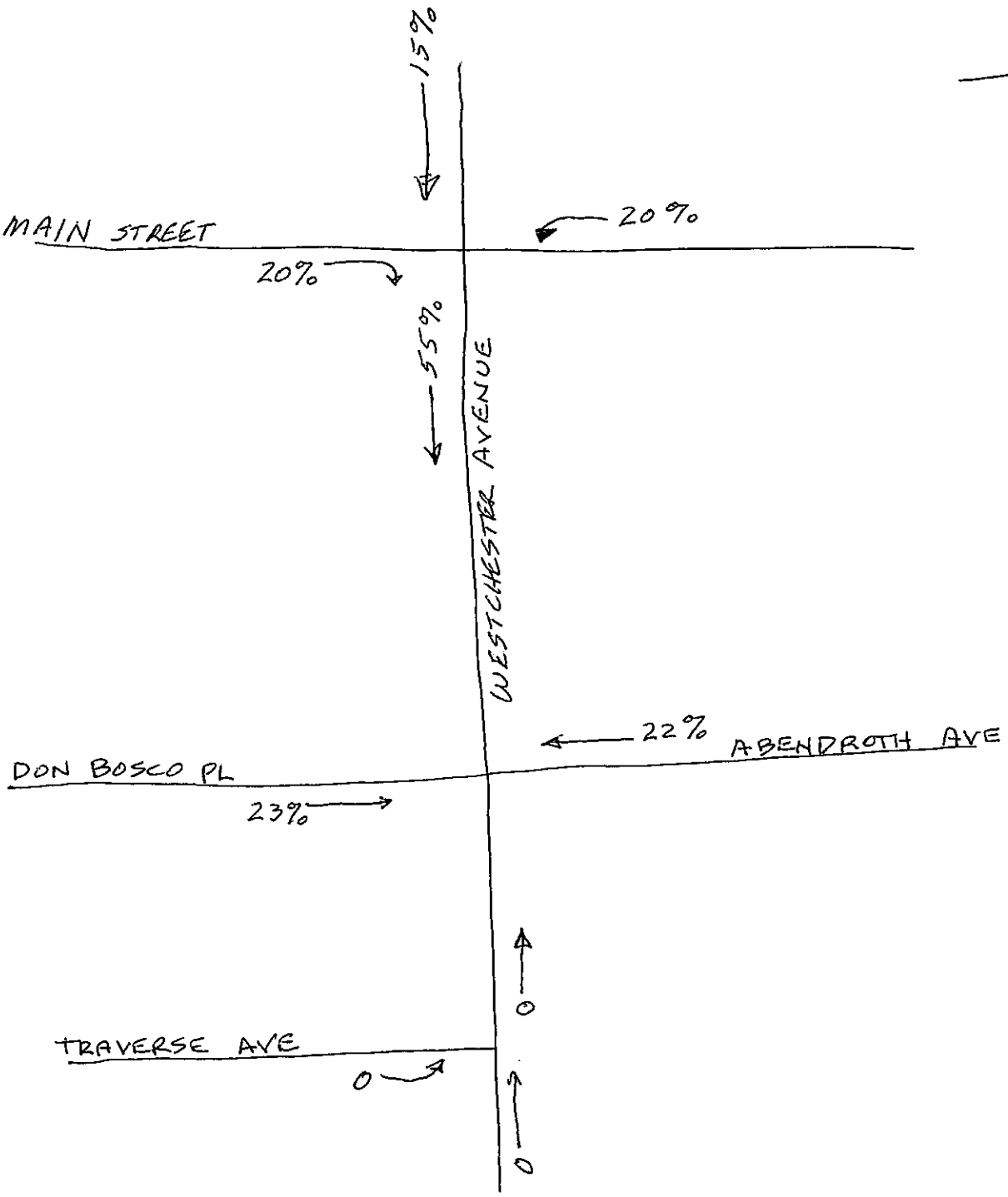


FIGURE 3A
DIRECTIONAL DISTRIBUTION
AGREED UPON

ATTACHMENT 8

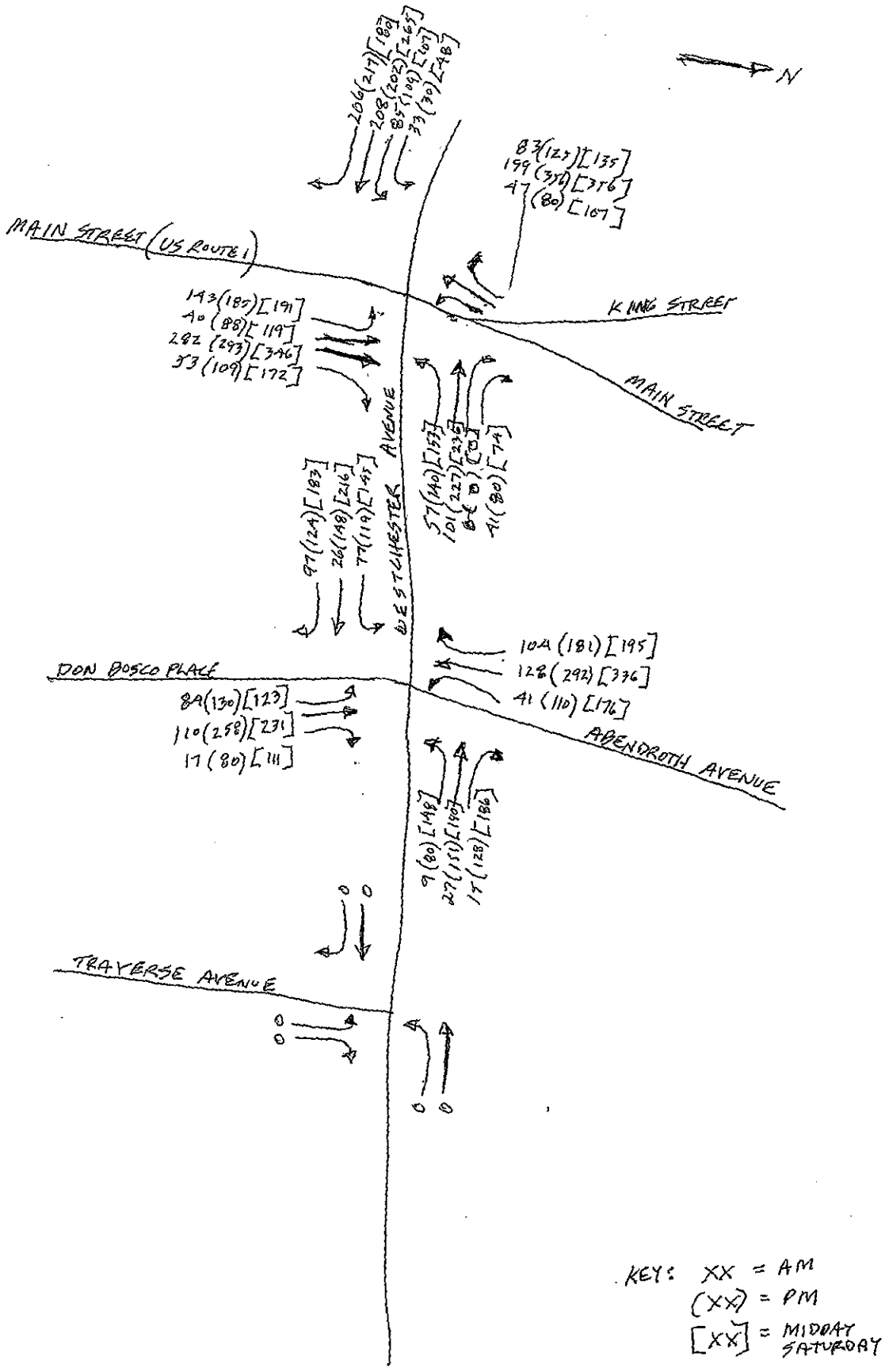


FIGURE 4
BUILD 2017

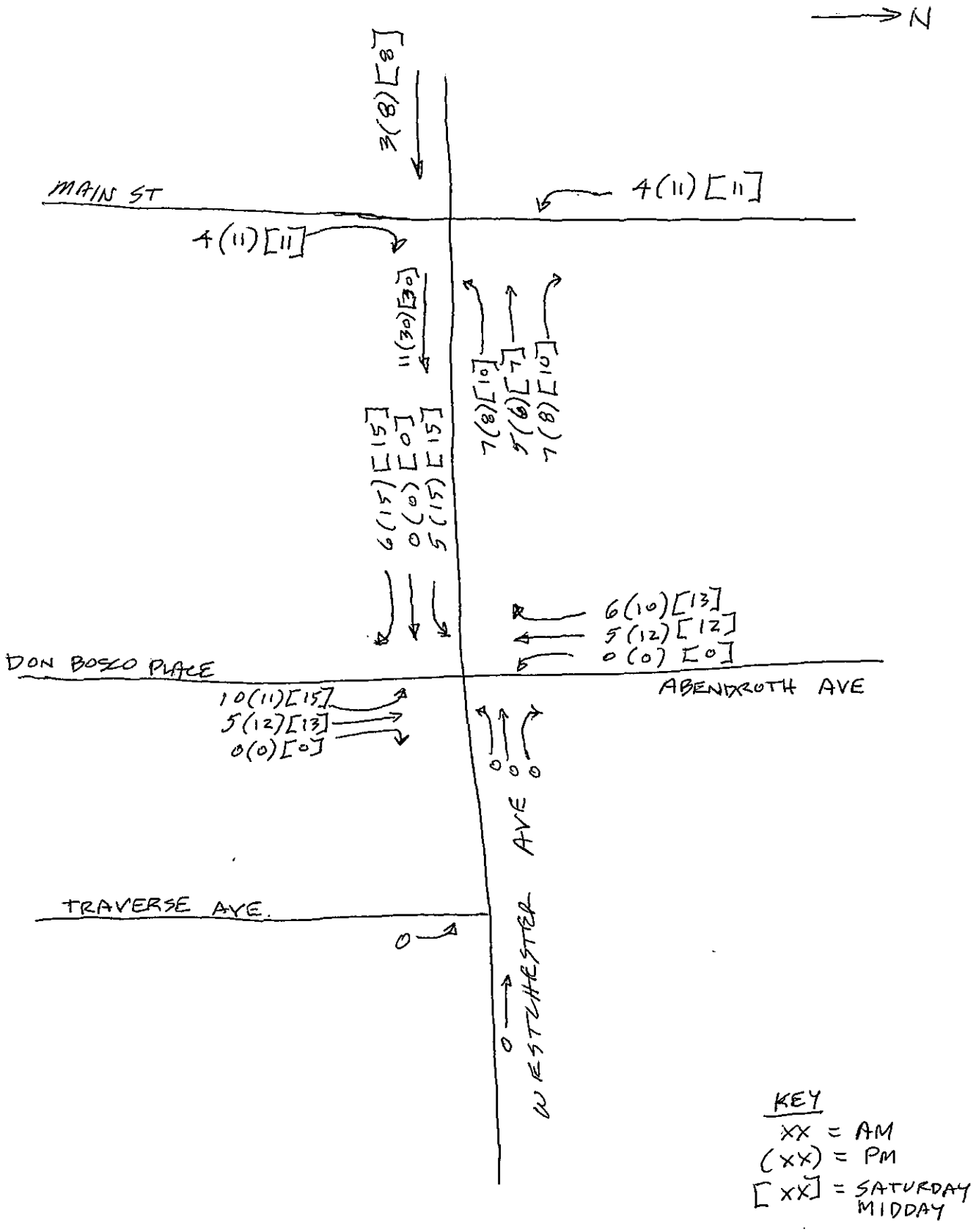


FIGURE 4B

ASSIGNMENT OF SITE GENERATED TRAFFIC

Proposed Use	A.M.*		P.M.*		Saturday**	
	.44 Enter	.56 Exit	.56 Enter	.44 Exit	.52 Enter	.48 Exit
Retail Use: 12,000 S.F. Specialty Retail Center Land Use Code 826	14	18	35	25	30	28
	.31 Enter	.69 Exit	.58 Enter	.42 Exit	.54 Enter	.46 Exit
Residential Apartments: 79 Units Land Use Code 223 (Mid-Rise Apartment)	7	17	18	13	25***	21***
Total	**21**	**35**	**53**	**38**	**55**	**49**
Previously Approved Use						
Retail Use: 40,000 S.F. Specialty Retail Center Land Use Code 826	48	60	113	88	100	93
Reduction in Site Generated Traffic	27	25	60	50	45	44
% Reduction in Site Generated Traffic	48%		55%		46%	

***Peak Hours of Adjacent Street Traffic**
****Peak Hour of Generator**
*****Land Use 221 Low-Rise Apartment Data**

Table 1
Comparison of Site Generated Traffic
Proposed Use vs Previously Approved Use

ATTACHMENT 9

Signalized Intersections Level of Service – AM Peak Hour								
Intersection	Movement	Lane Group	Existing 2016		No Build 2017		Build 2017	
			Delay	LOS	Delay	LOS	Delay	LOS
Main Street (US 1) at Westchester Avenue	EB	L	7.0	A	7.2	A	7.2	A
		T	7.0	A	7.1	A	7.2	A
		R	7.3	A	7.5	A	7.5	A
		Approach	7.1	A	7.3	A	7.3	A
	WB	L	8.1	A	8.3	A	8.4	A
		T	6.4	A	6.5	A	6.5	A
		R	6.0	A	6.1	A	6.1	A
		Approach	6.7	A	6.9	A	7.0	A
	NB	L	37.7	D	37.9	D	37.8	D
		T	28.0	C	27.8	C	27.8	C
		R	26.2	C	25.9	C	26.0	C
		Approach	30.5	C	30.4	C	30.4	C
	SB	L	32.3	C	32.2	C	32.4	C
		T	28.7	C	28.5	C	28.5	C
		R	26.8	C	26.6	C	26.6	C
		Approach	28.7	C	28.5	C	28.6	C
	Overall		19.3	B	19.3	B	19.3	B

Signalized Intersections Level of Service – PM Peak Hour								
Intersection	Movement	Lane Group	Existing 2016		No Build 2017		Build 2017	
			Delay	LOS	Delay	LOS	Delay	LOS
Main Street (US 1) at Westchester Avenue	EB	L	9.6	A	9.7	A	9.8	A
		T	8.0	A	8.0	A	8.1	A
		R	8.5	A	8.5	A	8.5	A
		Approach	8.6	A	8.6	A	8.7	A
	WB	L	10.3	B	10.4	B	10.6	B
		T	8.2	A	8.2	A	8.2	A
		R	7.2	A	7.2	A	7.1	A
		Approach	8.5	A	8.6	A	8.8	A
	NB	L	137.7	F	158.5	F	158.5	F
		T	26.5	C	26.6	C	26.6	C
		R	25.2	C	25.2	C	25.5	C
		Approach	57.3	E	63.1	E	62.6	E
	SB	L	32.3	C	32.6	C	33.1	C
		T	33.4	C	34.1	C	34.1	C
		R	25.7	C	25.8	C	25.8	C
		Approach	31.5	C	32.0	C	32.1	C
	Overall		28.8	C	30.7	C	30.8	C

Table A
Summary of Signalized Intersection Capacity Analysis Results
Main Street (US 1) at Westchester Avenue

Signalized Intersections Level of Service – Saturday Peak Hour								
Intersection	Movement	Lane Group	Existing 2016		No Build 2017		Build 2017	
			Delay	LOS	Delay	LOS	Delay	LOS
Main Street (US 1) at Westchester Avenue	EB	L	7.2	A	9.9	A	10.0	A
		T	6.2	A	8.5	A	8.5	A
		R	6.0	A	8.2	A	8.2	A
		Approach	6.4	A	8.8	A	8.8	A
	WB	L	8.5	A	11.6	B	12.0	B
		T	6.1	A	8.3	A	8.3	A
		R	5.3	A	7.2	A	7.1	A
		Approach	6.6	A	9.0	A	9.3	A
	NB	L	472.4	F	171.9	F	171.9	F
		T	32.6	C	24.4	C	27.4	C
		R	30.8	C	27.6	C	26.8	C
		Approach	135.4	F	80.2	F	60.6	E
	SB	L	45.1	D	27.6	C*	37.3	D
		T	55.0	E	34.1	C	34.1	C
		R	30.2	C	26.0	C	26.0	C
		Approach	47.7	D	31.2	C	32.8	C
	Overall		58.8	E	31.8	C	31.9	C

Table A *(Continued)*
Summary of Signalized Intersection Capacity Analysis Results
Main Street (US 1) at Westchester Avenue

Signalized Intersections Level of Service – AM Peak Hour								
Intersection	Movement	Lane Group	Existing 2016		No Build 2017		Build 2017	
			Delay	LOS	Delay	LOS	Delay	LOS
Westchester Avenue at Abendroth Avenue/Don Bosco Place	EB	L	5.8	A	5.9	A	6.3	A
		T	6.5	A	6.5	A	6.9	A
		R	6.9	A	7.0	A	7.5	A
		Approach	6.4	A	6.5	A	6.9	A
	WB	L	7.1	A	7.2	A	7.6	A
		T/R	7.9	A	8.0	A	8.5	A
		Approach	7.8	A	7.9	A	8.3	A
	NB	L	46.9	D	46.7	D	46.1	D
		T/R	53.3	D	53.2	D	52.0	D
		Approach	50.9	D	50.8	D	49.6	D
	SB	L	47.3	D	47.2	D	46.8	D
		T	56.2	E	56.1	E	55.9	E
		R	55.7	E	55.6	E	55.7	E
		Approach	54.6	D	54.5	D	54.4	D
	Overall		37.1	D	37.1	D	36.9	D

Signalized Intersections Level of Service – PM Peak Hour								
Intersection	Movement	Lane Group	Existing 2016		No Build 2017		Build 2017	
			Delay	LOS	Delay	LOS	Delay	LOS
Westchester Avenue at Abendroth Avenue/Don Bosco Place	EB	L	13.9	B	14.2	B	14.8	B
		T	16.7	B	17.0	B	17.5	B
		R	16.6	B	16.9	B	17.6	B
		Approach	15.9	B	16.2	B	16.7	B
	WB	L	13.3	B	13.5	B	14.2	B
		T/R	19.3	B	19.7	B	20.7	C
		Approach	18.0	B	18.3	B	19.3	B
	NB	L	35.8	D	35.6	D	34.8	C
		T/R	62.1	E	63.6	E	63.6	E
		Approach	54.2	D	55.2	E	55.6	E
	SB	L	37.8	D	37.7	D	36.9	D
		T	51.0	D	51.4	D	49.9	D
		R	43.7	D	39.9	D	42.4	D
		Approach	46.2	D	46.4	D	45.2	D
	Overall		36.2	D	36.1	D	38.5	D

Table A
Summary of Signalized Intersection Capacity Analysis Results
Westchester Avenue at Abendroth Avenue/Don Bosco Place

Signalized Intersections Level of Service – Saturday Peak Hour								
Intersection	Movement	Lane Group	Existing 2016		No Build 2017		Build 2017	
			Delay	LOS	Delay	LOS	Delay	LOS
Westchester Avenue at Abendroth Avenue/Don Bosco Place	EB	L	18.5	B	18.5	B	19.0	B
		T	22.1	C	22.1	C	22.6	C
		R	22.0	C	22.0	C	22.9	C
		Approach	21.1	C	21.1	C	21.8	C
	WB	L	16.3	B	16.3	B	16.7	B
		T/R	26.4	C	26.4	C	27.6	C
		Approach	23.5	C	23.5	C	24.5	C
	NB	L	34.7	C	34.7	C	16.7	B
		T/R	70.7	E	70.7	E	27.6	C
		Approach	61.8	E	61.8	E	24.5	C
	SB	L	39.6	D	39.6	D	40.1	D
		T	46.0	D	46.0	D	48.2	D
		R	38.4	D	38.4	D	39.2	D
		Approach	42.3	D	42.3	D	43.7	D
	Overall		36.7	D	36.7	D	37.8	D

Table A *(Continued)*
Summary of Signalized Intersection Capacity Analysis Results
Westchester Avenue at Abendroth Avenue/Don Bosco Place

2016 Existing Condition						
Location / Movement	**Average Control Delay**			**Level of Service**		
	A.M.	**P.M.**	**Saturday**	**A.M.**	**P.M.**	**Saturday**
Westbound Left/Thru on Westchester Avenue	7.2	11.9	28.5	A	A	A
Northbound Left/Right from Traverse Avenue	7.6	9.9	13.6	B	B	D
Intersection	7.2	11.4	25.1	A	B	D

2017 No Build Condition						
Location / Movement	**Average Control Delay**			**Level of Service**		
	A.M.	**P.M.**	**Saturday**	**A.M.**	**P.M.**	**Saturday**
Westbound Left/Thru on Westchester Avenue	7.2	12.0	29.5	A	A	A
Northbound Left/Right from Traverse Avenue	7.6	9.9	13.6	A	B	B
Intersection	7.2	11.0	23.8	A	B	C

2017 Build Condition						
Location / Movement	**Average Control Delay**			**Level of Service**		
	A.M.	**P.M.**	**Saturday**	**A.M.**	**P.M.**	**Saturday**
Westbound Left/Thru on Westchester Avenue	7.2	12.0	29.5	A	A	A
Northbound Left/Right from Traverse Avenue	7.6	9.9	13.6	A	B	B
Intersection	7.2	11.0	23.8	A	B	C

Note: Since no site generated traffic is projected to travel through this intersection, Build analysis is same as No Build for A.M., P.M. and Saturday.

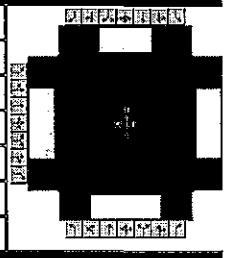
Table B
Summary of Unsignalized Intersection Capacity Analyses Results
Westchester Avenue at Traverse Avenue

ATTACHMENT 10

Westchester Avenue
at
Main Street (US 1)

HCS 2010 Signalized Intersection Results Summary

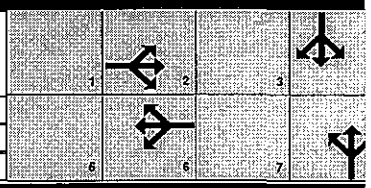
General Information				Intersection Information	
Agency	DEA			Duration, h	0.25
Analyst	CC	Analysis Date	2/11/2016	Area Type	Other
Jurisdiction	Westchester	Time Period	AM Existing	PHF	0.92
Urban Street	Westchester Avenue	Analysis Year	2016	Analysis Period	1> 7:00
Intersection	Westchester Ave @ Kin...	File Name	am existing.xus		
Project Description	Retail				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	115	201	202	49	94	45	141	316	48	42	195	81

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	57.4	22.6	0.0	0.0	0.0	0.0						
Yellow	4.0	4.0	0.0	0.0	0.0	0.0						
Red	1.0	1.0	0.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2		6		8		4
Case Number		5.0		5.0		5.0		5.0
Phase Duration, s		62.4		62.4		27.6		27.6
Change Period, ($Y+R_c$), s		5.0		5.0		5.0		5.0
Max Allow Headway (*MAH*), s		0.0		0.0		3.2		3.2
Queue Clearance Time (g_s), s						21.7		12.4
Green Extension Time (g_e), s		0.0		0.0		0.9		1.8
Phase Call Probability						1.00		1.00
Max Out Probability						0.96		0.03

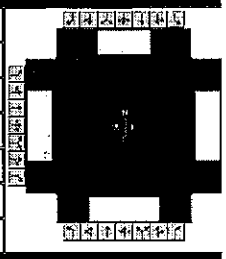
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	125	218	220	53	102	49	153	343	52	46	212	88
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1313	1900	1610	1181	1900	1425	1188	1809	1610	1054	1900	1610
Queue Service Time (g_s), s	1.7	4.2	5.1	1.7	1.9	0.6	11.2	7.1	2.3	3.4	8.5	3.9
Cycle Queue Clearance Time (g_c), s	3.6	4.2	5.1	6.0	1.9	0.6	19.7	7.1	2.3	10.4	8.5	3.9
Green Ratio (*g/C*)	0.64	0.64	0.64	0.64	0.64	0.64	0.25	0.25	0.25	0.25	0.25	0.25
Capacity (*c*), veh/h	1781	1212	1027	778	1212	1818	267	908	404	262	477	404
Volume-to-Capacity Ratio (*X*)	0.070	0.180	0.214	0.068	0.084	0.027	0.575	0.378	0.129	0.174	0.445	0.21
Available Capacity (c_a), veh/h	1781	1212	1027	778	1212	1818	298	1005	447	290	528	447
Back of Queue (*Q*), veh/ln (50 th percentile)	0.4	1.6	1.6	0.4	0.7	0.2	3.2	3.0	0.8	0.8	3.8	1.5
Queue Storage Ratio (*RQ*) (50 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	6.9	6.7	6.8	7.9	6.2	6.0	36.7	27.9	26.1	32.2	28.4	26.7
Incremental Delay (d_2), s/veh	0.1	0.3	0.5	0.2	0.1	0.0	1.0	0.1	0.1	0.1	0.2	0.1
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	7.0	7.0	7.3	8.1	6.4	6.0	37.7	28.0	26.2	32.3	28.7	26.8
Level of Service (LOS)	A	A	A	A	A	A	D	C	C	C	C	C
Approach Delay, s/veh / LOS	7.1	A		6.7	A		30.5	C		28.7	C	
Intersection Delay, s/veh / LOS	19.3						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.5	B	2.8	C	2.6	B	2.6	B
Bicycle LOS Score / LOS	1.4	A	0.8	A	0.9	A	1.1	A

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HCS 2010 Signalized Intersection Results Summary

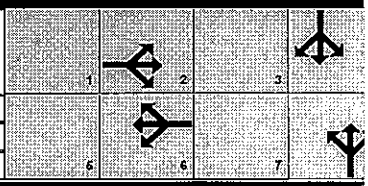
General Information				Intersection Information	
Agency	DEA			Duration, h	0.25
Analyst	CC	Analysis Date	2/11/2016	Area Type	Other
Jurisdiction	Westchester	Time Period	PM Existing	PHF	0.92
Urban Street	Westchester Avenue	Analysis Year	2016	Analysis Period	1> 7:00
Intersection	Westchester Ave @ Kin...	File Name	pm existing.xus		
Project Description	Retail				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	137	190	213	129	216	106	181	373	96	67	349	123

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	55.0	25.0	0.0	0.0	0.0	0.0						
Yellow	4.0	4.0	0.0	0.0	0.0	0.0						
Red	1.0	1.0	0.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2		6		8		4
Case Number		5.0		5.0		5.0		5.0
Phase Duration, s		60.0		60.0		30.0		30.0
Change Period, ($Y+R_c$), s		5.0		5.0		5.0		5.0
Max Allow Headway (*MAH*), s		0.0		0.0		3.3		3.3
Queue Clearance Time (g_s), s						27.0		18.2
Green Extension Time (g_e), s		0.0		0.0		0.0		2.2
Phase Call Probability						1.00		1.00
Max Out Probability						1.00		0.43

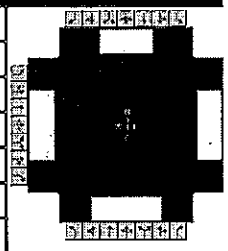
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	149	207	232	140	235	115	197	405	104	73	379	134
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1164	1900	1610	1194	1900	1425	1019	1809	1610	995	1900	1610
Queue Service Time (g_s), s	2.7	4.3	5.9	5.2	4.9	1.5	8.8	8.2	4.5	5.8	16.2	5.9
Cycle Queue Clearance Time (g_c), s	7.7	4.3	5.9	9.5	4.9	1.5	25.0	8.2	4.5	14.0	16.2	5.9
Green Ratio (*g/C*)	0.61	0.61	0.61	0.61	0.61	0.61	0.28	0.28	0.28	0.28	0.28	0.28
Capacity (*c*), veh/h	1455	1161	984	753	1161	1742	180	1005	447	266	528	447
Volume-to-Capacity Ratio (*X*)	0.102	0.178	0.235	0.186	0.202	0.066	1.096	0.403	0.233	0.274	0.719	0.29
Available Capacity (c_a), veh/h	1455	1161	984	753	1161	1742	180	1005	447	266	528	447
Back of Queue (*Q*), veh/ln (50 th percentile)	0.7	1.6	1.9	1.4	1.9	0.4	8.7	3.4	1.7	1.4	7.7	2.2
Queue Storage Ratio (*RQ*) (50 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	9.5	7.6	7.9	9.7	7.8	7.1	42.6	26.4	25.1	32.1	29.3	25.6
Incremental Delay (d_2), s/veh	0.1	0.3	0.6	0.5	0.4	0.1	95.2	0.1	0.1	0.2	4.1	0.1
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	9.6	8.0	8.5	10.3	8.2	7.2	137.7	26.5	25.2	32.3	33.4	25.7
Level of Service (LOS)	A	A	A	B	A	A	F	C	C	C	C	C
Approach Delay, s/veh / LOS	8.6	A		8.5	A		57.3	E		31.5	C	
Intersection Delay, s/veh / LOS	28.8						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.5	B	2.8	C	2.6	B	2.6	B
Bicycle LOS Score / LOS	1.5	A	1.3	A	1.1	A	1.5	A

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HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	DEA			Duration, h	0.25
Analyst	CC	Analysis Date	2/11/2016	Area Type	Other
Jurisdiction	Westchester	Time Period	SAT Existing	PHF	0.92
Urban Street	Westchester Avenue	Analysis Year	2016	Analysis Period	1> 7:00
Intersection	Westchester Ave @ Kin...	File Name	sat existing.xus		
Project Description	Retail				

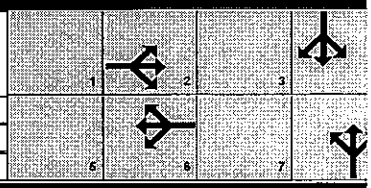


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	152	252	177	140	224	107	188	456	158	94	349	132

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	60.0	20.0	0.0	0.0	0.0	0.0						
Yellow	4.0	4.0	0.0	0.0	0.0	0.0						
Red	1.0	1.0	0.0	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2		6		8		4
Case Number		5.0		5.0		5.0		5.0
Phase Duration, s		65.0		65.0		25.0		25.0
Change Period, (*Y+R c*), s		5.0		5.0		5.0		5.0
Max Allow Headway (*MAH*), s		0.0		0.0		3.3		3.3
Queue Clearance Time (*g s*), s						22.0		22.0
Green Extension Time (*g e*), s		0.0		0.0		0.0		0.0
Phase Call Probability						1.00		1.00
Max Out Probability						1.00		1.00

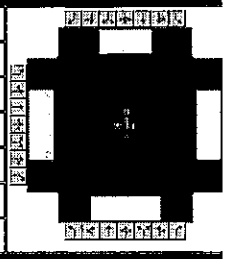
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	165	274	192	152	243	116	204	496	172	102	379	143
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1154	1900	1610	1123	1900	1425	1019	1809	1610	916	1900	1610
Queue Service Time (*g s*), s	2.7	5.1	4.1	5.5	4.4	1.3	2.5	11.1	8.4	8.9	17.5	6.8
Cycle Queue Clearance Time (*g c*), s	7.1	5.1	4.1	10.6	4.4	1.3	20.0	11.1	8.4	20.0	17.5	6.8
Green Ratio (*g/C*)	0.67	0.67	0.67	0.67	0.67	0.67	0.22	0.22	0.22	0.22	0.22	0.22
Capacity (*c*), veh/h	1586	1267	1073	765	1267	1900	109	804	358	171	422	358
Volume-to-Capacity Ratio (*X*)	0.104	0.216	0.179	0.199	0.192	0.061	1.878	0.617	0.480	0.599	0.898	0.40
Available Capacity (*c a*), veh/h	1586	1267	1073	765	1267	1900	109	804	358	171	422	358
Back of Queue (*Q*), veh/ln (50 th percentile)	0.6	1.8	1.3	1.3	1.6	0.3	15.3	4.8	3.2	2.4	10.2	2.6
Queue Storage Ratio (*RQ*) (50 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (*d 1*), s/veh	7.1	5.8	5.7	7.9	5.7	5.2	44.7	31.5	30.5	41.1	34.0	29.9
Incremental Delay (*d 2*), s/veh	0.1	0.4	0.4	0.6	0.3	0.1	427.8	1.1	0.4	4.1	21.0	0.3
Initial Queue Delay (*d 3*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	7.2	6.2	6.0	8.5	6.1	5.3	472.4	32.6	30.8	45.1	55.0	30.2
Level of Service (LOS)	A	A	A	A	A	A	F	C	C	D	E	C
Approach Delay, s/veh / LOS	6.4	A		6.6	A		135.4	F		47.7	D	
Intersection Delay, s/veh / LOS	58.8						E					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.5	B	2.8	C	2.6	B	2.6	B
Bicycle LOS Score / LOS	1.5	A	1.3	A	1.2	A	1.5	A

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HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	DEA			Duration, h	0.25
Analyst	CC	Analysis Date	2/11/2016	Area Type	Other
Jurisdiction	Westchester	Time Period	AM No Build	PHF	0.92
Urban Street	Westchester Avenue	Analysis Year	2017	Analysis Period	1> 7:00
Intersection	Westchester Ave @ Kin...	File Name	am no build.xus		
Project Description	Retail				

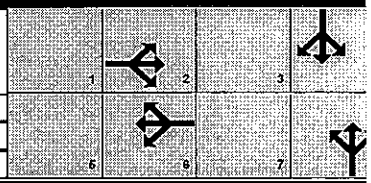


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	118	205	206	50	96	46	143	322	49	43	199	83

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	57.1	22.9	0.0	0.0	0.0	0.0	
Yellow	4.0	4.0	0.0	0.0	0.0	0.0	
Red	1.0	1.0	0.0	0.0	0.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2		6		8		4
Case Number		5.0		5.0		5.0		5.0
Phase Duration, s		62.1		62.1		27.9		27.9
Change Period, (*Y+R c*), s		5.0		5.0		5.0		5.0
Max Allow Headway (*MAH*), s		0.0		0.0		3.2		3.2
Queue Clearance Time (*g s*), s						22.1		12.6
Green Extension Time (*g e*), s		0.0		0.0		0.8		1.8
Phase Call Probability						1.00		1.00
Max Out Probability						1.00		0.03

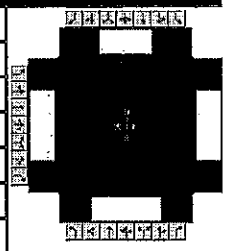
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	128	223	224	54	104	50	155	350	53	47	216	90
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1310	1900	1610	1176	1900	1425	1183	1809	1610	1047	1900	1610
Queue Service Time (*g s*), s	1.8	4.4	5.3	1.8	1.9	0.6	11.4	7.2	2.3	3.5	8.6	4.0
Cycle Queue Clearance Time (*g c*), s	3.7	4.4	5.3	6.2	1.9	0.6	20.1	7.2	2.3	10.6	8.6	4.0
Green Ratio (*g/C*)	0.63	0.63	0.63	0.63	0.63	0.63	0.25	0.25	0.25	0.25	0.25	0.25
Capacity (*c*), veh/h	1767	1206	1022	769	1206	1808	268	920	410	263	483	410
Volume-to-Capacity Ratio (*X*)	0.073	0.185	0.219	0.071	0.087	0.028	0.580	0.380	0.130	0.178	0.448	0.22
Available Capacity (*c a*), veh/h	1767	1206	1022	769	1206	1808	295	1005	447	287	528	447
Back of Queue (Q), veh/ln (50 th percentile)	0.5	1.6	1.7	0.5	0.7	0.2	3.3	3.0	0.9	0.9	3.8	1.5
Queue Storage Ratio (*RQ*) (50 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (*d 1*), s/veh	7.1	6.8	7.0	8.1	6.4	6.1	36.7	27.7	25.9	32.1	28.2	26.5
Incremental Delay (*d 2*), s/veh	0.1	0.3	0.5	0.2	0.1	0.0	1.2	0.1	0.1	0.1	0.2	0.1
Initial Queue Delay (*d 3*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	7.2	7.1	7.5	8.3	6.5	6.1	37.9	27.8	25.9	32.2	28.5	26.6
Level of Service (LOS)	A	A	A	A	A	A	D	C	C	C	C	C
Approach Delay, s/veh / LOS	7.3	A		6.9	A		30.4	C		28.5	C	
Intersection Delay, s/veh / LOS	19.3						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.5	B	2.8	C	2.6	B	2.6	B
Bicycle LOS Score / LOS	1.4	A	0.8	A	0.9	A	1.1	A

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HCS 2010 Signalized Intersection Results Summary

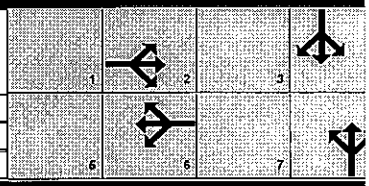
General Information				Intersection Information	
Agency	DEA			Duration, h	0.25
Analyst	CC	Analysis Date	2/11/2016	Area Type	Other
Jurisdiction	Westchester	Time Period	PM No Build	PHF	0.92
Urban Street	Westchester Avenue	Analysis Year	2017	Analysis Period	1> 7:00
Intersection	Westchester Ave @ Kin...	File Name	pm no build.xus		
Project Description	Retail				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	139	194	217	132	221	108	185	381	98	69	356	125

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	55.0	25.0	0.0	0.0	0.0	0.0	
Yellow	4.0	4.0	0.0	0.0	0.0	0.0	
Red	1.0	1.0	0.0	0.0	0.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2		6		8		4
Case Number		5.0		5.0		5.0		5.0
Phase Duration, s		60.0		60.0		30.0		30.0
Change Period, (*Y+R c*), s		5.0		5.0		5.0		5.0
Max Allow Headway (*MAH*), s		0.0		0.0		3.3		3.3
Queue Clearance Time (*g s*), s						27.0		18.6
Green Extension Time (*g e*), s		0.0		0.0		0.0		2.1
Phase Call Probability						1.00		1.00
Max Out Probability						1.00		0.49

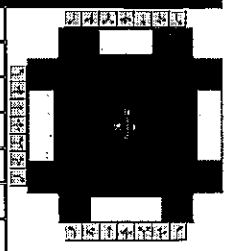
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	151	211	236	143	240	117	201	414	107	75	387	136
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1158	1900	1610	1189	1900	1425	1012	1809	1610	987	1900	1610
Queue Service Time (*g s*), s	2.8	4.4	6.0	5.4	5.1	1.5	8.4	8.4	4.6	6.0	16.6	6.0
Cycle Queue Clearance Time (*g c*), s	7.9	4.4	6.0	9.8	5.1	1.5	25.0	8.4	4.6	14.4	16.6	6.0
Green Ratio (*g/C*)	0.61	0.61	0.61	0.61	0.61	0.61	0.28	0.28	0.28	0.28	0.28	0.28
Capacity (*c*), veh/h	1445	1161	984	749	1161	1742	174	1005	447	262	528	447
Volume-to-Capacity Ratio (*X*)	0.105	0.182	0.240	0.192	0.207	0.067	1.154	0.412	0.238	0.286	0.733	0.30
Available Capacity (*c a*), veh/h	1445	1161	984	749	1161	1742	174	1005	447	262	528	447
Back of Queue (*Q*), veh/ln (50 th percentile)	0.7	1.7	2.0	1.4	1.9	0.4	9.4	3.5	1.7	1.4	7.9	2.2
Queue Storage Ratio (*RQ*) (50 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (*d 1*), s/veh	9.5	7.7	8.0	9.8	7.8	7.1	42.7	26.5	25.1	32.4	29.5	25.6
Incremental Delay (*d 2*), s/veh	0.1	0.3	0.6	0.6	0.4	0.1	115.7	0.1	0.1	0.2	4.6	0.1
Initial Queue Delay (*d 3*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	9.7	8.0	8.5	10.4	8.2	7.2	158.5	26.6	25.2	32.6	34.1	25.8
Level of Service (LOS)	A	A	A	B	A	A	F	C	C	C	C	C
Approach Delay, s/veh / LOS	8.6	A		8.6	A		63.1	E		32.0	C	
Intersection Delay, s/veh / LOS	30.7						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.5	B	2.8	C	2.6	B	2.6	B
Bicycle LOS Score / LOS	1.5	A	1.3	A	1.1	A	1.5	A

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HCS 2010 Signalized Intersection Results Summary

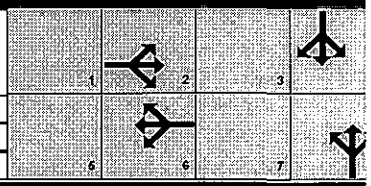
General Information				Intersection Information	
Agency	DEA			Duration, h	0.25
Analyst	CC	Analysis Date	2/11/2016	Area Type	Other
Jurisdiction	Westchester	Time Period	SAT No Build	PHF	0.92
Urban Street	Westchester Avenue	Analysis Year	2017	Analysis Period	1> 7:00
Intersection	Westchester Ave @ Kin...	File Name	sat no build.xus		
Project Description	Retail				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	155	257	180	143	229	109	191	119	207	96	356	135

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	55.0	25.0	0.0	0.0	0.0	0.0	
Yellow	4.0	4.0	0.0	0.0	0.0	0.0	
Red	1.0	1.0	0.0	0.0	0.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2		6		8		4
Case Number		5.0		5.0		5.0		5.0
Phase Duration, s		60.0		60.0		30.0		30.0
Change Period, (*Y+R c*), s		5.0		5.0		5.0		5.0
Max Allow Headway (*MAH*), s		0.0		0.0		3.3		3.3
Queue Clearance Time (*g s*), s						27.0		18.6
Green Extension Time (*g e*), s		0.0		0.0		0.0		1.9
Phase Call Probability						1.00		1.00
Max Out Probability						1.00		0.46

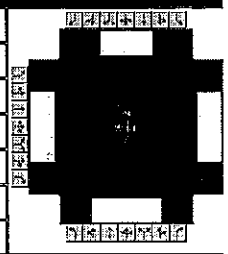
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	168	279	196	155	249	118	208	129	225	104	387	147
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1149	1900	1610	1117	1900	1425	1012	1809	1610	1281	1900	1610
Queue Service Time (*g s*), s	3.2	6.0	4.8	6.6	5.3	1.5	8.4	2.4	10.6	6.0	16.6	6.5
Cycle Queue Clearance Time (*g c*), s	8.5	6.0	4.8	12.7	5.3	1.5	25.0	2.4	10.6	8.4	16.6	6.5
Green Ratio (*g/C*)	0.61	0.61	0.61	0.61	0.61	0.61	0.28	0.28	0.28	0.28	0.28	0.28
Capacity (*c*), veh/h	1429	1161	984	688	1161	1742	174	1005	447	401	528	447
Volume-to-Capacity Ratio (*X*)	0.118	0.241	0.199	0.226	0.214	0.068	1.192	0.129	0.503	0.260	0.733	0.32
Available Capacity (*c a*), veh/h	1429	1161	984	688	1161	1742	174	1005	447	401	528	447
Back of Queue (*Q*), veh/ln (50 th percentile)	0.8	2.3	1.6	1.6	2.0	0.4	10.1	1.0	3.9	1.8	7.9	2.4
Queue Storage Ratio (*RQ*) (50 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (*d 1*), s/veh	9.7	8.0	7.7	10.9	7.8	7.1	42.7	24.3	27.3	27.5	29.5	25.8
Incremental Delay (*d 2*), s/veh	0.2	0.5	0.5	0.8	0.4	0.1	129.1	0.0	0.3	0.1	4.6	0.2
Initial Queue Delay (*d 3*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	9.9	8.5	8.2	11.6	8.3	7.2	171.9	24.4	27.6	27.6	34.1	26.0
Level of Service (LOS)	A	A	A	B	A	A	F	C	C	C	C	C
Approach Delay, s/veh / LOS	8.8	A		9.0	A		80.2	F		31.2	C	
Intersection Delay, s/veh / LOS	31.8						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.5	B	2.8	C	2.6	B	2.6	B
Bicycle LOS Score / LOS	1.5	A	1.4	A	1.0	A	1.5	A

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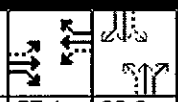
HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	DEA			Duration, h	0.25
Analyst	CC	Analysis Date	2/11/2016	Area Type	Other
Jurisdiction	Westchester	Time Period	AM Build	PHF	0.92
Urban Street	Westchester Avenue	Analysis Year	2017	Analysis Period	1> 7:00
Intersection	Westchester Ave @ Kin...	File Name	am build.xus		
Project Description	Retail				

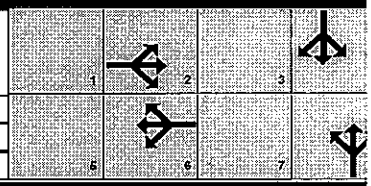


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	118	208	206	57	101	41	143	322	53	47	199	83

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	57.1	22.9	0.0	0.0	0.0	0.0	
Yellow	4.0	4.0	0.0	0.0	0.0	0.0	
Red	1.0	1.0	0.0	0.0	0.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2		6		8		4
Case Number		5.0		5.0		5.0		5.0
Phase Duration, s		62.1		62.1		27.9		27.9
Change Period, (*Y+R c*), s		5.0		5.0		5.0		5.0
Max Allow Headway (*MAH*), s		0.0		0.0		3.2		3.2
Queue Clearance Time (*g s*), s						22.1		13.0
Green Extension Time (*g e*), s		0.0		0.0		0.8		1.8
Phase Call Probability						1.00		1.00
Max Out Probability						1.00		0.04

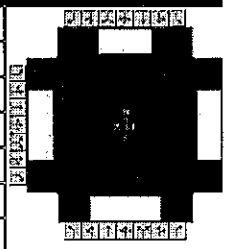
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	128	226	224	62	110	45	155	350	58	51	216	90
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1304	1900	1610	1173	1900	1425	1183	1809	1610	1047	1900	1610
Queue Service Time (*g s*), s	1.8	4.4	5.3	2.1	2.0	0.5	11.4	7.2	2.5	3.8	8.6	4.0
Cycle Queue Clearance Time (*g c*), s	3.8	4.4	5.3	6.5	2.0	0.5	20.1	7.2	2.5	11.0	8.6	4.0
Green Ratio (*g/C*)	0.63	0.63	0.63	0.63	0.63	0.63	0.25	0.25	0.25	0.25	0.25	0.25
Capacity (*c*), veh/h	1756	1205	1022	766	1205	1808	268	921	410	263	483	410
Volume-to-Capacity Ratio (*X*)	0.073	0.188	0.219	0.081	0.091	0.025	0.580	0.380	0.141	0.194	0.447	0.22
Available Capacity (*c a*), veh/h	1756	1205	1022	766	1205	1808	296	1005	447	287	528	447
Back of Queue (*Q*), veh/ln (50 th percentile)	0.5	1.7	1.7	0.5	0.8	0.1	3.3	3.0	0.9	1.0	3.8	1.5
Queue Storage Ratio (*RQ*) (50 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (*d 1*), s/veh	7.1	6.8	7.0	8.2	6.4	6.1	36.7	27.7	25.9	32.2	28.2	26.5
Incremental Delay (*d 2*), s/veh	0.1	0.3	0.5	0.2	0.1	0.0	1.2	0.1	0.1	0.1	0.2	0.1
Initial Queue Delay (*d 3*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	7.2	7.2	7.5	8.4	6.5	6.1	37.8	27.8	26.0	32.4	28.5	26.6
Level of Service (LOS)	A	A	A	A	A	A	D	C	C	C	C	C
Approach Delay, s/veh / LOS	7.3	A		7.0	A		30.4	C		28.6	C	
Intersection Delay, s/veh / LOS	19.3						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.5	B	2.8	C	2.6	B	2.6	B
Bicycle LOS Score / LOS	1.4	A	0.8	A	1.0	A	1.1	A

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HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	DEA			Duration, h	0.25
Analyst	CC	Analysis Date	2/11/2016	Area Type	Other
Jurisdiction	Westchester	Time Period	PM Build	PHF	0.92
Urban Street	Westchester Avenue	Analysis Year	2017	Analysis Period	1> 7:00
Intersection	Westchester Ave @ Kin...	File Name	pm build.xus		
Project Description	Retail				

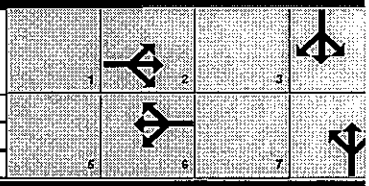


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	139	202	217	140	227	80	185	381	109	80	356	125

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Green	55.0	25.0	0.0	0.0	0.0	0.0		
Yellow	4.0	4.0	0.0	0.0	0.0	0.0		
Red	1.0	1.0	0.0	0.0	0.0	0.0		



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2		6		8		4
Case Number		5.0		5.0		5.0		5.0
Phase Duration, s		60.0		60.0		30.0		30.0
Change Period, (*Y+R c*), s		5.0		5.0		5.0		5.0
Max Allow Headway (*MAH*), s		0.0		0.0		3.3		3.3
Queue Clearance Time (*g s*), s						27.0		18.6
Green Extension Time (*g e*), s		0.0		0.0		0.0		2.2
Phase Call Probability						1.00		1.00
Max Out Probability						1.00		0.50

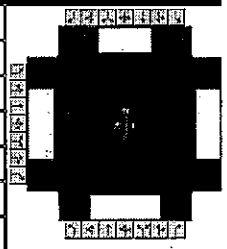
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	151	220	236	152	247	87	201	414	118	87	387	136
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1151	1900	1610	1180	1900	1425	1012	1809	1610	987	1900	1610
Queue Service Time (*g s*), s	2.8	4.6	6.0	5.9	5.2	1.1	8.4	8.4	5.2	7.1	16.6	6.0
Cycle Queue Clearance Time (*g c*), s	8.0	4.6	6.0	10.4	5.2	1.1	25.0	8.4	5.2	15.5	16.6	6.0
Green Ratio (*g/C*)	0.61	0.61	0.61	0.61	0.61	0.61	0.28	0.28	0.28	0.28	0.28	0.28
Capacity (*c*), veh/h	1433	1161	984	741	1161	1742	174	1005	447	262	528	447
Volume-to-Capacity Ratio (*X*)	0.105	0.189	0.240	0.205	0.213	0.050	1.154	0.412	0.265	0.332	0.733	0.304
Available Capacity (*c a*), veh/h	1433	1161	984	741	1161	1742	174	1005	447	262	528	447
Back of Queue (*Q*), veh/ln (50 th percentile)	0.7	1.8	2.0	1.5	2.0	0.3	9.4	3.5	1.9	1.7	7.9	2.2
Queue Storage Ratio (*RQ*) (50 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (*d 1*), s/veh	9.6	7.7	8.0	10.0	7.8	7.0	42.7	26.5	25.3	32.8	29.5	25.6
Incremental Delay (*d 2*), s/veh	0.1	0.4	0.6	0.6	0.4	0.1	115.7	0.1	0.1	0.3	4.6	0.1
Initial Queue Delay (*d 3*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	9.8	8.1	8.5	10.6	8.2	7.1	158.5	26.6	25.5	33.1	34.1	25.8
Level of Service (LOS)	A	A	A	B	A	A	F	C	C	C	C	C
Approach Delay, s/veh / LOS	8.7	A		8.8	A		62.6	E		32.1	C	
Intersection Delay, s/veh / LOS	30.8						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.5	B	2.8	C	2.6	B	2.6	B
Bicycle LOS Score / LOS	1.5	A	1.3	A	1.1	A	1.5	A

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HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	DEA			Duration, h	0.25
Analyst	CC	Analysis Date	2/11/2016	Area Type	Other
Jurisdiction	Westchester	Time Period	SAT Build	PHF	0.92
Urban Street	Westchester Avenue	Analysis Year	2017	Analysis Period	1> 7:00
Intersection	Westchester Ave @ Kin...	File Name	sat build.xus		
Project Description	Retail				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	155	265	180	153	236	74	191	465	172	107	356	135

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

								1	2	3		
Green	55.0	25.0	0.0	0.0	0.0	0.0						
Yellow	4.0	4.0	0.0	0.0	0.0	0.0						
Red	1.0	1.0	0.0	0.0	0.0	0.0	5	6	7			

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2		6		8		4
Case Number		5.0		5.0		5.0		5.0
Phase Duration, s		60.0		60.0		30.0		30.0
Change Period, ($Y+R_c$), s		5.0		5.0		5.0		5.0
Max Allow Headway (*MAH*), s		0.0		0.0		3.3		3.3
Queue Clearance Time (g_s), s						27.0		23.7
Green Extension Time (g_e), s		0.0		0.0		0.0		0.7
Phase Call Probability						1.00		1.00
Max Out Probability						1.00		1.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	168	288	196	166	257	80	208	505	187	116	387	147
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1141	1900	1610	1108	1900	1425	1012	1809	1610	908	1900	1610
Queue Service Time (g_s), s	3.2	6.3	4.8	7.3	5.5	1.0	8.4	10.6	8.5	11.1	16.6	6.5
Cycle Queue Clearance Time (g_c), s	8.7	6.3	4.8	13.5	5.5	1.0	25.0	10.6	8.5	21.7	16.6	6.5
Green Ratio (*g/C*)	0.61	0.61	0.61	0.61	0.61	0.61	0.28	0.28	0.28	0.28	0.28	0.28
Capacity (*c*), veh/h	1416	1161	984	680	1161	1742	174	1005	447	226	528	447
Volume-to-Capacity Ratio (*X*)	0.119	0.248	0.199	0.244	0.221	0.046	1.192	0.503	0.418	0.515	0.733	0.32
Available Capacity (c_a), veh/h	1416	1161	984	680	1161	1742	174	1005	447	226	528	447
Back of Queue (*Q*), veh/ln (50 th percentile)	0.8	2.4	1.6	1.8	2.1	0.3	10.1	4.4	3.2	2.4	7.9	2.4
Queue Storage Ratio (*RQ*) (50 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	9.8	8.0	7.7	11.1	7.9	7.0	42.7	27.3	26.6	36.4	29.5	25.8
Incremental Delay (d_2), s/veh	0.2	0.5	0.5	0.9	0.4	0.1	129.1	0.2	0.2	0.9	4.6	0.2
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	10.0	8.5	8.2	12.0	8.3	7.1	171.9	27.4	26.8	37.3	34.1	26.0
Level of Service (LOS)	A	A	A	B	A	A	F	C	C	D	C	C
Approach Delay, s/veh / LOS	8.8	A		9.3	A		60.6	E		32.8	C	
Intersection Delay, s/veh / LOS	31.9						C					

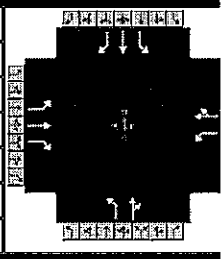
Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.5	B	2.8	C	2.6	B	2.6	B
Bicycle LOS Score / LOS	1.6	A	1.3	A	1.2	A	1.6	A

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Westchester Avenue
at
Abendroth Avenue/Don Bosco Place

HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	DEA			Duration, h	0.25
Analyst	CC	Analysis Date	2/11/2016	Area Type	Other
Jurisdiction	Westchester	Time Period	AM Existing	PHF	0.92
Urban Street	Westchester Avenue	Analysis Year	2016	Analysis Period	1> 7:00
Intersection	Westchester Ave @ Abe...	File Name	am existing.xus		
Project Description	Retail				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	71	25	89	9	26	15	73	103	17	40	121	96

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	1.7	3.9	77.1	4.6	1.8	10.9	1	2	3	4		
Yellow	4.0	0.0	4.0	4.0	0.0	4.0	5	6	7	8		
Red	1.0	0.0	1.0	1.0	0.0	1.0						

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	3.0	1.1	4.0	1.1	4.0	1.1	3.0
Phase Duration, s	10.5	86.0	6.7	82.1	11.4	17.7	9.6	15.9
Change Period, ($Y+R_c$), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Allow Headway (*MAH*), s	3.1	0.0	3.1	0.0	3.1	3.1	3.1	3.1
Queue Clearance Time (g_s), s	3.7		2.2		6.8	10.4	4.6	10.3
Green Extension Time (g_e), s	0.1	0.0	0.0	0.0	0.1	0.7	0.0	0.7
Phase Call Probability	0.92		0.28		0.93	1.00	0.77	1.00
Max Out Probability	0.00		0.00		0.00	0.00	0.00	0.00

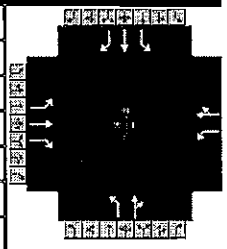
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	77	27	97	10	45		79	130		43	132	104
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1740	1863	1533	1723	1748		1774	1799		1774	1863	1579
Queue Service Time (g_s), s	1.7	0.6	2.6	0.2	1.1		4.8	8.4		2.6	8.3	7.7
Cycle Queue Clearance Time (g_c), s	1.7	0.6	2.6	0.2	1.1		4.8	8.4		2.6	8.3	7.7
Green Ratio (*g/C*)	0.70	0.68	0.68	0.66	0.64		0.14	0.11		0.13	0.09	0.09
Capacity (*c*), veh/h	983	1257	1035	944	1123		182	191		152	170	144
Volume-to-Capacity Ratio (*X*)	0.079	0.022	0.093	0.010	0.040		0.436	0.683		0.285	0.774	0.725
Available Capacity (c_a), veh/h	1449	1257	1035	1461	1123		310	531		306	522	442
Back of Queue (*Q*), veh/ln (50 th percentile)	0.6	0.2	0.8	0.1	0.4		2.1	3.8		1.2	4.0	3.1
Queue Storage Ratio (*RQ*) (50 th percentile)	0.00	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00
Uniform Delay (d_1), s/veh	5.8	6.4	6.8	7.1	7.9		46.3	51.7		46.9	53.3	53.1
Incremental Delay (d_2), s/veh	0.0	0.0	0.2	0.0	0.1		0.6	1.6		0.4	2.8	2.6
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Control Delay (*d*), s/veh	5.8	6.5	6.9	7.1	7.9		46.9	53.3		47.3	56.2	55.7
Level of Service (LOS)	A	A	A	A	A		D	D		D	E	E
Approach Delay, s/veh / LOS	6.4	A		7.8	A		50.9	D		54.6	D	
Intersection Delay, s/veh / LOS	37.1						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.2	B	2.4	B	2.3	B	2.5	B
Bicycle LOS Score / LOS	0.8	A	0.6	A	0.8	A	0.9	A

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HCS 2010 Signalized Intersection Results Summary

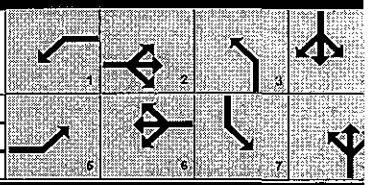
General Information				Intersection Information	
Agency	DEA			Duration, h	0.25
Analyst	CC	Analysis Date	2/11/2016	Area Type	Other
Jurisdiction	Westchester	Time Period	PM Existing	PHF	0.92
Urban Street	Westchester Avenue	Analysis Year	2016	Analysis Period	1> 7:00
Intersection	Westchester Ave @ Abe...	File Name	Pm existing.xus		
Project Description	Retail				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	102	145	107	78	148	126	136	241	78	108	275	168

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	5.6	0.2	59.9	8.1	1.7	24.4						
Yellow	4.0	0.0	4.0	4.0	0.0	4.0						
Red	1.0	0.0	1.0	1.0	0.0	1.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	3.0	1.1	4.0	1.1	4.0	1.1	3.0
Phase Duration, s	10.9	65.1	10.6	64.9	14.8	31.1	13.1	29.4
Change Period, ($Y+R_c$), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Allow Headway (*MAH*), s	3.1	0.0	3.1	0.0	3.1	3.1	3.1	3.1
Queue Clearance Time (g_s), s	5.7		4.8		9.8	24.9	8.2	20.3
Green Extension Time (g_e), s	0.1	0.0	0.1	0.0	0.1	1.2	0.1	1.4
Phase Call Probability	0.98		0.94		0.99	1.00	0.98	1.00
Max Out Probability	0.00		0.00		0.09	0.21	0.01	0.06

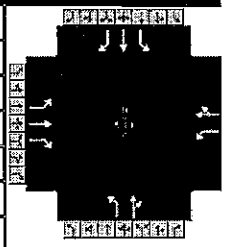
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	111	158	116	85	298		148	347		117	299	183
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1740	1863	1533	1723	1720		1774	1767		1774	1863	1579
Queue Service Time (g_s), s	3.7	5.5	4.9	2.8	12.6		7.8	22.9		6.2	18.3	12.5
Cycle Queue Clearance Time (g_c), s	3.7	5.5	4.9	2.8	12.6		7.8	22.9		6.2	18.3	12.5
Green Ratio (*g/C*)	0.55	0.50	0.50	0.55	0.50		0.29	0.22		0.27	0.20	0.20
Capacity (*c*), veh/h	562	933	768	662	859		260	384		190	379	321
Volume-to-Capacity Ratio (*X*)	0.197	0.169	0.151	0.128	0.347		0.568	0.902		0.617	0.789	0.569
Available Capacity (c_a), veh/h	778	933	768	879	859		337	469		292	468	397
Back of Queue (Q), veh/ln (50 th percentile)	1.4	2.4	1.8	1.1	5.2		3.4	11.6		2.7	8.9	4.9
Queue Storage Ratio (*RQ*) (50 th percentile)	0.00	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00
Uniform Delay (d_1), s/veh	13.8	16.3	16.2	13.2	18.2		35.1	45.7		36.6	45.4	43.1
Incremental Delay (d_2), s/veh	0.1	0.4	0.4	0.0	1.1		0.7	16.4		1.2	5.6	0.6
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Control Delay (*d*), s/veh	13.9	16.7	16.6	13.3	19.3		35.8	62.1		37.8	51.0	43.7
Level of Service (LOS)	B	B	B	B	B		D	E		D	D	D
Approach Delay, s/veh / LOS	15.9	B		18.0	B		54.2	D		46.2	D	
Intersection Delay, s/veh / LOS	36.2						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.3	B	2.4	B	2.3	B	2.5	B
Bicycle LOS Score / LOS	1.1	A	1.1	A	1.3	A	1.5	A

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HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	DEA			Duration, h	0.25
Analyst	CC	Analysis Date	2/11/2016	Area Type	Other
Jurisdiction	Westchester	Time Period	SAT No Build	PHF	0.92
Urban Street	Westchester Avenue	Analysis Year	2017	Analysis Period	1> 7:00
Intersection	Westchester Ave @ Abe...	File Name	sat no build.xus		
Project Description	Retail				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	130	216	168	148	190	186	108	218	111	176	324	182

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	7.3	0.8	53.3	8.0	3.9	26.7	1	2	3	4		
Yellow	4.0	0.0	4.0	4.0	0.0	4.0	5	6	7	8		
Red	1.0	0.0	1.0	1.0	0.0	1.0						

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	3.0	1.1	4.0	1.1	4.0	1.1	3.0
Phase Duration, s	12.3	58.3	13.2	59.1	13.0	31.7	16.8	35.6
Change Period, (*Y+R c*), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Allow Headway (*MAH*), s	3.1	0.0	3.1	0.0	3.1	3.1	3.1	3.1
Queue Clearance Time (*g s*), s	7.2		8.0		8.0	26.1	11.7	22.9
Green Extension Time (*g e*), s	0.1	0.0	0.2	0.0	0.1	0.6	0.1	1.5
Phase Call Probability	0.99		1.00		0.98	1.00	1.00	1.00
Max Out Probability	0.00		0.00		0.01	1.00	0.87	0.11

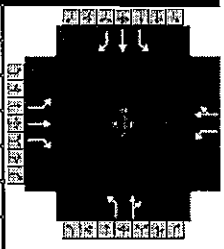
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	141	235	183	161	409		117	358		191	352	198
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1740	1863	1533	1723	1710		1774	1739		1774	1863	1579
Queue Service Time (*g s*), s	5.2	9.6	9.0	6.0	20.7		6.0	24.1		9.7	20.9	12.8
Cycle Queue Clearance Time (*g c*), s	5.2	9.6	9.0	6.0	20.7		6.0	24.1		9.7	20.9	12.8
Green Ratio (*g/C*)	0.51	0.44	0.44	0.51	0.45		0.29	0.22		0.33	0.25	0.25
Capacity (*c*), veh/h	416	827	681	581	772		244	387		257	474	402
Volume-to-Capacity Ratio (*X*)	0.339	0.284	0.268	0.277	0.530		0.482	0.924		0.745	0.742	0.492
Available Capacity (*c a*), veh/h	549	827	681	700	772		348	408		304	497	421
Back of Queue (*Q*), veh/ln (50 th percentile)	2.1	4.3	3.4	2.3	8.7		2.6	13.0		4.6	10.1	5.0
Queue Storage Ratio (*RQ*) (50 th percentile)	0.00	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00
Uniform Delay (*d 1*), s/veh	18.3	21.2	21.0	16.2	23.8		34.2	45.6		33.4	41.1	38.1
Incremental Delay (*d 2*), s/veh	0.2	0.9	1.0	0.1	2.6		0.5	25.1		6.2	4.9	0.3
Initial Queue Delay (*d 3*), s/veh	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Control Delay (*d*), s/veh	18.5	22.1	22.0	16.3	26.4		34.7	70.7		39.6	46.0	38.4
Level of Service (LOS)	B	C	C	B	C		C	E		D	D	D
Approach Delay, s/veh / LOS	21.1	C		23.5	C		61.8	E		42.3	D	
Intersection Delay, s/veh / LOS	36.7						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.3	B	2.4	B	2.3	B	2.5	B
Bicycle LOS Score / LOS	1.4	A	1.4	A	1.3	A	1.7	A

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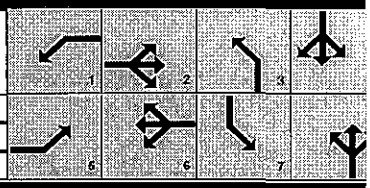
HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	DEA			Duration, h	0.25
Analyst	CC	Analysis Date	2/11/2016	Area Type	Other
Jurisdiction	Westchester	Time Period	AM No Build	PHF	0.92
Urban Street	Westchester Avenue	Analysis Year	2017	Analysis Period	1> 7:00
Intersection	Westchester Ave @ Abe...	File Name	am no build.xus		
Project Description	Retail				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	72	26	91	9	27	15	74	105	17	41	123	98

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	1.7	3.9	76.9	4.6	1.8	11.1	
Yellow	4.0	0.0	4.0	4.0	0.0	4.0	
Red	1.0	0.0	1.0	1.0	0.0	1.0	

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	3.0	1.1	4.0	1.1	4.0	1.1	3.0
Phase Duration, s	10.6	85.8	6.7	81.9	11.5	17.9	9.6	16.1
Change Period, ($Y+R_c$), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Allow Headway (*MAH*), s	3.1	0.0	3.1	0.0	3.1	3.1	3.1	3.1
Queue Clearance Time (g_s), s	3.7		2.2		6.9	10.5	4.7	10.4
Green Extension Time (g_e), s	0.1	0.0	0.0	0.0	0.1	0.7	0.0	0.7
Phase Call Probability	0.93		0.28		0.93	1.00	0.77	1.00
Max Out Probability	0.00		0.00		0.00	0.00	0.00	0.00

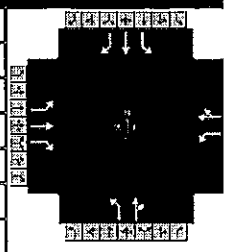
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	78	28	99	10	46		80	133		45	134	107
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1740	1863	1533	1723	1750		1774	1800		1774	1863	1579
Queue Service Time (g_s), s	1.7	0.6	2.7	0.2	1.2		4.9	8.5		2.7	8.4	7.9
Cycle Queue Clearance Time (g_c), s	1.7	0.6	2.7	0.2	1.2		4.9	8.5		2.7	8.4	7.9
Green Ratio (*g/C*)	0.69	0.67	0.67	0.65	0.64		0.15	0.11		0.13	0.09	0.09
Capacity (*c*), veh/h	979	1254	1032	941	1122		183	193		153	172	146
Volume-to-Capacity Ratio (*X*)	0.080	0.023	0.096	0.010	0.041		0.439	0.685		0.290	0.776	0.730
Available Capacity (c_a), veh/h	1442	1254	1032	1454	1122		310	530		307	521	441
Back of Queue (*Q*), veh/ln (50 th percentile)	0.6	0.2	0.9	0.1	0.4		2.2	3.9		1.2	4.0	3.2
Queue Storage Ratio (*RQ*) (50 th percentile)	0.00	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00
Uniform Delay (d_1), s/veh	5.9	6.5	6.8	7.2	7.9		46.1	51.6		46.8	53.2	53.0
Incremental Delay (d_2), s/veh	0.0	0.0	0.2	0.0	0.1		0.6	1.6		0.4	2.8	2.6
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Control Delay (*d*), s/veh	5.9	6.5	7.0	7.2	8.0		46.7	53.2		47.2	56.1	55.6
Level of Service (LOS)	A	A	A	A	A		D	D		D	E	E
Approach Delay, s/veh / LOS	6.5	A		7.9	A		50.8	D		54.5	D	
Intersection Delay, s/veh / LOS	37.1						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.2	B	2.4	B	2.3	B	2.5	B
Bicycle LOS Score / LOS	0.8	A	0.6	A	0.8	A	1.0	A

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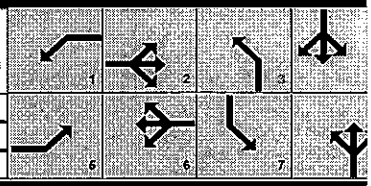
HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	DEA			Duration, h	0.25
Analyst	CC	Analysis Date	2/11/2016	Area Type	Other
Jurisdiction	Westchester	Time Period	PM No Build	PHF	0.92
Urban Street	Westchester Avenue	Analysis Year	2017	Analysis Period	1> 7:00
Intersection	Westchester Ave @ Abe...	File Name	pm no build.xus		
Project Description	Retail				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	104	148	109	80	151	128	139	246	80	110	280	71

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	5.7	0.2	59.5	8.2	1.8	24.7						
Yellow	4.0	0.0	4.0	4.0	0.0	4.0						
Red	1.0	0.0	1.0	1.0	0.0	1.0						

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	3.0	1.1	4.0	1.1	4.0	1.1	3.0
Phase Duration, s	10.9	64.7	10.7	64.5	15.0	31.4	13.2	29.7
Change Period, ($Y+R_c$), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Allow Headway (*MAH*), s	3.1	0.0	3.1	0.0	3.1	3.1	3.1	3.1
Queue Clearance Time (g_s), s	5.8		4.9		9.9	25.5	8.3	20.6
Green Extension Time (g_e), s	0.1	0.0	0.1	0.0	0.1	1.0	0.1	1.2
Phase Call Probability	0.98		0.94		0.99	1.00	0.98	1.00
Max Out Probability	0.00		0.00		0.11	0.23	0.01	0.06

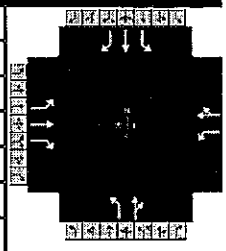
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	113	161	118	87	303		151	354		120	304	77
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1740	1863	1533	1723	1721		1774	1767		1774	1863	1579
Queue Service Time (g_s), s	3.8	5.7	5.1	2.9	13.0		7.9	23.5		6.3	18.6	4.9
Cycle Queue Clearance Time (g_c), s	3.8	5.7	5.1	2.9	13.0		7.9	23.5		6.3	18.6	4.9
Green Ratio (*g/C*)	0.54	0.50	0.50	0.54	0.50		0.29	0.22		0.27	0.21	0.21
Capacity (*c*), veh/h	552	926	762	655	853		262	389		190	383	325
Volume-to-Capacity Ratio (*X*)	0.205	0.174	0.155	0.133	0.356		0.577	0.910		0.630	0.794	0.238
Available Capacity (c_a), veh/h	762	926	762	865	853		336	468		290	466	395
Back of Queue (*Q*), veh/ln (50 th percentile)	1.5	2.5	1.8	1.1	5.3		3.4	12.1		2.8	9.2	1.9
Queue Storage Ratio (*RQ*) (50 th percentile)	0.00	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00
Uniform Delay (d_1), s/veh	14.1	16.6	16.4	13.5	18.5		34.8	45.6		36.4	45.2	39.8
Incremental Delay (d_2), s/veh	0.1	0.4	0.4	0.0	1.2		0.8	18.0		1.3	6.2	0.1
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Control Delay (*d*), s/veh	14.2	17.0	16.9	13.5	19.7		35.6	63.6		37.7	51.4	39.9
Level of Service (LOS)	B	B	B	B	B		D	E		D	D	D
Approach Delay, s/veh / LOS	16.2	B		18.3	B		55.2	E		46.4	D	
Intersection Delay, s/veh / LOS	36.1						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.3	B	2.4	B	2.3	B	2.5	B
Bicycle LOS Score / LOS	1.1	A	1.1	A	1.3	A	1.3	A

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HCS 2010 Signalized Intersection Results Summary

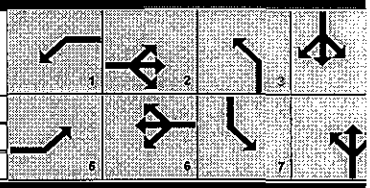
General Information				Intersection Information	
Agency	DEA			Duration, h	0.25
Analyst	CC	Analysis Date	2/11/2016	Area Type	Other
Jurisdiction	Westchester	Time Period	SAT No Build	PHF	0.92
Urban Street	Westchester Avenue	Analysis Year	2017	Analysis Period	1> 7:00
Intersection	Westchester Ave @ Abe...	File Name	sat no build.xus		
Project Description	Retail				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	130	216	168	148	190	186	108	218	111	176	324	182

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	7.3	0.8	53.3	8.0	3.9	26.7						
Yellow	4.0	0.0	4.0	4.0	0.0	4.0						
Red	1.0	0.0	1.0	1.0	0.0	1.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	3.0	1.1	4.0	1.1	4.0	1.1	3.0
Phase Duration, s	12.3	58.3	13.2	59.1	13.0	31.7	16.8	35.6
Change Period, ($Y+R_c$), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Allow Headway (*MAH*), s	3.1	0.0	3.1	0.0	3.1	3.1	3.1	3.1
Queue Clearance Time (g_s), s	7.2		8.0		8.0	26.1	11.7	22.9
Green Extension Time (g_e), s	0.1	0.0	0.2	0.0	0.1	0.6	0.1	1.5
Phase Call Probability	0.99		1.00		0.98	1.00	1.00	1.00
Max Out Probability	0.00		0.00		0.01	1.00	0.87	0.11

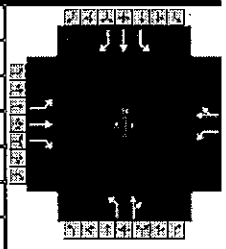
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	141	235	183	161	409		117	358		191	352	198
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1740	1863	1533	1723	1710		1774	1739		1774	1863	1579
Queue Service Time (g_s), s	5.2	9.6	9.0	6.0	20.7		6.0	24.1		9.7	20.9	12.8
Cycle Queue Clearance Time (g_c), s	5.2	9.6	9.0	6.0	20.7		6.0	24.1		9.7	20.9	12.8
Green Ratio (*g/C*)	0.51	0.44	0.44	0.51	0.45		0.29	0.22		0.33	0.25	0.25
Capacity (*c*), veh/h	416	827	681	581	772		244	387		257	474	402
Volume-to-Capacity Ratio (*X*)	0.339	0.284	0.268	0.277	0.530		0.482	0.924		0.745	0.742	0.492
Available Capacity (c_a), veh/h	549	827	681	700	772		348	408		304	497	421
Back of Queue (*Q*), veh/ln (50 th percentile)	2.1	4.3	3.4	2.3	8.7		2.6	13.0		4.6	10.1	5.0
Queue Storage Ratio (*RQ*) (50 th percentile)	0.00	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00
Uniform Delay (d_1), s/veh	18.3	21.2	21.0	16.2	23.8		34.2	45.6		33.4	41.1	38.1
Incremental Delay (d_2), s/veh	0.2	0.9	1.0	0.1	2.6		0.5	25.1		6.2	4.9	0.3
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Control Delay (*d*), s/veh	18.5	22.1	22.0	16.3	26.4		34.7	70.7		39.6	46.0	38.4
Level of Service (LOS)	B	C	C	B	C		C	E		D	D	D
Approach Delay, s/veh / LOS	21.1	C		23.5	C		61.8	E		42.3	D	
Intersection Delay, s/veh / LOS	36.7						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.3	B	2.4	B	2.3	B	2.5	B
Bicycle LOS Score / LOS	1.4	A	1.4	A	1.3	A	1.7	A

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HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	DEA			Duration, h	0.25
Analyst	CC	Analysis Date	2/11/2016	Area Type	Other
Jurisdiction	Westchester	Time Period	AM Build	PHF	0.92
Urban Street	Westchester Avenue	Analysis Year	2017	Analysis Period	1> 7:00
Intersection	Westchester Ave @ Abe...	File Name	am build.xus		
Project Description	Retail				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	77	26	97	9	27	15	84	110	17	41	128	104

Signal Information					EB			WB			NB			SB		
Cycle, s	120.0	Reference Phase	2													
Offset, s	0	Reference Point	End	Green	1.7	4.0		75.7	4.6	2.6	11.5					
Uncoordinated	No	Simult. Gap E/W	On	Yellow	4.0	0.0		4.0	4.0	0.0	4.0					
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	0.0		1.0	1.0	0.0	1.0					

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	3.0	1.1	4.0	1.1	4.0	1.1	3.0
Phase Duration, s	10.6	84.7	6.7	80.7	12.2	19.0	9.6	16.5
Change Period, (*Y+R c*), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Allow Headway (*MAH*), s	3.1	0.0	3.1	0.0	3.1	3.1	3.1	3.1
Queue Clearance Time (g_s), s	3.9		2.2		7.5	10.8	4.7	10.8
Green Extension Time (g_e), s	0.1	0.0	0.0	0.0	0.1	0.7	0.0	0.7
Phase Call Probability	0.94		0.28		0.95	1.00	0.77	1.00
Max Out Probability	0.00		0.00		0.00	0.00	0.00	0.00

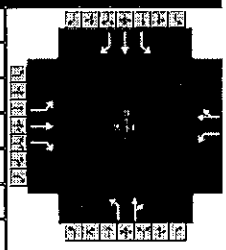
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	84	28	105	10	46		91	138		45	139	113
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1740	1863	1533	1723	1750		1774	1801		1774	1863	1579
Queue Service Time (g_s), s	1.9	0.6	3.0	0.2	1.2		5.5	8.8		2.7	8.8	8.4
Cycle Queue Clearance Time (g_c), s	1.9	0.6	3.0	0.2	1.2		5.5	8.8		2.7	8.8	8.4
Green Ratio (*g/C*)	0.69	0.66	0.66	0.64	0.63		0.16	0.12		0.13	0.10	0.10
Capacity (*c*), veh/h	967	1237	1018	927	1104		195	211		162	178	151
Volume-to-Capacity Ratio (*X*)	0.087	0.023	0.104	0.011	0.041		0.469	0.656		0.275	0.782	0.750
Available Capacity (c_a), veh/h	1412	1237	1018	1425	1104		310	531		315	509	431
Back of Queue (*Q*), veh/ln (50 th percentile)	0.6	0.2	1.0	0.1	0.5		2.4	4.0		1.2	4.2	3.4
Queue Storage Ratio (*RQ*) (50 th percentile)	0.00	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00
Uniform Delay (d_1), s/veh	6.2	6.9	7.3	7.6	8.4		45.5	50.7		46.4	53.0	52.9
Incremental Delay (d_2), s/veh	0.0	0.0	0.2	0.0	0.1		0.7	1.3		0.3	2.8	2.8
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Control Delay (*d*), s/veh	6.3	6.9	7.5	7.6	8.5		46.1	52.0		46.8	55.9	55.7
Level of Service (LOS)	A	A	A	A	A		D	D		D	E	E
Approach Delay, s/veh / LOS	6.9	A		8.3	A		49.6	D		54.4	D	
Intersection Delay, s/veh / LOS	36.9						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.2	B	2.4	B	2.3	B	2.5	B
Bicycle LOS Score / LOS	0.8	A	0.6	A	0.9	A	1.0	A

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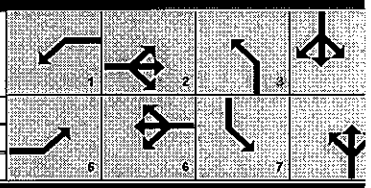
HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	DEA			Duration, h	0.25
Analyst	CC	Analysis Date	2/11/2016	Area Type	Other
Jurisdiction	Westchester	Time Period	PM Build	PHF	0.92
Urban Street	Westchester Avenue	Analysis Year	2017	Analysis Period	1> 7:00
Intersection	Westchester Ave @ Abe...	File Name	pm build.xus		
Project Description	Retail				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	119	148	124	80	151	128	130	258	80	110	292	181

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	5.7	0.9		57.9	8.1	1.2		26.2				
Yellow	4.0	0.0		4.0	4.0	0.0		4.0				
Red	1.0	0.0		1.0	1.0	0.0		1.0				

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	3.0	1.1	4.0	1.1	4.0	1.1	3.0
Phase Duration, s	11.5	63.8	10.7	62.9	14.3	32.4	13.1	31.2
Change Period, ($Y+R_c$), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Allow Headway (*MAH*), s	3.1	0.0	3.1	0.0	3.1	3.1	3.1	3.1
Queue Clearance Time (g_s), s	6.5		5.0		9.3	26.3	8.2	21.3
Green Extension Time (g_e), s	0.2	0.0	0.1	0.0	0.1	1.1	0.1	1.4
Phase Call Probability	0.99		0.94		0.99	1.00	0.98	1.00
Max Out Probability	0.00		0.00		0.05	0.39	0.01	0.09

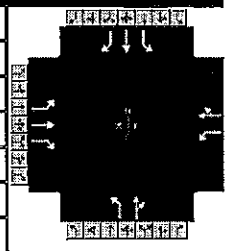
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	129	161	135	87	303		141	367		120	317	197
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1740	1863	1533	1723	1721		1774	1769		1774	1863	1579
Queue Service Time (g_s), s	4.5	5.8	5.9	3.0	13.3		7.3	24.3		6.2	19.3	13.4
Cycle Queue Clearance Time (g_c), s	4.5	5.8	5.9	3.0	13.3		7.3	24.3		6.2	19.3	13.4
Green Ratio (*g/C*)	0.54	0.49	0.49	0.53	0.48		0.30	0.23		0.29	0.22	0.22
Capacity (*c*), veh/h	546	913	751	645	831		259	404		190	407	345
Volume-to-Capacity Ratio (*X*)	0.237	0.176	0.179	0.135	0.365		0.546	0.910		0.630	0.781	0.57
Available Capacity (c_a), veh/h	733	913	751	844	831		343	470		291	476	403
Back of Queue (*Q*), veh/ln (50 th percentile)	1.7	2.6	2.2	1.2	5.5		3.2	12.6		2.7	9.4	5.2
Queue Storage Ratio (*RQ*) (50 th percentile)	0.00	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00
Uniform Delay (d_1), s/veh	14.7	17.1	17.1	14.2	19.5		34.1	45.1		35.6	44.2	41.9
Incremental Delay (d_2), s/veh	0.1	0.4	0.5	0.0	1.2		0.7	18.5		1.3	5.8	0.6
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Control Delay (*d*), s/veh	14.8	17.5	17.6	14.2	20.7		34.8	63.6		36.9	49.9	42.4
Level of Service (LOS)	B	B	B	B	C		C	E		D	D	D
Approach Delay, s/veh / LOS	16.7	B		19.3	B		55.6	E		45.2	D	
Intersection Delay, s/veh / LOS	36.5						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.3	B	2.4	B	2.3	B	2.5	B
Bicycle LOS Score / LOS	1.2	A	1.1	A	1.3	A	1.5	A

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HCS 2010 Signalized Intersection Results Summary

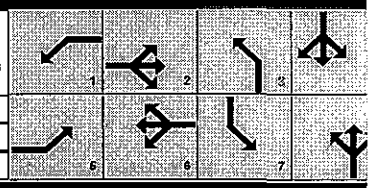
General Information				Intersection Information	
Agency	DEA			Duration, h	0.25
Analyst	CC	Analysis Date	2/11/2016	Area Type	Other
Jurisdiction	Westchester	Time Period	SAT Build	PHF	0.92
Urban Street	Westchester Avenue	Analysis Year	2017	Analysis Period	1> 7:00
Intersection	Westchester Ave @ Abe...	File Name	sat build.xus		
Project Description	Retail				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	145	216	183	148	190	186	123	231	111	176	336	195

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	8.0	0.2	52.5	8.8	3.0	27.4	
Yellow	4.0	0.0	4.0	4.0	0.0	4.0	
Red	1.0	0.0	1.0	1.0	0.0	1.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	3.0	1.1	4.0	1.1	4.0	1.1	3.0
Phase Duration, s	13.0	57.5	13.2	57.7	13.8	32.4	16.8	35.5
Change Period, ($Y+R_c$), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Allow Headway (*MAH*), s	3.1	0.0	3.1	0.0	3.1	3.1	3.1	3.1
Queue Clearance Time (g_s), s	7.9		8.1		8.8	27.1	11.8	23.8
Green Extension Time (g_e), s	0.2	0.0	0.2	0.0	0.1	0.3	0.1	1.4
Phase Call Probability	0.99		1.00		0.99	1.00	1.00	1.00
Max Out Probability	0.01		0.01		0.03	1.00	0.88	0.23

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	158	235	199	161	409		134	372		191	365	212
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1740	1863	1533	1723	1710		1774	1743		1774	1863	1579
Queue Service Time (g_s), s	5.9	9.7	10.1	6.1	21.1		6.8	25.1		9.8	21.8	13.9
Cycle Queue Clearance Time (g_c), s	5.9	9.7	10.1	6.1	21.1		6.8	25.1		9.8	21.8	13.9
Green Ratio (*g/C*)	0.50	0.44	0.44	0.51	0.44		0.30	0.23		0.33	0.25	0.25
Capacity (*c*), veh/h	412	815	671	573	751		246	398		255	473	401
Volume-to-Capacity Ratio (*X*)	0.383	0.288	0.296	0.281	0.544		0.543	0.933		0.751	0.773	0.529
Available Capacity (c_a), veh/h	523	815	671	681	751		338	409		301	484	410
Back of Queue (*Q*), veh/ln (50 th percentile)	2.3	4.4	3.8	2.4	9.0		3.0	13.7		4.6	10.8	5.4
Queue Storage Ratio (*RQ*) (50 th percentile)	0.00	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00
Uniform Delay (d_1), s/veh	18.8	21.7	21.8	16.6	24.8		33.7	45.4		33.4	41.6	38.6
Incremental Delay (d_2), s/veh	0.2	0.9	1.1	0.1	2.8		0.7	27.4		6.6	6.7	0.6
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Control Delay (*d*), s/veh	19.0	22.6	22.9	16.7	27.6		34.4	72.8		40.1	48.2	39.2
Level of Service (LOS)	B	C	C	B	C		C	E		D	D	D
Approach Delay, s/veh / LOS	21.8	C		24.5	C		62.6	E		43.7	D	
Intersection Delay, s/veh / LOS	37.8						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.3	B	2.4	B	2.3	B	2.5	B
Bicycle LOS Score / LOS	1.5	A	1.4	A	1.3	A	1.8	A

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Westchester Avenue
at
Traverse Avenue

ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	CC
Agency/Co.	DEA
Date Performed	2/11/2016
Analysis Time Period	Am Existing 2016

Site Information

Intersection	Westchester @ Traverse
Jurisdiction	Westchester
Analysis Year	2016

Project ID *Westchester Retail*

East/West Street: *Westchester Avenue* North/South Street: *Traverse Avenue*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	0	20	65	1	10	0
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	49	0	2	0	0	0
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	TR		LT		LR			
PHF	0.92		0.92		0.90			
Flow Rate (veh/h)	91		11		56			
% Heavy Vehicles	0		0		0			
No. Lanes	1		1		1		0	
Geometry Group	1		1		1			
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.0		0.1		1.0			
Prop. Right-Turns	0.8		0.0		0.0			
Prop. Heavy Vehicle	0.0		0.0		0.0			
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2		
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6		
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7		
hadj, computed	-0.5		0.0		0.2			

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20		3.20			
x, initial	0.08		0.01		0.05			
hd, final value (s)	3.58		4.13		4.27			
x, final value	0.090		0.013		0.066			
Move-up time, m (s)	2.0		2.0		2.0			
Service Time, t_s (s)	1.6		2.1		2.3			

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	1011		1100		800			
Delay (s/veh)	6.9		7.2		7.6			
LOS	A		A		A			
Approach: Delay (s/veh)	6.9		7.2		7.6			
LOS	A		A		A			
Intersection Delay (s/veh)	7.2							
Intersection LOS	A							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	CC
Agency/Co.	DEA
Date Performed	2/11/2016
Analysis Time Period	PM Existing 2016

Site Information

Intersection	Westchester @ Traverse
Jurisdiction	Westchester
Analysis Year	2016

Project ID *Westchester Retail*

East/West Street: *Westchester Avenue* North/South Street: *Traverse Avenue*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	0	274	57	53	272	0
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	81	0	44	0	0	0
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	TR		LT		LR			
PHF	0.92		0.92		0.90			
Flow Rate (veh/h)	358		352		138			
% Heavy Vehicles	0		0		0			
No. Lanes	1		1		1		0	
Geometry Group	1		1		1			
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.0		0.2		0.7			
Prop. Right-Turns	0.2		0.0		0.3			
Prop. Heavy Vehicle	0.0		0.0		0.0			
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2		
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6		
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7		
hadj, computed	-0.1		0.0		-0.1			

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20		3.20			
x, initial	0.32		0.31		0.12			
hd, final value (s)	4.64		4.77		5.47			
x, final value	0.461		0.466		0.210			
Move-up time, m (s)	2.0		2.0		2.0			
Service Time, t_s (s)	2.6		2.8		3.5			

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	778		749		657			
Delay (s/veh)	11.5		11.9		9.9			
LOS	B		B		A			
Approach: Delay (s/veh)	11.5		11.9		9.9			
LOS	B		B		A			
Intersection Delay (s/veh)	11.4							
Intersection LOS	B							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	CC
Agency/Co.	DEA
Date Performed	2/11/2016
Analysis Time Period	SAT Existing 2016

Site Information

Intersection	Westchester @ Traverse
Jurisdiction	Westchester
Analysis Year	2016

Project ID *Westchester Retail*

East/West Street: *Westchester Avenue* North/South Street: *Traverse Avenue*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	0	401	93	86	406	0
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	107	0	94	0	0	0
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	TR		LT		LR			
PHF	0.92		0.92		0.90			
Flow Rate (veh/h)	536		534		222			
% Heavy Vehicles	0		0		0			
No. Lanes	1		1		1		0	
Geometry Group	1		1		1			
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.0		0.2		0.5			
Prop. Right-Turns	0.2		0.0		0.5			
Prop. Heavy Vehicle	0.0		0.0		0.0			
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2		
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6		
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7		
hadj, computed	-0.1		0.0		-0.2			

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20		3.20			
x, initial	0.48		0.47		0.20			
hd, final value (s)	5.38		5.52		6.42			
x, final value	0.801		0.818		0.396			
Move-up time, m (s)	2.0		2.0		2.0			
Service Time, t_s (s)	3.4		3.5		4.4			

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	670		651		555			
Delay (s/veh)	26.4		28.5		13.6			
LOS	D		D		B			
Approach: Delay (s/veh)	26.4		28.5		13.6			
LOS	D		D		B			
Intersection Delay (s/veh)	25.1							
Intersection LOS	D							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	CC
Agency/Co.	DEA
Date Performed	2/11/2016
Analysis Time Period	AM No Build

Site Information

Intersection	Westchester @ Traverse
Jurisdiction	Westchester
Analysis Year	2017

Project ID *Westchester Retail*

East/West Street: *Westchester Avenue* North/South Street: *Traverse Avenue*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	0	21	66	1	10	0
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	50	0	2	0	0	0
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	TR		LT		LR			
PHF	0.92		0.92		0.90			
Flow Rate (veh/h)	93		11		57			
% Heavy Vehicles	0		0		0			
No. Lanes	1		1		1		0	
Geometry Group	1		1		1			
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.0		0.1		1.0			
Prop. Right-Turns	0.8		0.0		0.0			
Prop. Heavy Vehicle	0.0		0.0		0.0			
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2		
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6		
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7		
hadj, computed	-0.5		0.0		0.2			

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20		3.20			
x, initial	0.08		0.01		0.05			
hd, final value (s)	3.58		4.13		4.27			
x, final value	0.093		0.013		0.068			
Move-up time, m (s)	2.0		2.0		2.0			
Service Time, t_s (s)	1.6		2.1		2.3			

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	1033		1100		814			
Delay (s/veh)	7.0		7.2		7.6			
LOS	A		A		A			
Approach: Delay (s/veh)	7.0		7.2		7.6			
LOS	A		A		A			
Intersection Delay (s/veh)	7.2							
Intersection LOS	A							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	CC
Agency/Co.	DEA
Date Performed	2/11/2016
Analysis Time Period	PM No Build

Site Information

Intersection	Westchester @ Traverse
Jurisdiction	Westchester
Analysis Year	2017

Project ID *Westchester Retail*

East/West Street: *Westchester Avenue* North/South Street: *Traverse Avenue*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	0	59	279	54	277	0
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	82	0	49	0	0	0
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	TR		LT		LR			
PHF	0.92		0.92		0.90			
Flow Rate (veh/h)	367		359		145			
% Heavy Vehicles	0		0		0			
No. Lanes	1		1		1		0	
Geometry Group	1		1		1			
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.0		0.2		0.6			
Prop. Right-Turns	0.8		0.0		0.4			
Prop. Heavy Vehicle	0.0		0.0		0.0			
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2		
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6		
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7		
hadj, computed	-0.5		0.0		-0.1			

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20		3.20			
x, initial	0.33		0.32		0.13			
hd, final value (s)	4.27		4.76		5.42			
x, final value	0.435		0.475		0.218			
Move-up time, m (s)	2.0		2.0		2.0			
Service Time, t_s (s)	2.3		2.8		3.4			

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	853		764		659			
Delay (s/veh)	10.5		12.0		9.9			
LOS	B		B		A			
Approach: Delay (s/veh)	10.5		12.0		9.9			
LOS	B		B		A			
Intersection Delay (s/veh)	11.0							
Intersection LOS	B							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	CC
Agency/Co.	DEA
Date Performed	2/11/2016
Analysis Time Period	SAT No Build

Site Information

Intersection	Westchester @ Traverse
Jurisdiction	Westchester
Analysis Year	2017

Project ID *Westchester Retail*

East/West Street: *Westchester Avenue* North/South Street: *Traverse Avenue*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	0	95	409	88	414	0
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	109	0	96	0	0	0
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	TR		LT		LR			
PHF	0.92		0.92		0.90			
Flow Rate (veh/h)	547		544		227			
% Heavy Vehicles	0		0		0			
No. Lanes	1		1		1		0	
Geometry Group	1		1		1			
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.0		0.2		0.5			
Prop. Right-Turns	0.8		0.0		0.5			
Prop. Heavy Vehicle	0.0		0.0		0.0			
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2		
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6		
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7		
hadj, computed	-0.5		0.0		-0.2			

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20		3.20			
x, initial	0.49		0.48		0.20			
hd, final value (s)	5.03		5.49		6.39			
x, final value	0.764		0.830		0.403			
Move-up time, m (s)	2.0		2.0		2.0			
Service Time, t_s (s)	3.0		3.5		4.4			

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	720		655		568			
Delay (s/veh)	22.4		29.5		13.6			
LOS	C		D		B			
Approach: Delay (s/veh)	22.4		29.5		13.6			
LOS	C		D		B			
Intersection Delay (s/veh)	23.8							
Intersection LOS	C							

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NOTE: SINCE NO SITE GENERATED TRAFFIC IS PROJECTED TO TRAVEL THROUGH THIS INTERSECTION, BUILD ANALYSIS IS SAME AS NO BUILD FOR AM, PM & SATURDAY

ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	CC
Agency/Co.	DEA
Date Performed	2/11/2016
Analysis Time Period	AM BUILD

Site Information

Intersection	Westchester @ Traverse
Jurisdiction	Westchester
Analysis Year	2017

Project ID *Westchester Retail*

East/West Street: *Westchester Avenue* | North/South Street: *Traverse Avenue*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	0	21	66	1	10	0
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	50	0	2	0	0	0
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	TR		LT		LR			
PHF	0.92		0.92		0.90			
Flow Rate (veh/h)	93		11		57			
% Heavy Vehicles	0		0		0			
No. Lanes	1		1		1		0	
Geometry Group	1		1		1			
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.0		0.1		1.0			
Prop. Right-Turns	0.8		0.0		0.0			
Prop. Heavy Vehicle	0.0		0.0		0.0			
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2		
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6		
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7		
hadj, computed	-0.5		0.0		0.2			

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20		3.20			
x, initial	0.08		0.01		0.05			
hd, final value (s)	3.58		4.13		4.27			
x, final value	0.093		0.013		0.068			
Move-up time, m (s)	2.0		2.0		2.0			
Service Time, t_s (s)	1.6		2.1		2.3			

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	1033		1100		814			
Delay (s/veh)	7.0		7.2		7.6			
LOS	A		A		A			
Approach: Delay (s/veh)	7.0		7.2		7.6			
LOS	A		A		A			
Intersection Delay (s/veh)	7.2							
Intersection LOS	A							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	CC
Agency/Co.	DEA
Date Performed	2/11/2016
Analysis Time Period	

Site Information

Intersection	Westchester @ Traverse
Jurisdiction	Westchester
Analysis Year	2017

Project ID *Westchester Retail*

East/West Street: *Westchester Avenue* | North/South Street: *Traverse Avenue*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	0	59	279	54	277	0
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	82	0	49	0	0	0
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	TR		LT		LR			
PHF	0.92		0.92		0.90			
Flow Rate (veh/h)	367		359		145			
% Heavy Vehicles	0		0		0			
No. Lanes	1		1		1		0	
Geometry Group	1		1		1			
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.0		0.2		0.6			
Prop. Right-Turns	0.8		0.0		0.4			
Prop. Heavy Vehicle	0.0		0.0		0.0			
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2		
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6		
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7		
hadj, computed	-0.5		0.0		-0.1			

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20		3.20			
x, initial	0.33		0.32		0.13			
hd, final value (s)	4.27		4.76		5.42			
x, final value	0.435		0.475		0.218			
Move-up time, m (s)	2.0		2.0		2.0			
Service Time, t_s (s)	2.3		2.8		3.4			

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	853		764		659			
Delay (s/veh)	10.5		12.0		9.9			
LOS	B		B		A			
Approach: Delay (s/veh)	10.5		12.0		9.9			
LOS	B		B		A			
Intersection Delay (s/veh)	11.0							
Intersection LOS	B							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	CC
Agency/Co.	DEA
Date Performed	2/11/2016
Analysis Time Period	Sat Build

Site Information

Intersection	Westchester @ Traverse
Jurisdiction	Westchester
Analysis Year	2017

Project ID *Westchester Retail*

East/West Street: *Westchester Avenue* North/South Street: *Traverse Avenue*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	0	95	409	88	414	0
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	109	0	96	0	0	0
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	TR		LT		LR			
PHF	0.92		0.92		0.90			
Flow Rate (veh/h)	547		544		227			
% Heavy Vehicles	0		0		0			
No. Lanes	1		1		1		0	
Geometry Group	1		1		1			
Duration, T	0.25							

Saturation Headway Adjustment Worksheet

	Eastbound		Westbound		Northbound		Southbound	
Prop. Left-Turns	0.0		0.2		0.5			
Prop. Right-Turns	0.8		0.0		0.5			
Prop. Heavy Vehicle	0.0		0.0		0.0			
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2		
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6		
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7		
hadj, computed	-0.5		0.0		-0.2			

Departure Headway and Service Time

	Eastbound		Westbound		Northbound		Southbound	
hd, initial value (s)	3.20		3.20		3.20			
x, initial	0.49		0.48		0.20			
hd, final value (s)	5.03		5.49		6.39			
x, final value	0.764		0.830		0.403			
Move-up time, m (s)	2.0		2.0		2.0			
Service Time, t_s (s)	3.0		3.5		4.4			

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	720		655		568			
Delay (s/veh)	22.4		29.5		13.6			
LOS	C		D		B			
Approach: Delay (s/veh)	22.4		29.5		13.6			
LOS	C		D		B			
Intersection Delay (s/veh)	23.8							
Intersection LOS	C							

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211 East 43rd Street, 25th Floor
New York, NY 10017
Phone: 212-286-3300 Fax: 212-286-4178

08/30/2016

VIA EMAIL

Mr. Eric Zamft
Planning Commissioner
Village of Port Chester
222 Grace Church Street
Port Chester, NY 10573
ezamft@portchesterny.com

Re: Colony Grill – Construction Phasing Overview

Dear Mr. Zamft,

In regards to our site plan application for Colony Grill, the purpose of this letter is to address the construction phasing question for the project. We expect the duration of construction to be about 4 months depending on a number of factors such as weather, force majeure, etc.

Most of the construction activities will take place within the restaurant pad area. However, from time to time some parking spaces will have to be taken out of service to insure safe delivery of construction materials and equipment. These loss of spaces (most likely less than 20 spaces) would occur sporadically from time to time and be limited to several hours or a day at most. The only time that that this would be expanded to cover a larger portion of the lot would be at the request of public utility companies such as Con Edison for the electric and gas installation.

We trust the above addresses these concerns. Please call with any questions.

Sincerely,

Name: John Faltings
Title: Head of Construction, G&S Investors

cc Daniel Tartaglia

Westchester gov.com

Robert P. Astorino
County Executive

County Planning Board

September 20, 2016

Andrea Sherman
Department of Planning & Economic Development
Village of Port Chester
222 Grace Church Street
Port Chester, NY 10573

Dear Ms. Sherman:

Thank you for the notification concerning the following proposed action:

Project Name/File Number: **Colony Grill — PCH 16-009**

Action: **Site Plan**

Location: **Abendroth Avenue**

We have reviewed this matter under the provisions of Section 239 L, M and N of the General Municipal Law and Section 277.61 of the County Administrative Code and find this to be a matter for local determination in accordance with the City's planning and zoning policies.

Thank you for calling this matter to our attention.

Respectfully,
WESTCHESTER COUNTY PLANNING BOARD

For:
By:
Edward Buroughs, AICP
Commissioner

EEB/KE

Case # 2016-0147 – *New Public Hearing*

Notice is hereby given that the Planning Commission of the Village of Port Chester, New York will hold a PUBLIC HEARING on October 24, 2016 at 7:00 pm, at the Court Room, Police Headquarters Building, 350 North Main Street, Port Chester, New York to review an application submitted by G&S Port Chester LLC on property located at **The Restaurant Pad located off the Marina Parking Lot adjacent to the Cove and Byram River** Port Chester, NY known and designated as **Section 142.31, Block 1, Lot(s)39** to consider request to: **construct a 5,500 square ft. restaurant (Colony Grill)**

On the motion of Commissioner Coperine, which was seconded by Commissioner Summa, the Public Hearing was opened.

Roll Call:

Member	Motion	Second	Yes	No	Abstain	Absent	
Baxter			x				
Coperine	x		x				
Espinoza						x	
Montesano			x				
Cuono			x				
Scarola						x	
Summa		x	x				

Daniel Tartaglia and Michael Boender represented the application for G&S Port Chester LLC and Colony Grill. Mr. Tartaglia began by saying the matter has been before the Board before and the only thing that has changed was that there was some exploratory excavation that was done and the Village Engineer was present for the purposes of exploring the tie backs and deadman where the bulk heading runs around this point.

Planner Daniel Messplay told the Commission that the application is part of the larger MUR Plan that was originally approved. What the applicant is proposing is not substantially different from what was originally approved. The Board of Trustees is the body that takes the final action on this matter. It was referred to the Commission for input and there is a 90 day window in which the matter is to be reviewed. The window started September 6, 2016 and will end December 6, 2016.

Chairman Coperine said the Commission will hear and review the matter, open the matter for Public Comment and provide comments to staff to give to the Board of Trustees on the Commission's behalf.

Village Engineer Vincent Masucci told the Commission that Langan Engineering G&S had a backhoe at the site and dug sound the perimeter of where the building is proposed trying to locate where the anchors for the tie backs are located. The locations were 33 feet in from the face of the bulkhead which puts it right in the perimeter of where the building is going to be. There were some Engineering concerns that can be dealt with the G&S Engineers and our Engineering Company. There will have to be a meeting to work out the technical details of where the building

is going to be built. There are a number of issues but not enough to stop the process and will be worked out before the permit is issued. All involved parties will be working together.

Michael Boender gave the Commission a brief walkthrough of the proposed project and reviewed the site plan that was submitted to the Commission in their packets. It was noted that 8 ADA parking spaces are included in the plan. An additional conversation ensued regarding the repairing of the bulkhead

No one from the Public spoke for or against the project

On the motion of Commissioner Baxter, which was seconded by Commissioner Summa, the Public Hearing was closed and staff was directed to prepare comment for review and submission to the BOT.

Member	**Motion**	**Second**	**Yes**	**No**	**Abstain**	**Absent**	
Baxter	x		x				
Coperine			x				
Espinoza						x	
Montesano			x				
Cuono			x				
Scarola						x	
Summa		x	x				

_____

Peter Coperine, Chairman

Village of Port Chester Waterfront Commission
222 Grace Church Street
Port Chester, NY 10573
Phone 914-937-6780

LWRP COASTAL ASSESSMENT FORM

An applicant seeking an approval for a non-excluded action from any agency of the Village of Port Chester which is subject to the Village of Port Chester Local Waterfront Revitalization Program (LWRP) must complete this form. This form is intended to assist the Village Waterfront Commission in determining if the proposed action is consistent with the policies and purposes of the LWRP.

SITE IDENTIFICATION INFORMATION		
Application Name: Site Plan Approval Colony Grill Restaurant	**Application #:**	**Date Submitted:**
Site Address: *No.* *Street:* Abendroth Avenue - Section 142.31-1-39 (Official Tax Map Town of Rye)		
Property Location: *(Identify landmarks, distance from intersections, etc.)* East of Abednroth Avenue and Marina Parking Lot adjacent to Byram River		
Village of Port Chester Tax Map Designation: *Section* 142.31 *Block* 1 *Lot(s)* 39	**Zoning Designation of Site:** MUR	

OWNER/APPLICANT INFORMATION		
Property Owner: G&S Port Chester LLC	**Phone #:** 212-286-3300 **Fax #:**	**Email:** driley@gsinvestors.com
Owner Address: *No.* 211 *Street:* East 43rd Street	*Town:* New York	*State:* NY *Zip:* 10017
Applicant (If different than owner):	**Phone #:** **Fax #:**	**Email:**
Applicant Address (If different than owner): *No.* *Street:*	*Town:*	*State:* *Zip:*

PROJECT DESCRIPTION

Describe the project, proposed use and operation thereof:

Site Plan Approval to construct an approximate 5,500 s.f. restaurant in accordance with original approved Concept Development Plan.

CONSISTANCY WITH LWRP POLICIES	
Actions to be undertaken within the Village's coastal area shall be evaluated for consistency in accordance with the following LWRP policy standards and conditions, which are derived from and further explained and described in Section III of the Village of Port Chester LWRP, a copy of which is on file in the Village Clerk's office and available for inspection during normal business hours. Agencies that undertake direct actions shall also consult with Section IV of the LWRP in making their consistency determination. *YES indicates that the proposed project/action is consistent with the applicable policy,* *NO indicates that the proposed project/action is inconsistent with the applicable policy,* *NOT APPLICABLE indicates that it does not apply.*	
Restore, revitalize and redevelop deteriorated and underutilized waterfront areas for commercial, industrial, cultural, recreational, public access and other compatible uses (Policies 1, 1A, 1B, 1C, 1D and 1E).	☒ Yes ☐ No ☐ Not Applicable
Facilitate the siting of water dependent uses on or near coastal waters (Policy 2).	☐ Yes ☐ No ☒ Not Applicable
Encourage the development and enhancement of those traditional uses and activities which have provided the Village a unique maritime identity (Policy 4).	☐ Yes ☐ No ☒ Not Applicable
Ensure that development occurs where adequate public infrastructure is available (Policy 5).	☒ Yes ☐ No ☐ Not Applicable
Streamline development permit procedures (Policy 6).	☐ Yes ☐ No ☒ Not Applicable
Protect fish and wildlife resources from hazardous wastes and other contaminating pollutants (Policy 8).	☐ Yes ☐ No ☒ Not Applicable
Maintain and expand the recreational use of existing fish and wildlife resources while ensuring protection of renewable fish and wildlife resources (Policy 9).	☐ Yes ☐ No ☒ Not Applicable
Maintain and expand commercial fishing resources to promote commercial fishing opportunities (Policy 10).	☐ Yes ☐ No ☒ Not Applicable

Minimize flooding and erosion hazards through proper siting of buildings and structures; construction of carefully selected, long-term structural measures; and the use of appropriate nonstructural means (Policies 11, 13, 14, 15 and 17).	☒ Yes ☐ No ☐ Not Applicable
Public funds shall be used for erosion protection structures only where necessary and in an appropriate manner (Policy 16).	☐ Yes ☐ No ☒ Not Applicable
Safeguard vital economic, social and environmental interests in the coastal area when major actions are undertaken (Policy 18).	☒ Yes ☐ No ☐ Not Applicable
Protect, maintain, and improve public access to the shoreline and to water-related recreational resources, while protecting natural and historic resources and adjacent land uses and providing a continuous public walkway along the foreshore of the Byram River (Policies 19, 20 and 20A).	☐ Yes ☐ No ☒ Not Applicable
Encourage, facilitate and prioritize water-dependent and water-enhanced recreational resources and facilities near coastal waters, with priority given to those near access to existing public transportation and areas where the use of the shore is severely restricted by existing development (Policy 21).	☐ Yes ☐ No ☒ Not Applicable
Encourage the development of water-related recreational resources and facilities, as multiple uses, in appropriate locations within the shore zone (Policy 22).	☐ Yes ☐ No ☒ Not Applicable
Protect, restore and enhance historic resources (Policy 23).	☐ Yes ☐ No ☒ Not Applicable
Protect and enhance scenic and aesthetic resources (Policy 25).	☒ Yes ☐ No ☐ Not Applicable
Site and construct energy facilities in a manner which will be compatible with the environment and contingent upon the need for a shorefront location and in such a manner as to avoid adverse environmental impacts when in operation (Policies 27 and 29).	☐ Yes ☐ No ☒ Not Applicable

Protect coastal waters from direct and indirect discharge of pollutants (Policies 30, 31, 33, 34, 35, 36 and 37).	☒ Yes ☐ No ☐ Not Applicable
Ensure that dredging and dredge spoil disposal are undertaken in a manner protective of natural resources (Policies 15 and 35).	☐ Yes ☐ No ☒ Not Applicable
Ensure that any transportation, handling or disposal of hazardous wastes and effluent is undertaken in a manner which will not adversely affect the environment (Policy 39).	☒ Yes ☐ No ☐ Not Applicable
Protect air quality in accordance with state and federal air quality standards (Policies 41 and 42).	☒ Yes ☐ No ☐ Not Applicable
Preserve and protect tidal and freshwater wetlands (Policy 44).	☐ Yes ☐ No ☒ Not Applicable

DETERMINATION OF CONSISTENCY

To be filled out by the Waterfront Commission

☐ This project/action is consistent with LWRP Policies and Conditions

☐ This project/action is NOT consistent with LWRP Policies and Conditions

The following changes to the project/action are recommended to ensure consistency with the LWRP:

Waterfront Commission Chairman

10-27-2016
Date

VILLAGE OF PORT CHESTER
DEPARTMENT OF PLANNING & ECONOMIC DEVELOPMENT

222 Grace Church Street, Rm. 202
Port Chester, NY 10573
(P) 914.937.6780
(F) 914.939-2733

Peter Coperine, Chairman
Port Chester Planning Commission
Constance Phillips, Secretary to the Planning Commission
Eric Zamft, AICP, Director of Planning & Economic Development

To: Board of Trustees
From: Port Chester Planning Commission
Re: Colony Grill Site Plan Review
Date: November 2016

Dear Board of Trustees:

This memorandum outlines the recommendations from Planning Commission in regards to the Colony Grill site plan application currently before the Board of Trustees (the "Board"). Planning Commission recommends the Board approve this application with conditions, detailed below.

Project Background

G&S Development (the "Applicant") proposes to develop an approximately 5,500 square foot, 152-seat dine-in restaurant located on the north side of Port Chester Cove and adjacent to the Marina Parking Lot, also known as "The Restaurant Pad" (SBL 142.31-1-39). As the Board is well aware, this application is for one of the remaining components of the Modified Marina Redevelopment Project, first approved in 1999.

The Applicant is now seeking the required site plan approval for this portion of the Marina Redevelopment Project Concept Development Plan. The Board referred the plan to the Waterfront Commission for its consistency determination with Port Chester's Local Waterfront Revitalization Program (LWRP). At its meeting scheduled on Thursday, October 27th, the Port Chester Waterfront Commission voted in favor of the proposal and determined that it is consistent with the LWRP. At the same meeting of the Board, the application was referred to the Planning Commission for its review of the application and development plans.

The Applicant presented its concept and site plan at the August 29, 2016 Planning Commission meeting. At the regularly scheduled September 26, 2016 Planning Commission meeting, the item was discussed again with the Commission and the public. A public hearing was then opened and closed at the next meeting of the Planning Commission on October 24th, 2016.

Project Analysis

Overall, in comparing the original site as shown on the approved Concept Development Plan to the current proposal, the current proposal reflects minor modifications to the originally-approved site. Namely, these changes are as follows:

1. The building footprint has rotated to accommodate interior layout and entrance changes; and

2. The proposed site incorporates a handicap-accessible lift at the front entrance of the restaurant; and

3. An outdoor seating area has been added to the rear of the property, facing the promenade and waterfront; and

4. Eight handicap spaces have been designated from the Marina Parking Lot for use at the restaurant.

The Planning Commission considered overall site and development plans submitted by the applicants. Concerns were raised primarily in regards to the location of the existing bunker blocks and tie-rods that hold up the bulkhead along a portion of the Cove and further north along the waterfront. Site exploratory work revealed that six tie-rods and the existing bunker blocks lie under the proposed foundation for the restaurant. Planning Commission asserted that the Applicant should continue working with its engineers, the Village's engineers, and the structural engineering consultant for the bulkhead in order to design a means of constructing the restaurant without interfering with the existing bunker blocks and tie rods, or impair the future replacement of the bulkhead.

Recommendations

The Planning Commission recommends that the Board of Trustees approve the proposed Colony Grill site plan application with the following conditions:

1. The Applicant should move the transformer to the side of the building, landscape around it, and place it 2' above the Base Flood Elevation line; and

2. The Applicant should fully enclose the dumpster, complete with a roof and swinging locking gate; and

3. The Applicant should design and construct the proposed restaurant in a means that will leave the bulkhead, bunker blocks and tie-rods unaffected; and

4. The Applicant should design and construct the proposed restaurant in a means that will not preclude the Village from repairing and/or replacing the bulkhead, bunker blocks and tie-rods at a present or future time, nor shall the design and construction of the proposed restaurant preclude the Village from conducting maintenance, repair and/or reconstruction of the bulkhead, bunker blocks and/or tie-rods; and

5. The Applicant should enter into an indemnification or "hold-harmless" agreement with the Village for any future repair, replacement, or reconstruction of the bulkhead, bunker blocks and/or tie-rods; and

6. The Applicant should enter into a perpetual easement agreement with the Village which allows for uninterrupted servicing, management, repair and/or replacement of the bulkhead, bunker blocks and/or tie-rods.

Respectfully,

Peter Coperine
Planning Commission Chairman

Cc: Christopher Steers, Village Manager
Anthony Cerreto, Village Attorney
Eric Zamft, Planning & Development Director
Constance Phillips, Secretary of the Planning Commission

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MEMORANDUM

To: Vincent Masucci, P.E.

From: John Valentin, P.E.

Date: December 2, 2016

Re: Byram River Marina Bulkhead
Review of Proposed Foundation for Colony Grill Restaurant
Village of Port Chester, New York
Our File No.: 15-192X

We have received the following submittal for the above referenced:

- Copy of Plan titled "Floor Plan –Pile/Pile Cap Location Layout", prepared by McLaren Engineering Group.
- Copy of Plan showing partial building section at bulkhead and connection details.
- Structural Calculation titled" Checking of Impact of the New Building to the Existing Dead man", prepared by McLaren Engineering Group, dated 11/11/2016.
- Calculations titled" Byram River Marina Bulkhead Rehabilitation Project Phase II, IIA and III- Design Computations for Typical Bulkhead Sections using PVC Sheet Piling", prepared by Vachris Engineering, dated 1999-2002.

We have reviewed the above submittals as requested by the Village to assess whether there are any concerns regarding the proposed construction of the Colony Grill foundation with respect to the existing bulkhead infrastructure. The submittal was also reviewed by our geotechnical subconsultant. We have the following comments:

- The floor plan shows the layout of the proposed Colony Grill pile foundations with respect to the existing ties and deadmen from the adjacent bulkhead on the cove and Byram River sides. The deadmen on both sides extend beneath the proposed structure; and the proposed piles are shown immediately adjacent to the bulkhead ties and deadmen at numerous locations.
- The building section plan shows a partial view of the proposed Colony Grill foundation with respect to the vinyl sheeting bulkhead along the cove. The section depicts the proposed pile foundations straddling the existing bulkhead deadman. This section also depicts a physical connection of the proposed building slab to the existing deadman with

a structural steel member. Two (2) details are also provided on this sheet which shows the manner in which this steel member will be connected to the floor slab and the deadman. At the deadman, the connection detail shows the use of expansion anchors that are drilled into the deadman. This connection is fixed and will not allow movement. The connection at the slab appears to allow for vertical movement via a vertically slotted hole that is part of the connection detail.

- The one page calculation prepared by McLaren presents that the active pressure from the proposed applied loads (lateral load from building and surcharge load from additional fill material) is less than the available passive resistance at the deadman. This calculation refers to information obtained from the original design calculations for the vinyl bulkhead prepared by Vachris Engineering.

- Based on a telephone conversation with McLaren's engineer on 11/30/16, the following additional information was provided concerning the proposed construction of the foundation:

    - The purpose of connecting to the deadmen is to prevent the application of pressure on the bulkhead from the passive resistance of the soil due to the lateral loads transmitted though the piles.
    - The type of piles to be used is friction timber piles.
    - The deadmen will be monitored during pile driving utilizing the Federal Transit Authority Criteria for piling work standard.
    - Intermittent surveying will be performed to monitor the deadmen for settlement. More frequent surveying will be performed for pile driving near the deadmen.

- We question the ability of the deadman to withstand additional applied loads without impacting the structural integrity of the bulkhead. A deadman relies on passive resistance of the soil to develop its load-carrying capacity. To develop the passive resistance, some movement of the soil needs to occur. It can be stated that a movement occurred when the tierods were post-tension for the bulkhead. If additional load is imposed on the deadman, it is anticipated that additional movement will occur to resist the additional load. This movement will eventually be transferred to the tierod which will in turn develop a slack in the tierod. The slack in the tierod will affect the structural integrity of the bulkhead.

- The detail showing the connection to the deadman implies that the connection to the deadman will involve exposing and drilling into it. These construction activities may compromise the ability of the deadman to perform its intended function.

- It should be noted that there are other methods that can be used to withstand the building lateral loads without the use of the deadman. These include battering of piles, increasing the stiffness of the top of the deep foundation where movement is anticipated to occur, etc.

- We suggest the use of deep foundations that do not involve impact or vibrations for their construction such as helical piles, drilled or bored piles, etc. The use of these types of deep foundations will significantly reduce the potential for any loosening of the soil and vibrations which may impact the integrity of the bulkhead.

- The above concerns/comments were discussed with McLaren's engineer during the phone conversation. The request for calculations of the foundation design was also made.

- We have just received a Structural Design Narrative report prepared by McLaren, dated 12/1/16. We will study this report and will continue to communicate with G&S and their engineers to resolve our concerns.

Should you have any questions regarding the above, please do not hesitate to contact me.

TARTAGLIA
LAW GROUP, LLC

December 2, 2016

Via Email tonyc@portchesterny.com
Anthony Cerreto, Esq.
Village Attorney
Village of Port Chester
222 Grace Church Street
Port Chester, NY 10573

Re: G&S Colony Grill Site Plan Application
Premises: Abendroth Avenue – Section 142.31-1-39 (Official Tax Map Town of Rye)

Dear Mr. Cerreto:

In connection with the site plan application pending for the referenced Premises, please be advised that G&S Port Chester LLC consents to the Village's request to extend the 90-day time requirement for approval by the Village Board of Trustees set forth in §345-67 D (4) until January 17, 2017 to provide ample opportunity for the Board to schedule and hold a Public Hearing on said date.

Very truly yours,
Tartaglia Law Group, LLC

Daniel D. Tartaglia, Esq.

TARTAGLIA LAW GROUP, LLC | Attorneys At Law
800 Westchester Avenue | Suite N-307 | Rye Brook, NY 10573
914.481.1880 | FAX 914.206.4858

Agency Use Only [If applicable]

Project :

Date :

Full Environmental Assessment Form
Part 2 - Identification of Potential Project Impacts

Part 2 is to be completed by the lead agency. Part 2 is designed to help the lead agency inventory all potential resources that could be affected by a proposed project or action. We recognize that the lead agency's reviewer(s) will not necessarily be environmental professionals. So, the questions are designed to walk a reviewer through the assessment process by providing a series of questions that can be answered using the information found in Part 1. To further assist the lead agency in completing Part 2, the form identifies the most relevant questions in Part 1 that will provide the information needed to answer the Part 2 question. When Part 2 is completed, the lead agency will have identified the relevant environmental areas that may be impacted by the proposed activity.

If the lead agency is a state agency **and** the action is in any Coastal Area, complete the Coastal Assessment Form before proceeding with this assessment.

Tips for completing Part 2:

- Review all of the information provided in Part 1.
- Review any application, maps, supporting materials and the Full EAF Workbook.
- Answer each of the 18 questions in Part 2.
- If you answer "**Yes"** to a numbered question, please complete all the questions that follow in that section.
- If you answer "**No"** to a numbered question, move on to the next numbered question.
- Check appropriate column to indicate the anticipated size of the impact.
- Proposed projects that would exceed a numeric threshold contained in a question should result in the reviewing agency checking the box "Moderate to large impact may occur."
- The reviewer is not expected to be an expert in environmental analysis.
- If you are not sure or undecided about the size of an impact, it may help to review the sub-questions for the general question and consult the workbook.
- When answering a question consider all components of the proposed activity, that is, the "whole action".
- Consider the possibility for long-term and cumulative impacts as well as direct impacts.
- Answer the question in a reasonable manner considering the scale and context of the project.

1. Impact on Land

Proposed action may involve construction on, or physical alteration of, the land surface of the proposed site. (See Part 1. D.1) ☐ NO ☐ YES

If "Yes", answer questions a - j. If "No", move on to Section 2.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may involve construction on land where depth to water table is less than 3 feet.	E2d	☐	☐
b. The proposed action may involve construction on slopes of 15% or greater.	E2f	☐	☐
c. The proposed action may involve construction on land where bedrock is exposed, or generally within 5 feet of existing ground surface.	E2a	☐	☐
d. The proposed action may involve the excavation and removal of more than 1,000 tons of natural material.	D2a	☐	☐
e. The proposed action may involve construction that continues for more than one year or in multiple phases.	D1e	☐	☐
f. The proposed action may result in increased erosion, whether from physical disturbance or vegetation removal (including from treatment by herbicides).	D2e, D2q	☐	☐
g. The proposed action is, or may be, located within a Coastal Erosion hazard area.	B1i	☐	☐
h. Other impacts: _____ _____		☐	☐

2. Impact on Geological Features

The proposed action may result in the modification or destruction of, or inhibit access to, any unique or unusual land forms on the site (e.g., cliffs, dunes, minerals, fossils, caves). (See Part 1. E.2.g) ☐ NO ☐ YES

If "Yes", answer questions a - c. If "No", move on to Section 3.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. Identify the specific land form(s) attached: _____ _____	E2g	□	□
b. The proposed action may affect or is adjacent to a geological feature listed as a registered National Natural Landmark. Specific feature: _____	E3c	□	□
c. Other impacts: _____ _____		□	□

3. Impacts on Surface Water

The proposed action may affect one or more wetlands or other surface water bodies (e.g., streams, rivers, ponds or lakes). (See Part 1. D.2, E.2.h) ☐ NO ☐ YES

If "Yes", answer questions a - l. If "No", move on to Section 4.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may create a new water body.	D2b, D1h	☐	☐
b. The proposed action may result in an increase or decrease of over 10% or more than a 10 acre increase or decrease in the surface area of any body of water.	D2b	☐	☐
c. The proposed action may involve dredging more than 100 cubic yards of material from a wetland or water body.	D2a	☐	☐
d. The proposed action may involve construction within or adjoining a freshwater or tidal wetland, or in the bed or banks of any other water body.	E2h	☐	☐
e. The proposed action may create turbidity in a waterbody, either from upland erosion, runoff or by disturbing bottom sediments.	D2a, D2h	☐	☐
f. The proposed action may include construction of one or more intake(s) for withdrawal of water from surface water.	D2c	☐	☐
g. The proposed action may include construction of one or more outfall(s) for discharge of wastewater to surface water(s).	D2d	☐	☐
h. The proposed action may cause soil erosion, or otherwise create a source of stormwater discharge that may lead to siltation or other degradation of receiving water bodies.	D2e	☐	☐
i. The proposed action may affect the water quality of any water bodies within or downstream of the site of the proposed action.	E2h	☐	☐
j. The proposed action may involve the application of pesticides or herbicides in or around any water body.	D2q, E2h	☐	☐
k. The proposed action may require the construction of new, or expansion of existing, wastewater treatment facilities.	D1a, D2d	☐	☐

l. Other impacts: _____ _____		☐	☐

4. Impact on groundwater

The proposed action may result in new or additional use of ground water, or may have the potential to introduce contaminants to ground water or an aquifer. (See Part 1. D.2.a, D.2.c, D.2.d, D.2.p, D.2.q, D.2.t) ☐NO ☐YES

If "Yes", answer questions a - h. If "No", move on to Section 5.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may require new water supply wells, or create additional demand on supplies from existing water supply wells.	D2c	☐	☐
b. Water supply demand from the proposed action may exceed safe and sustainable withdrawal capacity rate of the local supply or aquifer. Cite Source: _____	D2c	☐	☐
c. The proposed action may allow or result in residential uses in areas without water and sewer services.	D1a, D2c	☐	☐
d. The proposed action may include or require wastewater discharged to groundwater.	D2d, E2l	☐	☐
e. The proposed action may result in the construction of water supply wells in locations where groundwater is, or is suspected to be, contaminated.	D2c, E1f, E1g, E1h	☐	☐
f. The proposed action may require the bulk storage of petroleum or chemical products over ground water or an aquifer.	D2p, E2l	☐	☐
g. The proposed action may involve the commercial application of pesticides within 100 feet of potable drinking water or irrigation sources.	E2h, D2q, E2l, D2c	☐	☐
h. Other impacts: _____ _____		☐	☐

5. Impact on Flooding

The proposed action may result in development on lands subject to flooding. (See Part 1. E.2) ☐NO ☐YES

If "Yes", answer questions a - g. If "No", move on to Section 6.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may result in development in a designated floodway.	E2i	☐	☐
b. The proposed action may result in development within a 100 year floodplain.	E2j	☐	☐
c. The proposed action may result in development within a 500 year floodplain.	E2k	☐	☐
d. The proposed action may result in, or require, modification of existing drainage patterns.	D2b, D2e	☐	☐
e. The proposed action may change flood water flows that contribute to flooding.	D2b, E2i, E2j, E2k	☐	☐
f. If there is a dam located on the site of the proposed action, is the dam in need of repair, or upgrade?	E1e	☐	☐

g. Other impacts: _____ _____		☐	☐

6. Impacts on Air

The proposed action may include a state regulated air emission source. ☐NO ☐YES
(See Part 1. D.2.f., D,2,h, D.2.g)
If "Yes", answer questions a - f. If "No", move on to Section 7.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. If the proposed action requires federal or state air emission permits, the action may also emit one or more greenhouse gases at or above the following levels:			
i. More than 1000 tons/year of carbon dioxide (CO_2)	D2g	☐	☐
ii. More than 3.5 tons/year of nitrous oxide (N_2O)	D2g	☐	☐
iii. More than 1000 tons/year of carbon equivalent of perfluorocarbons (PFCs)	D2g	☐	☐
iv. More than .045 tons/year of sulfur hexafluoride (SF_6)	D2g	☐	☐
v. More than 1000 tons/year of carbon dioxide equivalent of hydrochloroflourocarbons (HFCs) emissions	D2g	☐	☐
vi. 43 tons/year or more of methane	D2h	☐	☐
b. The proposed action may generate 10 tons/year or more of any one designated hazardous air pollutant, or 25 tons/year or more of any combination of such hazardous air pollutants.	D2g	☐	☐
c. The proposed action may require a state air registration, or may produce an emissions rate of total contaminants that may exceed 5 lbs. per hour, or may include a heat source capable of producing more than 10 million BTU's per hour.	D2f, D2g	☐	☐
d. The proposed action may reach 50% of any of the thresholds in "a" through "c", above.	D2g	☐	☐
e. The proposed action may result in the combustion or thermal treatment of more than 1 ton of refuse per hour.	D2s	☐	☐
f. Other impacts: _____ _____		☐	☐

7. Impact on Plants and Animals

The proposed action may result in a loss of flora or fauna. (See Part 1. E.2. m.-q.) ☐NO ☐YES
If "Yes", answer questions a - j. If "No", move on to Section 8.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may cause reduction in population or loss of individuals of any threatened or endangered species, as listed by New York State or the Federal government, that use the site, or are found on, over, or near the site.	E2o	☐	☐
b. The proposed action may result in a reduction or degradation of any habitat used by any rare, threatened or endangered species, as listed by New York State or the federal government.	E2o	☐	☐
c. The proposed action may cause reduction in population, or loss of individuals, of any species of special concern or conservation need, as listed by New York State or the Federal government, that use the site, or are found on, over, or near the site.	E2p	☐	☐
d. The proposed action may result in a reduction or degradation of any habitat used by any species of special concern and conservation need, as listed by New York State or the Federal government.	E2p	☐	☐

e. The proposed action may diminish the capacity of a registered National Natural Landmark to support the biological community it was established to protect.	E3c	☐	☐
f. The proposed action may result in the removal of, or ground disturbance in, any portion of a designated significant natural community. Source: _____	E2n	☐	☐
g. The proposed action may substantially interfere with nesting/breeding, foraging, or over-wintering habitat for the predominant species that occupy or use the project site.	E2m	☐	☐
h. The proposed action requires the conversion of more than 10 acres of forest, grassland or any other regionally or locally important habitat. Habitat type & information source: _____ _____	E1b	☐	☐
i. Proposed action (commercial, industrial or recreational projects, only) involves use of herbicides or pesticides.	D2q	☐	☐
j. Other impacts: _____ _____		☐	☐

8. Impact on Agricultural Resources

The proposed action may impact agricultural resources. (See Part 1. E.3.a. and b.) ☐ NO ☐ YES

If "Yes", answer questions a - h. If "No", move on to Section 9.

	Relevant Part I Question(s)	**No, or small impact may occur**	**Moderate to large impact may occur**
a. The proposed action may impact soil classified within soil group 1 through 4 of the NYS Land Classification System.	E2c, E3b	□	□
b. The proposed action may sever, cross or otherwise limit access to agricultural land (includes cropland, hayfields, pasture, vineyard, orchard, etc).	E1a, Elb	□	□
c. The proposed action may result in the excavation or compaction of the soil profile of active agricultural land.	E3b	□	□
d. The proposed action may irreversibly convert agricultural land to non-agricultural uses, either more than 2.5 acres if located in an Agricultural District, or more than 10 acres if not within an Agricultural District.	E1b, E3a	□	□
e. The proposed action may disrupt or prevent installation of an agricultural land management system.	El a, E1b	□	□
f. The proposed action may result, directly or indirectly, in increased development potential or pressure on farmland.	C2c, C3, D2c, D2d	□	□
g. The proposed project is not consistent with the adopted municipal Farmland Protection Plan.	C2c	□	□
h. Other impacts: _____		□	□

9. Impact on Aesthetic Resources

The land use of the proposed action are obviously different from, or are in sharp contrast to, current land use patterns between the proposed project and a scenic or aesthetic resource. (Part 1. E.1.a, E.1.b, E.3.h.) ☐ NO ☐ YES

If "Yes", answer questions a - g. If "No", go to Section 10.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. Proposed action may be visible from any officially designated federal, state, or local scenic or aesthetic resource.	E3h	☐	☐
b. The proposed action may result in the obstruction, elimination or significant screening of one or more officially designated scenic views.	E3h, C2b	☐	☐
c. The proposed action may be visible from publicly accessible vantage points: i. Seasonally (e.g., screened by summer foliage, but visible during other seasons) ii. Year round	E3h	☐ ☐	☐ ☐
d. The situation or activity in which viewers are engaged while viewing the proposed action is: i. Routine travel by residents, including travel to and from work ii. Recreational or tourism based activities	E3h E2q, E1c	☐ ☐	☐ ☐
e. The proposed action may cause a diminishment of the public enjoyment and appreciation of the designated aesthetic resource.	E3h	☐	☐
f. There are similar projects visible within the following distance of the proposed project: 0-1/2 mile ½ -3 mile 3-5 mile 5+ mile	D1a, E1a, D1f, D1g	☐	☐
g. Other impacts: _____ _____		☐	☐

10. Impact on Historic and Archeological Resources

The proposed action may occur in or adjacent to a historic or archaeological resource. (Part 1. E.3.e, f. and g.) ☐ NO ☐ YES

If "Yes", answer questions a - e. If "No", go to Section 11.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may occur wholly or partially within, or substantially contiguous to, any buildings, archaeological site or district which is listed on or has been nominated by the NYS Board of Historic Preservation for inclusion on the State or National Register of Historic Places.	E3e	☐	☐
b. The proposed action may occur wholly or partially within, or substantially contiguous to, an area designated as sensitive for archaeological sites on the NY State Historic Preservation Office (SHPO) archaeological site inventory.	E3f	☐	☐
c. The proposed action may occur wholly or partially within, or substantially contiguous to, an archaeological site not included on the NY SHPO inventory. Source: _____	E3g	☐	☐

d. Other impacts: _____ _____		☐	☐
e. If any of the above (a-d) are answered "Yes", continue with the following questions to help support conclusions in Part 3:			
i. The proposed action may result in the destruction or alteration of all or part of the site or property.	E3e, E3g, E3f	☐	☐
ii. The proposed action may result in the alteration of the property's setting or integrity.	E3e, E3f, E3g, E1a, E1b	☐	☐
iii. The proposed action may result in the introduction of visual elements which are out of character with the site or property, or may alter its setting.	E3e, E3f, E3g, E3h, C2, C3	☐	☐

11. Impact on Open Space and Recreation

The proposed action may result in a loss of recreational opportunities or a reduction of an open space resource as designated in any adopted municipal open space plan.
(See Part 1. C.2.c, E.1.c., E.2.q.)
If "Yes", answer questions a - e. If "No", go to Section 12.

☐ NO ☐ YES

	Relevant Part I Question(s)	**No, or small impact may occur**	**Moderate to large impact may occur**
a. The proposed action may result in an impairment of natural functions, or "ecosystem services", provided by an undeveloped area, including but not limited to stormwater storage, nutrient cycling, wildlife habitat.	D2e, E1b E2h, E2m, E2o, E2n, E2p	☐	☐
b. The proposed action may result in the loss of a current or future recreational resource.	C2a, E1c, C2c, E2q	☐	☐
c. The proposed action may eliminate open space or recreational resource in an area with few such resources.	C2a, C2c E1c, E2q	☐	☐
d. The proposed action may result in loss of an area now used informally by the community as an open space resource.	C2c, E1c	☐	☐
e. Other impacts: _____ _____		☐	☐

12. Impact on Critical Environmental Areas

The proposed action may be located within or adjacent to a critical environmental area (CEA). (See Part 1. E.3.d)
If "Yes", answer questions a - c. If "No", go to Section 13.

☐ NO ☐ YES

	Relevant Part I Question(s)	**No, or small impact may occur**	**Moderate to large impact may occur**
a. The proposed action may result in a reduction in the quantity of the resource or characteristic which was the basis for designation of the CEA.	E3d	☐	☐
b. The proposed action may result in a reduction in the quality of the resource or characteristic which was the basis for designation of the CEA.	E3d	☐	☐
c. Other impacts: _____ _____		☐	☐

13. Impact on Transportation

The proposed action may result in a change to existing transportation systems. ☐ NO ☐ YES
(See Part 1. D.2.j)
If "Yes", answer questions a - g. If "No", go to Section 14.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. Projected traffic increase may exceed capacity of existing road network.	D2j	☐	☐
b. The proposed action may result in the construction of paved parking area for 500 or more vehicles.	D2j	☐	☐
c. The proposed action will degrade existing transit access.	D2j	☐	☐
d. The proposed action will degrade existing pedestrian or bicycle accommodations.	D2j	☐	☐
e. The proposed action may alter the present pattern of movement of people or goods.	D2j	☐	☐
f. Other impacts: _____ _____		☐	☐

14. Impact on Energy

The proposed action may cause an increase in the use of any form of energy. ☐ NO ☐ YES
(See Part 1. D.2.k)
If "Yes", answer questions a - e. If "No", go to Section 15.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action will require a new, or an upgrade to an existing, substation.	D2k	☐	☐
b. The proposed action will require the creation or extension of an energy transmission or supply system to serve more than 50 single or two-family residences or to serve a commercial or industrial use.	D1f, D1q, D2k	☐	☐
c. The proposed action may utilize more than 2,500 MWhrs per year of electricity.	D2k	☐	☐
d. The proposed action may involve heating and/or cooling of more than 100,000 square feet of building area when completed.	D1g	☐	☐
e. Other Impacts: _____ _____		☐	☐

15. Impact on Noise, Odor, and Light

The proposed action may result in an increase in noise, odors, or outdoor lighting. ☐ NO ☐ YES
(See Part 1. D.2.m., n., and o.)
If "Yes", answer questions a - f. If "No", go to Section 16.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may produce sound above noise levels established by local regulation.	D2m	☐	☐
b. The proposed action may result in blasting within 1,500 feet of any residence, hospital, school, licensed day care center, or nursing home.	D2m, E1d	☐	☐
c. The proposed action may result in routine odors for more than one hour per day.	D2o	☐	☐

d. The proposed action may result in light shining onto adjoining properties.	D2n	☐	☐
e. The proposed action may result in lighting creating sky-glow brighter than existing area conditions.	D2n, E1a	☐	☐
f. Other impacts: _____ _____		☐	☐

16. Impact on Human Health

The proposed action may have an impact on human health from exposure to new or existing sources of contaminants. (See Part 1.D.2.q., E.1. d. f. g. and h.) ☐ NO ☐ YES

If "Yes", answer questions a - m. If "No", go to Section 17.

	Relevant Part I Question(s)	No,or small impact may cccur	Moderate to large impact may occur
a. The proposed action is located within 1500 feet of a school, hospital, licensed day care center, group home, nursing home or retirement community.	E1d	☐	☐
b. The site of the proposed action is currently undergoing remediation.	E1g, E1h	☐	☐
c. There is a completed emergency spill remediation, or a completed environmental site remediation on, or adjacent to, the site of the proposed action.	E1g, E1h	☐	☐
d. The site of the action is subject to an institutional control limiting the use of the property (e.g., easement or deed restriction).	E1g, E1h	☐	☐
e. The proposed action may affect institutional control measures that were put in place to ensure that the site remains protective of the environment and human health.	E1g, E1h	☐	☐
f. The proposed action has adequate control measures in place to ensure that future generation, treatment and/or disposal of hazardous wastes will be protective of the environment and human health.	D2t	☐	☐
g. The proposed action involves construction or modification of a solid waste management facility.	D2q, E1f	☐	☐
h. The proposed action may result in the unearthing of solid or hazardous waste.	D2q, E1f	☐	☐
i. The proposed action may result in an increase in the rate of disposal, or processing, of solid waste.	D2r, D2s	☐	☐
j. The proposed action may result in excavation or other disturbance within 2000 feet of a site used for the disposal of solid or hazardous waste.	E1f, E1g E1h	☐	☐
k. The proposed action may result in the migration of explosive gases from a landfill site to adjacent off site structures.	E1f, E1g	☐	☐
l. The proposed action may result in the release of contaminated leachate from the project site.	D2s, E1f, D2r	☐	☐
m. Other impacts: _____ _____		☐	☐

17. Consistency with Community Plans

The proposed action is not consistent with adopted land use plans. ☐ NO ☐ YES
(See Part 1. C.1, C.2. and C.3.)
If "Yes", answer questions a - h. If "No", go to Section 18.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action's land use components may be different from, or in sharp contrast to, current surrounding land use pattern(s).	C2, C3, D1a E1a, E1b	☐	☐
b. The proposed action will cause the permanent population of the city, town or village in which the project is located to grow by more than 5%.	C2	☐	☐
c. The proposed action is inconsistent with local land use plans or zoning regulations.	C2, C2, C3	☐	☐
d. The proposed action is inconsistent with any County plans, or other regional land use plans.	C2, C2	☐	☐
e. The proposed action may cause a change in the density of development that is not supported by existing infrastructure or is distant from existing infrastructure.	C3, D1c, D1d, D1f, D1d, Elb	☐	☐
f. The proposed action is located in an area characterized by low density development that will require new or expanded public infrastructure.	C4, D2c, D2d D2j	☐	☐
g. The proposed action may induce secondary development impacts (e.g., residential or commercial development not included in the proposed action)	C2a	☐	☐
h. Other: _____ _____		☐	☐

18. Consistency with Community Character

The proposed project is inconsistent with the existing community character. ☐ NO ☐ YES
(See Part 1. C.2, C.3, D.2, E.3)
If "Yes", answer questions a - g. If "No", proceed to Part 3.

	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may replace or eliminate existing facilities, structures, or areas of historic importance to the community.	E3e, E3f, E3g	☐	☐
b. The proposed action may create a demand for additional community services (e.g. schools, police and fire)	C4	☐	☐
c. The proposed action may displace affordable or low-income housing in an area where there is a shortage of such housing.	C2, C3, D1f D1g, E1a	☐	☐
d. The proposed action may interfere with the use or enjoyment of officially recognized or designated public resources.	C2, E3	☐	☐
e. The proposed action is inconsistent with the predominant architectural scale and character.	C2, C3	☐	☐
f. Proposed action is inconsistent with the character of the existing natural landscape.	C2, C3 E1a, E1b E2g, E2h	☐	☐
g. Other impacts: _____ _____		☐	☐

PRINT FULL FORM

Agency Use Only [IfApplicable]

Project :

Date :

Full Environmental Assessment Form
Part 3 - Evaluation of the Magnitude and Importance of Project Impacts
and
Determination of Significance

Part 3 provides the reasons in support of the determination of significance. The lead agency must complete Part 3 for every question in Part 2 where the impact has been identified as potentially moderate to large or where there is a need to explain why a particular element of the proposed action will not, or may, result in a significant adverse environmental impact.

Based on the analysis in Part 3, the lead agency must decide whether to require an environmental impact statement to further assess the proposed action or whether available information is sufficient for the lead agency to conclude that the proposed action will not have a significant adverse environmental impact. By completing the certification on the next page, the lead agency can complete its determination of significance.

Reasons Supporting This Determination:

To complete this section:

- Identify the impact based on the Part 2 responses and describe its magnitude. Magnitude considers factors such as severity, size or extent of an impact.
- Assess the importance of the impact. Importance relates to the geographic scope, duration, probability of the impact occurring, number of people affected by the impact and any additional environmental consequences if the impact were to occur.
- The assessment should take into consideration any design element or project changes.
- Repeat this process for each Part 2 question where the impact has been identified as potentially moderate to large or where there is a need to explain why a particular element of the proposed action will not, or may, result in a significant adverse environmental impact.
- Provide the reason(s) why the impact may, or will not, result in a significant adverse environmental impact
- For Conditional Negative Declarations identify the specific condition(s) imposed that will modify the proposed action so that no significant adverse environmental impacts will result.
- Attach additional sheets, as needed.

Determination of Significance - Type 1 and Unlisted Actions

SEQR Status: ☐ Type 1 ☐ Unlisted

Identify portions of EAF completed for this Project: ☐ Part 1 ☐ Part 2 ☐ Part 3

Upon review of the information recorded on this EAF, as noted, plus this additional support information

_____

_____

_____

and considering both the magnitude and importance of each identified potential impact, it is the conclusion of the _____ as lead agency that:

☐ A. This project will result in no significant adverse impacts on the environment, and, therefore, an environmental impact statement need not be prepared. Accordingly, this negative declaration is issued.

☐ B. Although this project could have a significant adverse impact on the environment, that impact will be avoided or substantially mitigated because of the following conditions which will be required by the lead agency:

_____

_____

_____

_____

There will, therefore, be no significant adverse impacts from the project as conditioned, and, therefore, this conditioned negative declaration is issued. A conditioned negative declaration may be used only for UNLISTED actions (see 6 NYCRR 617.d).

☐ C. This Project may result in one or more significant adverse impacts on the environment, and an environmental impact statement must be prepared to further assess the impact(s) and possible mitigation and to explore alternatives to avoid or reduce those impacts. Accordingly, this positive declaration is issued.

Name of Action:	
Name of Lead Agency:	
Name of Responsible Officer in Lead Agency:	
Title of Responsible Officer:	
Signature of Responsible Officer in Lead Agency:	Date:
Signature of Preparer (if different from Responsible Officer)	Date:

For Further Information:

Contact Person:

Address:

Telephone Number:

E-mail:

For Type 1 Actions and Conditioned Negative Declarations, a copy of this Notice is sent to:

Chief Executive Officer of the political subdivision in which the action will be principally located (e.g., Town / City / Village of)
Other involved agencies (if any)
Applicant (if any)
Environmental Notice Bulletin: http://www.dec.ny.gov/enb/enb.html

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BOSWELL ENGINEERING
ENGINEERS ■ SURVEYORS ■ PLANNERS ■ SCIENTISTS
EST. 1924
330 Phillips Avenue • P.O. Box 3152 • South Hackensack, N.J. 07606-1722 • (201) 641-0770 • Fax (201) 641-1831

January 9, 2017

Mr. Christopher Steers
Village Manager
Village of Port Chester
222 Grace Church Street
Port Chester, New York 10573

Re: Byram River Marina Bulkhead
Colony Grill Restaurant
Foundation Review
Village of Port Chester, New York
Our File No.: 15-192X

Dear Mr. Steers:

This office has reviewed the following documents relative to proposed construction of the Colony Grill Restaurant at the above referenced site:

- Copy of Plan titled "Floor Plan –Pile/Pile Cap Location Layout", prepared by McLaren Engineering Group.
- Calculations titled" Byram River Marina Bulkhead Rehabilitation Project Phase II, IIA and III- Design Computations for Typical Bulkhead Sections using PVC Sheet Piling", prepared by Vachris Engineering, dated 1999-2002.
- "Structural Design Narrative" for the Colony Grill Project- Village of Port Chester, prepared by McLaren Engineering Group, signed and sealed, dated 12/19/2016 (Rev. 01)

We have reviewed the above submittals as requested by the Village to assess whether there are any concerns regarding the proposed construction of the Colony Grill foundation with respect to the existing bulkhead infrastructure. The submittal was reviewed for the installation methodology proposed for the pile foundation, as well as, whether the design satisfactorily addresses the lateral loads transmitted through the piles. The submittal was also reviewed by our geotechnical subconsultant. Based on our review of the above referenced submission, we have the following comments on the project:

- The floor plan shows the layout of the proposed Colony Grill pile foundations with respect to the existing ties and deadmen from the adjacent bulkhead on the cove and Byram River sides. The deadmen on both sides extend beneath the proposed structure; and the proposed piles are shown immediately adjacent to the bulkhead ties and deadmen at numerous locations.

- The Structural Design Narrative provided the following information for evaluation:

    - Subsurface Investigation Report prepared by Melick-Tully and Associates, P.C., dated 9/9/11.
    - Computations for the loadings transmitted to the piles based on the required design loadings.
    - A description of the foundation design elements- materials and capacities.
    - A description of the installation methodology and monitoring criteria.
    - A sketch of the proposed foundation/slab concept.

- The proposed foundation design consists of an elevated reinforced concrete slab which will be supported by timber piles. The lateral loads from the building will be resisted by installing the perimeter piles on a batter. These battered piles will transfer the loads down to the supporting subgrade in axial compression to minimize any load transfer into the bulkhead.

- The narrative states that backfill will be used to elevate the slab outside the influence line of the deadmen as depicted in the concept sketch. However, as the slab is structural, therefore backfill should not be required, to further ensure that no surcharge load will be applied to the deadmen.

- The logs of the borings, specifically drilled for the proposed restaurant, show very dense/stiff materials that are likely to generate high resistance to pile driving; therefore vibration concerns are valid. The pile installation methodology proposes to predrill to a depth of 8 feet, and then complete the installation by driving to limit the amount of ground vibration. Monitoring of the driving operation is proposed to limit the vibration velocity level to .5in/sec. Limiting the vibration to this level is an appropriate threshold for the bulkhead infrastructure. Additional periodic survey of the bulkhead is also proposed to monitor for any movement during the pile foundation installation.

- The proposed pile foundation layout was also reviewed with respect to the proposed rehabilitation of the bulkhead along the cove. Based on our review, the pile locations do not prohibit installation of ties for the new bulkhead along this section.

Based on our review of the proposed Colony Grill foundation design, installation methodology, and monitoring program, it is my opinion the concerns with respect to the impact on the existing and proposed bulkhead infrastructure have been satisfactorily addressed.

Should you have any questions, please do not hesitate to contact me.

Very truly yours,

BOSWELL ENGINEERING

John R. Valentin, P.E.
Chief Structural Engineer

JRV/gk

BOSWELL EST. 1924 ENGINEERING

NEW YORK STATE OF OPPORTUNITY | Department of Environmental Conservation

Environmental Site Remediation Database Search Details

Site Record

Administrative Information

Site Name: Former MGP - Purdy & Traverse Avenues
Site Code: V00516
Program: Voluntary Cleanup Program
Classification: C
EPA ID Number:

Location

DEC Region: 3
Address: 10-14 Waterfront Place
City: Port Chester Zip: 10573-
County: Westchester
Latitude: 40.99748879
Longitude: -73.66348677
Site Type:
Estimated Size: 0.69 Acres

Institutional And Engineering Controls

Control Type:
Deed Restriction

Site Owner(s) and Operator(s)

Current On-Site Operator: G&S Port Chester Unit 2A, LLC
Stated Operator(s) Address: 211 East 43rd Street - 25th Floor
New York,NY 10017

Site Document Repository

Name: Port Chester Public Library
Address: 1 Haseco Avenue
Port Chester,NY 10573
Name: NYSDEC Region 3 Office
Address: 21 South Putt Corners Road
New Paltz,NY 12561

Site Description

Site Location: The former Port Chester manufactured gas plant (MGP) site is located in an urban portion of the Village of Port Chester, Westchester County, New York. The site is located at the southern most point of the Port Chester Marina Redevelopment Area. Site Features: The site has been remediated and redeveloped into a multi story commercial retail building which covers most of the site. Current Zoning/Use: The site building is currently occupied by Petco and other retailers. The site is zoned for commercial use. The site is bordered on the west by Waterfont Place (formerly Don Bosco Place), on the east by Traverse Avenue, on the south by Purdy Avenue, and on the north by a parking garage. The surrounding parcels are currently used for a combination of commercial and residential purposes. Historical Use: The site was historically utilized for the MGP operation from the 1860s to the 1880s. It was then used for a variety of commercial and industrial purposes (iron works, waste oil reclamation facility, mail distribution facility, office space, and warehouse space) until 2001. All buildings related to previous operations have been demolished and removed. The site enter the Voluntary Cleanup Program in 2002. A Site Investigation was completed in 2004 and remedial construction was substantially completed in 2006. The remedy included excavation of former MGP structures and coal tar contaminated soil/wastes. A deed restriction was placed on the site in 2010 which requires adherence to a Site Management Plan and Periodic Reviews. Site Geology and Hydrogeology: The site topography is relatively flat and the site is approximately 10 feet above sea level. Overburden soil consists of historic fill material which was placed in various stages in the late 1800's and early 1900's. The fill is approximately 4 to 6 feet thick and is underlain by natural silt and sands grading to weathered bedrock. Bedrock was encountered at depths of 12 to 20 feet. Shallow groundwater beneath the site generally occurs within sandy material at a depth of approximately 12 feet. The depth to water coincides roughly with the top of fractured weathered bedrock underlaying the site. There are limited tidal effects in the western most portion of the site.

Contaminants of Concern (Including Materials Disposed)

Contaminant Name/Type

coal tar

Site Environmental Assessment

Nature and Extent of Contamination: Remediation at the site is complete. The primary contaminants of concern prior to remediation volatile and semivolatile organic compounds associated with coal tar and other petroleum products. Remedial work conducted in 2005 and 2006 has removed the coal tar and coal tar contaminated soil. The new commercial building has a sub

slab vapor depressurization system installed to prevent vapor intrusion. The entire site is covered by a cap consisting of clean stone overlaid by concrete. A deed restriction and Site Management Plan are in place. Special Resources: The site is located in an urban area of the City of Port Chester. No special resources were identified.

Site Health Assessment

Contact with contaminated soils is not expected because the site is covered by buildings and pavement. Drinking contaminated groundwater is not likely since the area is supplied with public water. A sub-slab depressurization system has been installed in the on-site structure to prevent exposure to site contaminants potentially entering the buildings via soil vapor intrusion.

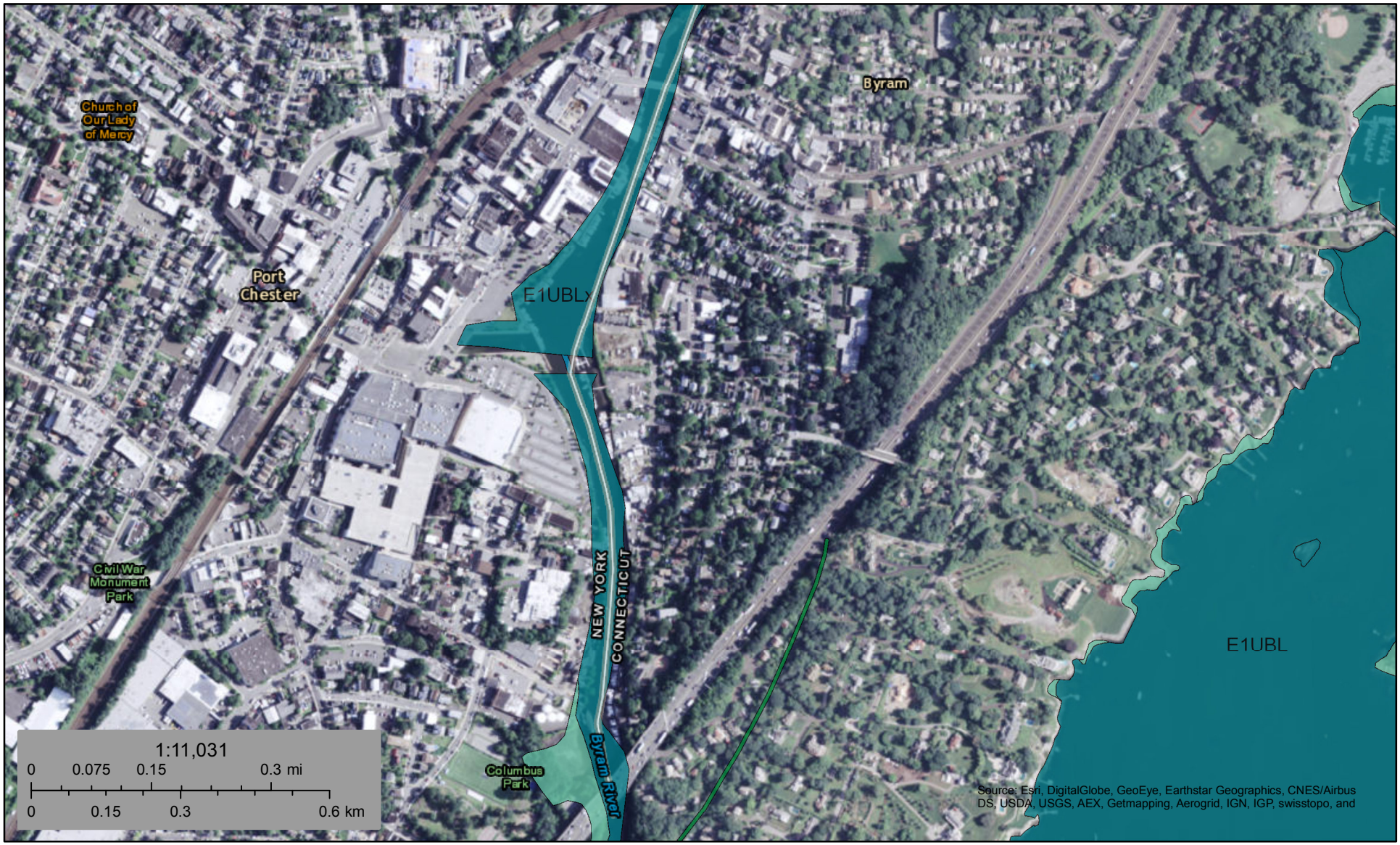
For more Information: E-mail Us

Refine This Search

U.S. Fish and Wildlife Service

National Wetlands Inventory

Downtown Port Chester Wetlands



June 7, 2016

- Estuarine and Marine Deepwater
- Estuarine and Marine Wetland
- Freshwater Emergent Wetland
- Freshwater Forested/Shrub Wetland
- Freshwater Pond
- Lake
- Other
- Riverine

This map is for general reference only. The US Fish and Wildlife Service is not responsible for the accuracy or currentness of the base data shown on this map. All wetlands related data should be used in accordance with the layer metadata found on the Wetlands Mapper web site.

REPORT
SUBSURFACE INVESTIGATION

PROPOSED RESTAURANT
PORT CHESTER, NEW YORK
G & S INVESTORS

September 9, 2011

Prepared By:
Melick-Tully and Associates, P.C.
117 Canal Road
South Bound Brook, NJ 08880
Tel: 732-356-3400 Fax: 732-356-9054

MTA Project No. 4134-009*1D

MELICK-TULLY AND ASSOCIATES, P.C.
GEOTECHNICAL ENGINEERS AND ENVIRONMENTAL CONSULTANTS

Principals:
RAYMOND J. TULLY, P.E.
EUGENE M. GALLAGHER JR., P.E.
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TODD E. HOROWITZ, P.E.
MARK R. DENNO, P.E.

Senior Associates:
RICHARD D. LEV, CPG
JAMES H. BEATTIE, P.E.

Associates:
CHRISTOPHER P. TANSEY, P.E.
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Consultants:
THOMAS E. TULLY, P.E.
CHARLES T. MELICK, P.E.
ROBERT J. VAN ORDEN, P.E.

September 9, 2011

G & S Investors
211 East 43rd Street
New York, New York 10017

Attention: Mr. John Faltings
Vice President of Development and Construction

Gentlemen:

Report
Subsurface Investigation
Proposed Restaurant
Port Chester, New York
G & S Investors

Introduction

This report presents the results of a subsurface investigation performed by Melick-Tully and Associates, P.C. (MTA) for a restaurant planned to be constructed in the Village of Port Chester, Westchester County, New York. The site is located east of Abendroth Avenue, to the north of its intersection with Westchester Avenue, as shown on the Site Location Map, Plate 1. This report was prepared in general accordance with our confirming proposal dated August 19, 2011.

Proposed Construction

An overall site plan provided to us of the entire retail development indicates that a 4,794 square foot restaurant will be constructed on a vacant parcel in the development. Details of the proposed construction have not been provided to us at this time. Site grading plans were not provided, but it is expected the building would be of slab-on-grade construction. Typically, structures of the type planned impose relatively light foundation and floor slab loads.

Purpose and Scope of Work

The purpose of our services was to:

1) explore the subsurface soil, rock and groundwater conditions within the approximate limits of the proposed building area;

2) estimate the relevant geotechnical engineering properties of the encountered materials;

3) evaluate the site foundation requirements considering the anticipated structural loads and encountered subsurface conditions;

4) recommend an appropriate type of foundation for support of the proposed structure and provide geotechnical-related foundation design and installation criteria, including an estimate of the Site Class as defined by the Building Code of New York State, 2010 Edition for seismic design purposes;

5) provide recommendations for the support and the need for subdrainage of the lowest level floor slab; and

6) discuss appropriate earthwork operations or considerations consistent with the proposed construction and encountered subsurface conditions.

To accomplish these purposes, a field exploration program consisting of three supervised test borings was performed. The borings were advanced utilizing truck-mounted, hollow-stem auger drilling equipment and extended to depths ranging from approximately 27 to 51 feet below the existing surface grades. The locations of the borings are shown on the Plot Plan, Plate 2.

Our representative located the explorations in the field utilizing the limited plans provided and existing site features, maintained continuous logs of the explorations as the work proceeded, and supervised the soil sampling procedures to develop the appropriate subsurface information. Detailed descriptions of the subsurface conditions encountered in the borings are shown on the individual Logs of Borings, Plates 3A through 3C. The soils were visually classified in general accordance with the Unified Soil Classification System described on Plate 4.

All soil samples obtained from the borings were brought to our office where they were further examined in our soil mechanics laboratory. Thirteen of the samples were subjected to laboratory testing consisting of natural moisture content tests and grain-size analyses to aid in their engineering classification. The results of the grain-size tests are presented on Plate 5, Gradation Curves. The results of the moisture content testing are presented on Plate 5 and on the appropriate boring logs.

The results of our field exploration and laboratory testing programs have provided the basis for our engineering analyses and design recommendations. The following discussions of our findings are subject to the limitations attached as an Appendix to this report.

Site Conditions

Surface Features: The site is currently a relatively open grass covered area bordered on the west by a paved automobile parking area and on the north and east sides by a bulkhead and the Byram River, and to the south by a bulkhead and a cove.

Detailed topographic information was not provided to us at the time of our study; however, our visual observations suggest that the site is relatively flat.

Subsurface Conditions: The results of the test borings indicate that the proposed restaurant area is underlain by the following generalized strata, listed in order of increasing depth:

1) Topsoil: A surficial layer of topsoil approximately four to six inches in thickness blanketed the site.

2) Fill: Fill materials consisting of silty sands containing varying amounts of cinders, brick, concrete and glass were encountered in all of the borings performed for this study. The fill extended to depths of approximately 10 to 16 feet below the existing surface grades.

3) Organic Silt: Below the surficial topsoil and fill materials, a layer of organic clayey silt was encountered. The organic silt layer was found to be soft to medium in consistency and ranged from approximately one to seven and

one-half feet in thickness. The organic soils extended to depths of approximately 17 to 20-1/2 feet below grade.

4) Silty Sand: The surficial fill and organic silts were in turn underlain by silty sands which extended to the completion depths in Borings No. 1 and 3 of approximately 27 to 46 feet below grade. The sandy materials ranged from loose to very dense in consistency. In Boring No. 2, the sandy materials were underlain by a layer of hard sandy silt encountered at a depth of 48 feet below grade, extending to the completion depth in Boring No. 2 of 51 feet - 2 inches.

Groundwater was observed in the explorations at the time of our study at depths of approximately ten feet below the existing surface grades.

Conclusions and Recommendations

General: Based on the results of our study, it is our opinion that:

1) The existing fill and underlying soft organic silts are not suitable for support of foundations or floor slabs of the restaurant. The unsuitable fill and soft organic soils were found to extend to depths of approximately 17 to 20-1/2 feet below grade. Groundwater was encountered at approximately ten feet. Consequently, excavation and replacement of the unsuitable materials does not appear to be a feasible alternative for site development. We recommend that the building foundation and floor slab be supported on a deep pile foundation system.

2) In our opinion, treated timber piles which derive their support from the loose to very dense sands would be the most economical pile type. We estimate piles could achieve vertical capacities of 25 tons per pile in the sands.

Detailed discussions of these and other items considered relevant to the proposed construction are discussed in subsequent sections of this report.

Site Preparation and Earthwork: Detailed site grading plans have not been developed at this time. Based on our visual observations of the adjacent improvements including sidewalks and parking areas, we believe that the finished floor of the proposed structure would probably be established at or relatively close to the existing surface grades. Consequently, site preparation will be minimal for the proposed building.

Prior to pile driving, existing utilities should be located and removed from below the proposed structure. Our conversations with your representative indicated no utilities were present within the existing building footprint; however, tie-backs for the sheeting present on the river and cove sides which abut both sides of the property are present. We recommend the as-built condition be determined to confirm that any tie-backs and "dead men" that are present do not interfere with the building footprint and will not be damaged by pile installation. We believe that the in-place fill will generally provide temporary support for pile driving equipment.

Any fill required in the building should consist of granular materials with a maximum particle size of four inches that can be compacted to a relatively dense condition and support construction and pile driving equipment.

Pile Foundation System: Both the structure and floor slab of the proposed restaurant should be supported by a pile foundation system deriving its support from the loose to medium dense silty sands encountered at depths of approximately 17 to 20-1/2 feet below the existing surface grades.

In our opinion, eight-inch minimum tip diameter treated timber piles could be developed for allowable vertical capacities of 25 tons per pile on the sands at depths of 30 to 40 feet below the existing surface grades. The piles should confirm to the ASTM D-25 specifications for the physical properties of the piles and the AWPA C-3 specifications for pressure treatment. We recommend that several test piles be driven throughout the building area prior to commencement of the production pile driving operations to determine the actual pile lengths. However, delivering the proper length piles to the site should be the sole responsibility of the contractor.

The piles should be driven to a tip resistance required by the Modified Engineering News Formula using a fixed-lead pile driving rig and a single-acting hammer which delivers a minimum rated energy of 15,000 foot pounds per blow. We recommend that the required resistance be

maintained for twelve consecutive inches, or until refusal is met. Refusal may be determined as a resistance of twice the driving resistance. Care should be exercised not to overdrive the piles to help minimize damage to the piles. All driving operations should be observed by a geotechnical engineer from MTA to confirm that the piles extend to the design bearing strata and are driven to the required driving resistance.

During the drilling operations, some brick, concrete and other debris were observed within the fill materials. Very dense layers were also encountered in the fill. If obstructions are present in the fill or very dense fill is encountered, spudding, pre-excavation and/or pre-drilling should be performed by the contractor as necessary to advance the timber piles through the existing fill to avoid damaging the piles.

The New York State Building Code does not require load testing for piles designed for gross vertical capacities of less than 40 tons per pile that are driven to the resistance of an approved driving formula. Provided the piles are installed in accordance with our recommendations, it is our opinion that load testing is not necessary to verify the pile capacity.

We estimate post-construction settlement of piles designed and installed in accordance with our recommendations would be on the order of one inch, or less.

Lateral Loads: Timber piles driven in accordance with our recommendations could be designed to resist lateral loads of one ton per pile. If greater lateral loads are required, batter piles may be necessary.

Lateral loads can also be resisted by passive pressures on the pile caps. All backfill adjacent to the pile caps should consist of approved granular soils placed and compacted to 95 percent of their ASTM D-1557 maximum dry density.

Floor Slab: It is our opinion that the floor slab should be structurally supported by treated timber piles designed and installed as described above.

Seismic Design Criteria: The subsurface conditions encountered in the borings performed for this study indicate that the site would be considered a Site Class "D".

Detailed grading plans were not provided to us at the time of our study. If the site grades are to be raised, down drag forces should be considered due to the compression of the fill and organic soils resulting from the weight of the fill placed. We recommend MTA be provided with final grading plans to determine if down drag allowance is required.

Please contact us if you have any questions regarding this report.

The following Plates and Appendix are attached and complete this report.

Plate 1 – Site Location Map
Plate 2 – Plot Plan
Plates 3A through 3C – Logs of Borings
Plate 4 – Unified Soil Classification System
Plate 5 – Gradation Curves
Appendix – Limitations

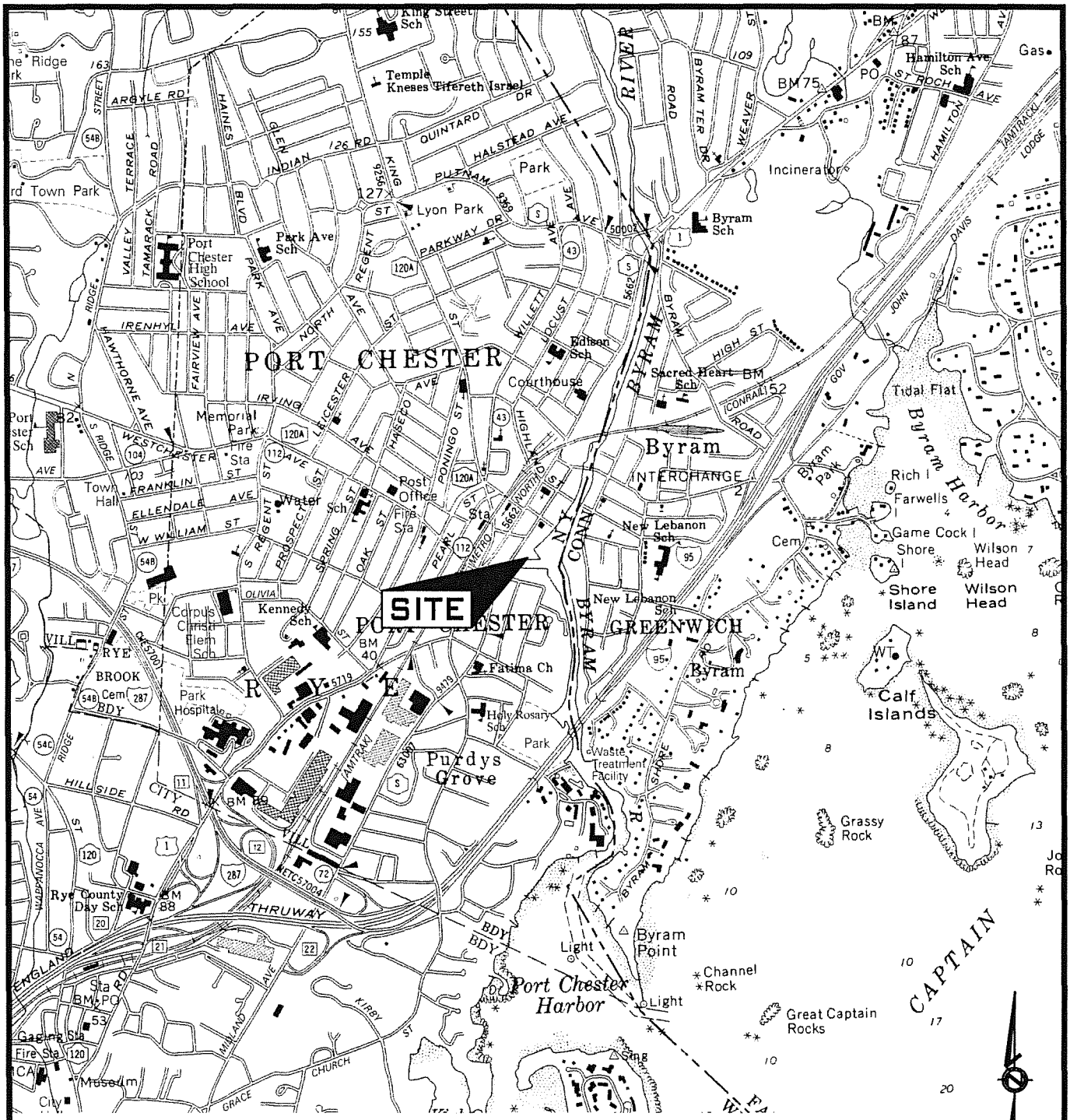
Respectfully submitted,

MELICK-TULLY and ASSOCIATES, P.C.

James H. Beattie, P.E.
Senior Associate

Eugene M. Gallagher, Jr., P.E.
Vice President

JHB:EMG/mh
4134-009*1D
(3 copies submitted)



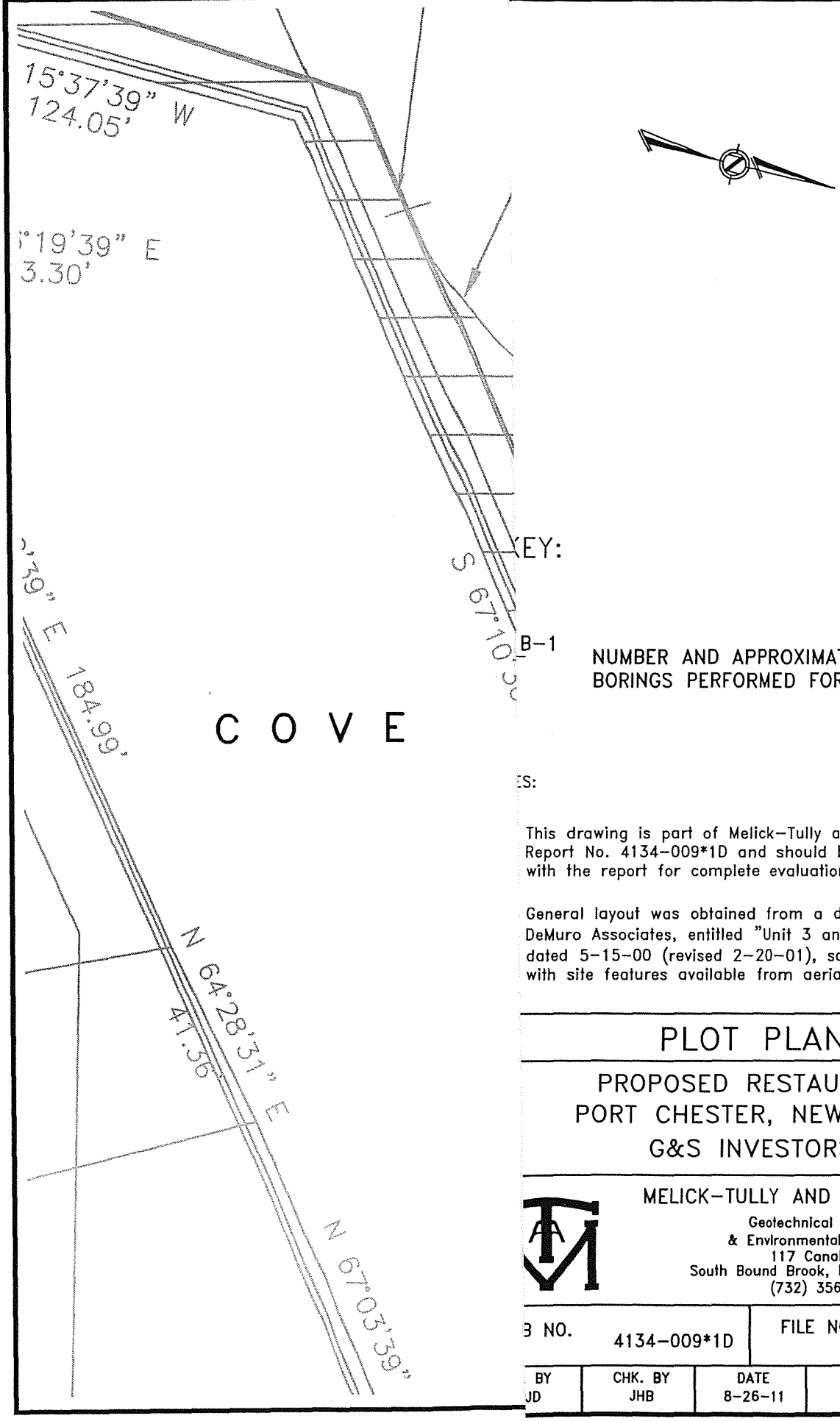
FROM: The New York State GIS Clearing House wedsite, Raster Map section for Westchester County (http://www.nysgis.state.ny.us/gisdata/quads/drg24/index.htm).

MELICK–TULLY AND ASSOCIATES, P.C.
Geotechnical Engineers
& Environmental Consultants
117 Canal Road
South Bound Brook, New Jersey 08880
(732) 356–3400

SITE LOCATION MAP

PROPOSED RESTAURANT
PORT CHESTER, NEW YORK
G&S INVESTORS

JOB NO.	FILE NO.	DR. BY	CHK. BY	DATE	SCALE	PLATE
4134–009*1D	25079	VJD	JHB	8–26–11	1"=2,000'	1



KEY:

B-1 NUMBER AND APPROXIMATE LOCATION OF BORINGS PERFORMED FOR THIS STUDY

ES:

This drawing is part of Melick-Tully and Associates, P.C. Report No. 4134-009*1D and should be read together with the report for complete evaluation.

General layout was obtained from a drawing prepared by DeMuro Associates, entitled "Unit 3 and Waterfront Survey" dated 5-15-00 (revised 2-20-01), scale 1"=30', and with site features available from aerial photo.

PLOT PLAN

PROPOSED RESTAURANT
PORT CHESTER, NEW YORK
G&S INVESTORS

MELICK-TULLY AND ASSOCIATES, P.C.
Geotechnical Engineers
& Environmental Consultants
117 Canal Road
South Bound Brook, New Jersey 08880
(732) 356-3400

B NO. 4134-009*1D	FILE NO. 25079			
BY JD	CHK. BY JHB	DATE 8-26-11	SCALE 1"=30'	PLATE 2

LOG OF BORING

BORING NO. 1

COMPLETION DATE: 8/19/11 | SURFACE ELEVATION: N/A | WATER LEVEL: 10'

JOB NUMBER: 4134-009*1D | READING DATE: 8/19/11

DEPTH (ft.)	SAMPLES	N-VALUE	MOISTURE CONTENT (%)	SYMBOL	DESCRIPTION	DEPTH (ft.)
	S1	45	9.1		4" Topsoil FILL - Dark brown fine to coarse sand, some silt, little fine to coarse gravel, some brick, glass and cinders	
	S2	120	20.3			
5	S3	23			FILL - Dark gray fine to medium sand, little silt, trace ceramic fragments	5
	S4	21				
10	S5	23			FILL - Black fine to medium sand, trace to little silt	10
	S6	3	67.6			
15	S7	5	114.3	OH	Black organic clayey silt, with roots (wet)(medium)	15
				SP/SM	Gray fine to medium sand, trace silt, trace fine gravel (wet)(dense)	
20	S8	31	20.7			20
				SM	Light brown micaceous fine sand, some silt (wet)(loose to medium dense)	
25	S9	9				25
30						30

NOTES FOR COLUMNS:
1. SAMPLE AT AVERAGE SAMPLING DEPTH
2. INDICATES THE NUMBER OF BLOWS TO ADVANCE A 2" OD SAMPLER A DISTANCE OF 12 INCHES USING A 140 POUND WEIGHT FALLING 30 INCHES

SOIL DESCRIPTION MODIFIERS:
TRACE 0 - 10%
LITTLE 10 - 20%
SOME 20 - 35%
AND OVER 35%

Typist/Date: jhb/mh 8/11

MELICK-TULLY AND ASSOCIATES, P.C.
Geotechnical Engineers and Environmental Consultants

LOG OF BORING

BORING NO. 1

COMPLETION DATE: 8/19/11 | SURFACE ELEVATION: N/A | WATER LEVEL: 10'

JOB NUMBER: 4134-009*1D | READING DATE: 8/19/11

DEPTH (ft.)	SAMPLES	N-VALUE	MOISTURE CONTENT (%)	SYMBOL	DESCRIPTION	DEPTH (ft.)
	S10	24			Light brown micaceous fine sand, some silt (wet)(loose to medium dense)	
35	S11	8	30.1	SM		35
	S12	25				
40	S13	25				40
				SM	Gray fine sand, little silt, little fine to coarse gravel (wet)(very dense)	
45	S14	60/3"				45
50					Boring completed @ 45'-9" Groundwater encountered @ 10'	50
55						55
60						60

NOTES FOR COLUMNS:
1. SAMPLE AT AVERAGE SAMPLING DEPTH
2. INDICATES THE NUMBER OF BLOWS TO ADVANCE A 2" OD SAMPLER A DISTANCE OF 12 INCHES USING A 140 POUND WEIGHT FALLING 30 INCHES

SOIL DESCRIPTION MODIFIERS:
TRACE 0 - 10%
LITTLE 10 - 20%
SOME 20 - 35%
AND OVER 35%

Typist/Date: jhb/mh 8/11

Sheet: 2 of 2 PLATE: 3A

MELICK-TULLY AND ASSOCIATES, P.C.
Geotechnical Engineers and Environmental Consultants

LOG OF BORING

BORING NO. 2

COMPLETION DATE: 8/19/11 | SURFACE ELEVATION: N/A | WATER LEVEL: 10'

JOB NUMBER: 4134-009*1D | READING DATE: 8/19/11

DEPTH (ft.)	SAMPLES	N-VALUE	MOISTURE CONTENT (%)	SYMBOL	DESCRIPTION	DEPTH (ft.)
	S1	40			6" Topsoil FILL - Black fine to coarse sand, some silt, little fine gravel, some cinders	
	S2	95	13.5			
5	S3	90				5
	S4	26			FILL - Black fine to coarse sand, and silt, trace fine gravel	
10	S5	3	62.8		Black organic clayey silt, little to some fine to medium sand, with peat and roots (wet)(soft)	10
	S6	4	89.6	OH		
15	S7	5			- (medium)	15
	S8	55	23.8		Gray fine to medium sand, and silt, some fine to coarse gravel (wet)(very dense)	
20	S9	43	38.0	SM		20
25	S10	10	26.1	SM	Brown-gray fine to medium sand, little silt, trace fine gravel (wet)(medium dense)	25
30						30

NOTES FOR COLUMNS:
1. SAMPLE AT AVERAGE SAMPLING DEPTH
2. INDICATES THE NUMBER OF BLOWS TO ADVANCE A 2" OD SAMPLER A DISTANCE OF 12 INCHES USING A 140 POUND WEIGHT FALLING 30 INCHES

SOIL DESCRIPTION MODIFIERS:
TRACE 0 - 10%
LITTLE 10 - 20%
SOME 20 - 35%
AND OVER 35%

Typist/Date: jhb/mh 8/11

MELICK-TULLY AND ASSOCIATES, P.C.
Geotechnical Engineers and Environmental Consultants

LOG OF BORING

BORING NO. 2

COMPLETION DATE: 8/19/11 | SURFACE ELEVATION: N/A | WATER LEVEL: 10'

JOB NUMBER: 4134-009*1D | READING DATE: 8/19/11

DEPTH (ft.)	SAMPLES	N-VALUE	MOISTURE CONTENT (%)	SYMBOL	DESCRIPTION	DEPTH (ft.)
	S11	12		SM	Brown micaceous fine sand, some silt (wet)(medium dense)	
35	S12	13				35
40	S13	6	26.7			40
45						45
50	S14	77/8"		ML	Gray silt, and fine to coarse sand, trace fine gravel (wet)(hard)	50
55					Boring completed @ 51'-2" Groundwater encountered @ 10'	55
60						60

NOTES FOR COLUMNS:
1. SAMPLE AT AVERAGE SAMPLING DEPTH
2. INDICATES THE NUMBER OF BLOWS TO ADVANCE A 2" OD SAMPLER A DISTANCE OF 12 INCHES USING A 140 POUND WEIGHT FALLING 30 INCHES

SOIL DESCRIPTION MODIFIERS:
TRACE 0 - 10%
LITTLE 10 - 20%
SOME 20 - 35%
AND OVER 35%

Typist/Date: jhb/mh 8/11

MELICK-TULLY AND ASSOCIATES, P.C.
Geotechnical Engineers and Environmental Consultants

LOG OF BORING

BORING NO. 3

COMPLETION DATE: 8/19/11 | SURFACE ELEVATION: N/A | WATER LEVEL: 10'

JOB NUMBER: 4134-009*1D | READING DATE: 8/19/11

DEPTH (ft.)	SAMPLES	N-VALUE	MOISTURE CONTENT (%)	SYMBOL	DESCRIPTION	DEPTH (ft.)
					6" Topsoil	
	S1	70			FILL - Brown fine to coarse sand, little silt, little fine gravel, little cinders	
5	S2	48				5
					FILL - Gray fine to coarse sand, and silt, little fine to coarse gravel	
10	S3	2				10
	S4	29			Black organic clayey silt, little fine to coarse sand, trace roots, and organic peat (wet)(soft to stiff)	
15	S5	5		OH		15
		10				
20	S6	29		SM	Gray fine to coarse sand, little silt, some fine to coarse gravel (wet)(medium dense)	20
25	S7	14		SM	Brown micaceous fine sand, some silt, trace fine gravel (wet)(medium dense)	25
					Boring completed @ 27'	
30					Groundwater encountered @ 10'	30

NOTES FOR COLUMNS:
1. SAMPLE AT AVERAGE SAMPLING DEPTH
2. INDICATES THE NUMBER OF BLOWS TO ADVANCE A 2" OD SAMPLER A DISTANCE OF 12 INCHES USING A 140 POUND WEIGHT FALLING 30 INCHES

SOIL DESCRIPTION MODIFIERS:
TRACE 0 - 10%
LITTLE 10 - 20%
SOME 20 - 35%
AND OVER 35%

Typist/Date: jhb/mh 8/11

Sheet: 1 of 1 PLATE: 3C

MELICK-TULLY AND ASSOCIATES, P.C.
Geotechnical Engineers and Environmental Consultants

MAJOR DIVISIONS			LETTER SYMBOL	TYPICAL DESCRIPTIONS
COARSE GRAINED SOILS More than 50% of material is LARGER than No. 200 Sieve	GRAVEL & GRAVELLY SOILS More than 50% of coarse fraction RETAINED on No. 4 Sieve	CLEAN GRAVELS (Little or no fines)	GW	Well-graded gravels, gravel-sand mixtures, little or no fines.
			GP	Poorly-graded gravels, gravel-sand mixtures, little or no fines
		GRAVELS WITH FINES (Appreciable amount of fines)	GM	Silty gravels, gravel-sand-silt mixtures.
			GC	Clayey gravels, gravel-sand-clay mixtures.
	SAND AND SANDY SOILS More than 50% of coarse fraction PASSING a No. 4 Sieve	CLEAN SAND (Little or no fines)	SW	Well-graded sands, gravelly sands, little or no fines.
			SP	Poorly-graded sands, gravelly sands, little or no fines.
		SANDS WITH FINES (Appreciable amount of fines)	SM	Silty sands, sand-silt mixtures
			SC	Clayey sands, sand-clay mixtures.
FINE GRAINED SOILS More than 50% of material is SMALLER than No. 200 Sieve.	SILTS AND CLAYS Liquid limit LESS than 50		ML	Inorganic silts and very fine sands, rock flour, silty or clayey fine sands or clayey silts with slight plasticity.
			CL	Inorganic clays of low to medium plasticity, gravelly clays, sandy clays, silty clays, lean clays.
			OL	Organic silts and organic silty clays of low plasticity.
	SILTS AND CLAYS Liquid limit GREATER than 50		MH	Inorganic silts, micaceous or diatomaceous fine sand or silty soils.
			CH	Inorganic clays of high plasticity, fat clays.
			OH	Organic clays of medium to high plasticity, organic silts.
HIGHLY ORGANIC SOILS			PT	Peat, humus, swamp soils with high organic contents

NOTE: DUAL SYMBOLS ARE USED TO INDICATE BORDERLINE SOIL CLASSIFICATIONS.

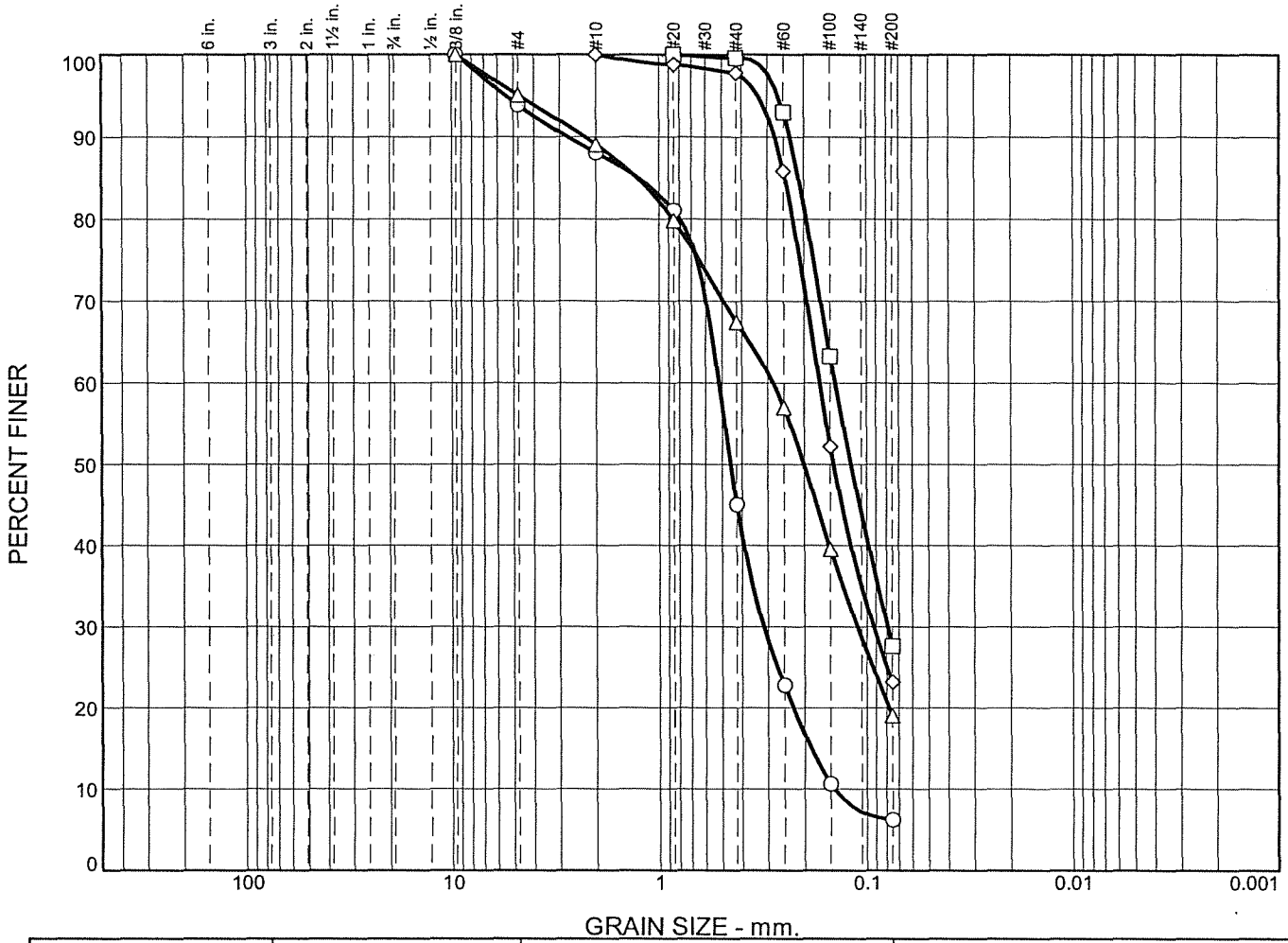
GRADATION*		COMPACTNESS* sand and/or gravel		CONSISTENCY* clay and/or silt	
% Finer by Weight		Relative Density		Range of Shearing Strength in Pounds per Square Foot	
Trace	0% to 10%	Loose	0% to 40%	Very Soft	less than 250
Little	10% to 20%	Medium Dense	40% to 70%	Soft	250 to 500
Some	20% to 35%	Dense	70% to 90%	Medium	500 to 1000
And	35% to 50%	Very Dense	90% to 100%	Stiff	1000 to 2000
				Very Stiff	2000 to 4000
				Hard	Greater than 4000

**Values are from laboratory or field test data, where applicable. When no testing was performed, values are estimated.*

UNIFIED SOIL CLASSIFICATION SYSTEM

SOIL CLASSIFICATION CHART

Gradation Curve(s)



	% Cobbles	% Gravel		% Sand			% Fines
		Coarse	Fine	Coarse	Medium	Fine	
○	0.0	0.0	6.1	5.8	43.0	38.9	6.2
□	0.0	0.0	0.0	0.0	0.4	72.0	27.6
△	0.0	0.0	4.9	6.0	21.7	48.4	19.0
◇	0.0	0.0	0.0	0.0	2.2	74.6	23.2

SOIL DATA

SYMBOL	SOURCE	SAMPLE NO.	DEPTH (ft.)	Material Description	USCS
○	B-1	S-8	20-22	Fine to medium Sand, trace Silt, trace fine Gravel. (MC=20.7%)	SP-SM
□	B-1	S-11	35-37	Micaceous fine Sand, some Silt. (MC=30.1%)	SM
△	B-2	S-10	25-27	Fine to medium Sand, little Silt, trace fine Gravel. (MC=26.1%)	SM
◇	B-2	S-13	40-42	Micaceous fine Sand, some Silt. (MC=26.7%)	SM

Melick-Tully & Associates, P.C.

South Bound Brook, NJ

Client: G&S Investors

Project:

Project No.: 4134-009

Plate 5

APPENDIX

APPENDIX

Limitations

A. Subsurface Information

Locations: The locations of the explorations were approximately determined by tape measurement from a plan entitled "Unit 3 and Waterfront Survey" prepared by DeMuro Associates dated May 15, 2000, as well as existing site features. Elevations of the explorations were not available. The locations of the explorations should be considered accurate only to the degree implied by the method used.

Interface of Strata: The stratification lines shown on the individual logs of the subsurface explorations represent the approximate boundaries between soil types, and the transitions may be gradual.

Field Logs/Final Logs: A field log was prepared for each exploration by a member of our staff. The field log contains factual information and interpretation of the soil conditions between samples. Our recommendations are based on the final logs as shown in this report and the information contained therein, and not on the field logs. The final logs represent our interpretation of the contents of the field logs, and the results of the laboratory observations and/or tests of the field samples.

Water Levels: Water level readings have been made in the explorations at times and under conditions stated on the individual logs. These data have been reviewed and interpretations made in the text of this report. However, it must be noted that fluctuations in the level of the groundwater will occur due to variations in rainfall, tides, temperature, and other factors.

Pollution/Contamination: Unless specifically indicated to the contrary in this report, the scope of our services was limited only to investigation and evaluation of the geotechnical engineering aspects of the site conditions, and did not include any consideration of potential site pollution or contamination resulting from the presence of chemicals, metals, radioactive elements, etc. This report offers no facts or opinions related to potential pollution/contamination of the site.

Environmental Considerations: Unless specifically indicated to the contrary in this report, this report does not address environmental considerations which may affect the site development, e.g., wetlands determinations, flora and fauna, wildlife, etc. The conclusions and recommendations of this report are not intended to supersede any environmental conditions which should be reflected in the site planning.

B. Applicability of Report

This report has been prepared in accordance with generally accepted soils and foundation engineering practices for the exclusive use of G&S Investors for specific application to the design of the proposed restaurant. No other warranty, expressed or implied, is made.

This report may be referred to in the project specifications for general information purposes only, but should not be used as the technical specifications for the work, as it was prepared for design purposes exclusively.

C. Reinterpretation of Recommendations

Change in Location or Nature of Facilities: In the event that any changes in the nature, design or location of the facilities are planned, the conclusions and recommendations contained in this report shall not be considered valid unless the changes are reviewed and conclusions of this report modified or verified in writing.

Changed Conditions During Construction: The analyses and recommendations submitted in this report are based in part upon the data obtained from three widely-spaced test borings performed for this study. The nature and extent of variations between the explorations may not become evident until construction. If variations then appear evident, it will be necessary to reevaluate the recommendations of this report.

Changes in State-of-the-Art: The conclusions and recommendations contained in this report are based upon the applicable standards of our profession at the time this report was prepared.

D. Use of Report by Prospective Bidders

This soil and foundation engineering report was prepared for the project by Melick-Tully and Associates, P.C. for design purposes and may not be sufficient to prepare an accurate bid. Contractors utilizing the information in the report should do so with the express understanding that its scope was developed to address design considerations. Prospective bidders should obtain the owner's permission to perform whatever additional explorations or data gathering they deem necessary to prepare their bid accurately.

E. Construction Observation

We recommend that Melick-Tully and Associates, P.C. be retained to provide on-site soils engineering services during the earthwork construction and foundation phases of the work. This is to observe compliance with the design concepts and to allow changes in the event that subsurface conditions differ from those anticipated prior to the start of construction.

Village of Port Chester
Building Department
222 Grace Church Street, Room 100
Port Chester, New York 10573

FLOODPLAIN DEVELOPMENT PERMIT APPLICATION

Expiration Date: _____ ISUUED WITH BUILDING PERMIT #_____

SECTION 1: PROPOSED DEVELOPMENT (To be completed by **APPLICANT**)

OWNER/AGENT: John Falzinos - G&S Port Chester Retail I LLC TELEPHONE: 212-286-3300

ADDRESS 211 E 43rd St 25th Floor N.Y. N.Y. 10017

CONTRACTOR: G&S Port Chester Retail I LLC. TELEPHONE: SAME AS ABOVE

ADDRESS SAME AS ABOVE

ENGINEER: LANGAN

ADDRESS 300 Kimball Drive Parsippany N.J. 07054

PROJECT LOCATION: MARINA LOT @ ABENDROTH AVE TM# _____

DESCRIPTION OF WORK (Check all applicable boxes):

A. STRUCTURAL DEVELOPMENT ESTIMATED COST OF PROJECT $ 5460

ACTIVITY	STRUCTURE TYPE
G New Structure	G Residential (1-4 Family)
G Addition	G Residential (More than 4 Family)
G Alteration	G Non-residential (Floodproofing? G Yes)
G Relocation	G Combined Use (Residential & Commercial)
G Demolition	G Manufactured (Mobile) Home
G Replacement	(In Manufactured Home Park? G Yes G No)

B. OTHER DEVELOPMENT ACTIVITIES:

G Fill G Mining G Drilling G Grading

✓ G Excavation (Except for Structural Development Checked Above)

G Watercourse Alteration (Including Dredging and Channel Modifications)

G Drainage Improvements (Including Culvert Work), Stormwater Control Structures or Ponds

G Road, Street or Bridge Construction

G Subdivision (New or Expansion)

G Individual Water or Sewer System

Village of Port Chester
Building Department
222 Grace Church Street, Room 100
Port Chester, New York 10573

G Other (Please Specify)_____

SECTION 2: GENERAL PROVISIONS (Owner/Agent to read and sign):

1. No work may start until a permit is issued.
2. The permit may be revoked if any false statements are made herein.
3. If revoked, all work must cease until permit is re-issued.
4. Development shall not be used or occupied until a Certificate of Compliance is issued.
5. The permit is invalid if no work is commenced within six months of issuance, and expires 2 years from date of issuance.
6. Applicant is hereby informed that other permits may be required to fulfill local, state and federal regulatory requirements.
7. Applicant hereby gives consent to the Floodplain Administrator or his/her representative to make reasonable inspections required to verify compliance.
8. I, am the owner/agent, certify that all statements herein and in attachments to this application are, to the best of my knowledge, true and accurate and in compliance with the Cod of Port Chester Chapter 181, Flood Damage Prevention Law.

(Owner/Agent Signature)_____ DATE 9-23-16

SECTION 3: ADDITIONAL INFORMATION REQUIRED (To be completed by the Floodplain Administrator)

The applicant must submit the documents checked below before the application can be processed:

G A site plan showing the location of all existing structures, water bodies, adjacent roads, lot dimensions and proposed development.

G Development plans and specifications, drawn to scale, including where applicable: details for anchoring structures, proposed elevation of lowest floor (including basement), types of water resistant materials used below the first floor, details of floodproofing of utilities located below the first floor, details of enclosures below the first floor, openings in foundation for entry and exit of floodwaters.
Other_____

G Elevation Certificate

G Subdivision or other development plans (If the subdivision or other development exceeds 50 lots or 5 acres, whichever is the lesser, the applicant must provide 100-year flood elevations if they are not otherwise available).

G Plans showing the watercourse location, proposed relocations, Floodway location.

G Topographic information showing existing and proposed grades, location of all proposed fill.

G Top of new fill elevation _____Ft. G NGVD 1929/ G NAVD 1988 (MSL)

G PE Certification of Soil Compaction

G Floodproofing protection level (non-residential only) ____ G NGVD 1929/ G NAVD 1988 (MSL)
For floodproofed structures, applicant must attach certification from registered engineer or architect.

Village of Port Chester
Building Department
222 Grace Church Street, Room 100
Port Chester, New York 10573

G Other: _____

SECTION 4: FLOODPLAIN DETERMINATION (To be completed by Floodplain Administrator)

The proposed development is located on FIRM Panel No._____, Dated_____.

The Proposed Development:

G The proposed development is reasonably safe from flooding. Entire property is in Zone B, C or X.

G The proposed development is in adjacent to a flood prone area.
100-Year flood elevation at the site is:
_____Ft. G NGVD 1929/ G NAVD 1988 (MSL) G Unavailable

SECTION 5: PERMIT DETERMINATION (To be completed by Floodplain Administrator

I have determined that the proposed activity: A. G Is
B. G Is not
in conformance with provisions of Local Law #_____, (yr)_____. This permit is herby issued subject to the conditions attached to and made part of this permit.

If BOX A is checked, the Local Administrator may issue a Development Permit upon payment of designated fee.
If BOX B is checked, the Local Administrator will provide a written summary of deficiencies. Applicant may revise and resubmit an application to the Local Administrator or may request a hearing from the Board of Appeals.

Expiration Date: _____ APPLICATION #_____

SIGNED: _____ DATE:_____
Floodplain Administrator

Chapter 181-11 Flood Development Fee $250.00

APPEALS: Appealed to Board of Appeals? G Yes G No
Hearing date:_____
Appeals Board Decision --- Approved? G Yes G No

Conditions: _____

_____

_____

Village of Port Chester
Building Department
222 Grace Church Street, Room 100
Port Chester, New York 10573

SECTION 6: AS-BUILT ELEVATIONS (To be submitted by **APPLICANT** before Certificate of Compliance is issued)

The following information must be provided for project structures. This section must be completed by a registered professional engineer or a licensed land surveyor (or attach a certification to this application). Complete 1 or 2 below.

1. Actual (As-Built) Elevation of the top of the lowest floor, including basement (in Coastal High Hazard Areas, bottom of lowest structural member of the lowest floor, excluding piling and columns) is: _____ FT. G NGVD 1929/ G NAVD 1988 (MSL).
2. Attach Elevation Certificate FEMA Form 81-31
3. Actual (As-Built) Elevation of floodproofing protection is _____ FT. G NGVD 1929/ G NAVD 1988 (MSL).
4. Attach Floodproofing Certificate FEMA Form 81-65

NOTE: Any work performed prior to submittal of the above information is at the risk of the Applicant.

SECTION 7: COMPLIANCE ACTION (To be completed by Floodplain Administrator)

The **LOCAL ADMINISTRATOR** will complete this section as applicable based on inspection of the project to ensure compliance with the community's local law for flood damage prevention.

INSPECTIONS: DATE_____BY_____DEFICIENCIES? G YES G NO
DATE_____BY_____DEFICIENCIES? G YES G NO
DATE_____BY_____DEFICIENCIES? G YES G NO

SECTION 8: CERTIFICATE OF COMPLIANCE(To be completed by Floodplain Administrator)

Certificate of Compliance issued: DATE:_____

BY: _____

Colony Grill Project – Village of Port Chester

Structural Design Narrative

December 1, 2016

Township of Rye
Westchester County, NY

Prepared For:

G&S Investors
211 East 43rd Street
New York, NY 10017

McLaren Project No. 161379.00



Jeremy D. Billig
New York P.E. #087060

Prepared by:

M.G. McLaren, P.C.
d/b/a McLaren Engineering Group
131 W 35th Street, 4th Floor
New York, NY 10001

M. G. McLAREN, P.C.

Table of Contents

1. Executive Summary 1

2. Evaluation of the Existing Deadmen 2

3. Design Criteria for the Proposed One-Story Building 2

4. Lateral Structural System 2

5. New Building Foundation Design 2

6. Summary 3

7. Limitations 3

Appendix A – Existing Bulkhead Section A-1

Appendix B – Soils Report B-1

Appendix C – Bulkhead Calculations C-1

Appendix D – Superstructure Loadings D-1

1. Executive Summary

McLaren Engineering Group (McLaren) was engaged by G&S Investors as the Structural Engineer of Record for the design of the new one story brick clad steel frame building, approximately 5,500 gross square feet, located east of Abendroth Ave, to the north of its intersection with Westchester Ave in the Village of Port Chester. The new building will be utilized as a restaurant with an outdoor seating area.

The site was part of the Byram River Marina Bulkhead Rehabilitation Project carried out circa 2002. We understand that part of the existing bulkhead support collapsed during a 2010 winter storm but had since been repaired. The re-built bulkhead support construction is comprised of vinyl sheet piling spanning vertically between horizontal timber waler supported by vertical timber piles embedded into the soil at the bottom and attached to rods tied into the concrete deadmen, (see Appendix A). The design of the bulkhead supports was carried out by Vachris Engineering.

The proposed new building will be situated above the aforementioned deadmen. The new building will be supported on timber piles in accordance with the site surface investigation report prepared by Melick-Tully and Associates, P.C. dated September 9, 2011, (see Appendix B). The piles will have allowable vertical capacity of 50,000 lbs. and allowable horizontal capacity of 2,000 lbs. individually. Vertical piles derive their lateral capacities from the passive resistance of the adjacent soil combined with their own bending capability. Laterally loaded vertical piles propagate stresses into the surrounding soil. For the proposed new building, it is critical that no surcharge load will be induced into the bulkhead sheet piling to allow for future maintenance work, hence we propose to connect the existing concrete deadmen to the structural slab of the new building and ensure that when the direction of the lateral forces induced from the building are perpendicular to the sheet piling wall, the forces will be resisted directly by the deadmen and not through the sheet piling and tie rods. Our assessment to the existing deadmen reveals that excess capacities in the original design can be employed to resist the additional lateral loads from the building, (see Appendix C). Furthermore, the ground floor slab of the new building will essentially connect the two clusters of deadmen through the proposed diagonal struts and further increases t individual capacities acting as combined structures as opposed to current separate conditions. With enhanced capability of the combined deadmen, their overall capability to support the bulkhead sheet piling without the potential pitfalls detrimental to the structural safety of the new building or the existing deadmen are heightened as well.

2. Evaluation of the Existing Deadmen

Our evaluation of the existing deadmen reveals that excess capacities in the original design can be utilized to provide lateral support for the proposed new one-story building, (see Appendix C). The original design of an individual 8-ft wide by 5-ft high by 1-ft thick concrete deadman indicates that it can withstand an additional 6,000 lbs. of lateral load.

3. Design Criteria for the Proposed One-Story Building

The proposed new building was designed in accordance with the 2015 International Building Code in conjunction with the 2016 New York State Uniform Code Supplements.

Wind Load (ASCE 7-10)

Risk Category: II
Wind Speed: 120 mph
Exposure Category: C
Importance Factor: 1.0
Main Wind Force Resisting System: Steel Moment Frame

Seismic (ASCE 7-10)

Mapped Spectral Response Accelerations: Ss = 0.265g; S1 = 0.071g
Site Class: D
Spectral Response Coefficients: SDS = 0.280g; SD1 = 0.113g
Seismic Design Category: B

4. Lateral Structural System

Ordinary Steel Moment Frame system is utilized as the overall vertical lateral structural system to resist lateral load due to wind and seismic. The roof will act as a diaphragm transmitting lateral loads to the individual moment frames which will disseminate the forces down to the ground floor reinforced concrete structural slab. The ground floor slab will act as a diaphragm as well and transmits the lateral forces to the timber piles. Since timber piles taking lateral loads will induce stresses to the surrounding soil, we propose to connect the existing concrete deadmen to the structural slab to ensure that when the direction of the lateral forces induced from the building are perpendicular to the sheet piling wall supporting the bulkhead, no surcharge load will be subjected to the sheet piling. Lateral forces induced in the other directions will be resisted solely by the timber piles.

5. New Building Foundation Design

Deep pile foundation system was adopted to support the new building in accordance with the recommendation as indicated in the site surface investigation report prepared by Melick-Tully and Associates, P.C. dated September 9, 2011, (see Appendix B). Individual vertical timber pile capacity of 50,000 lbs. are used in the design along with 2,000 lbs. individual lateral pile capacity. Lateral base shear of 31 kips due to wind governs, based on the lateral analysis of the building, (see Appendix D).

6. Summary

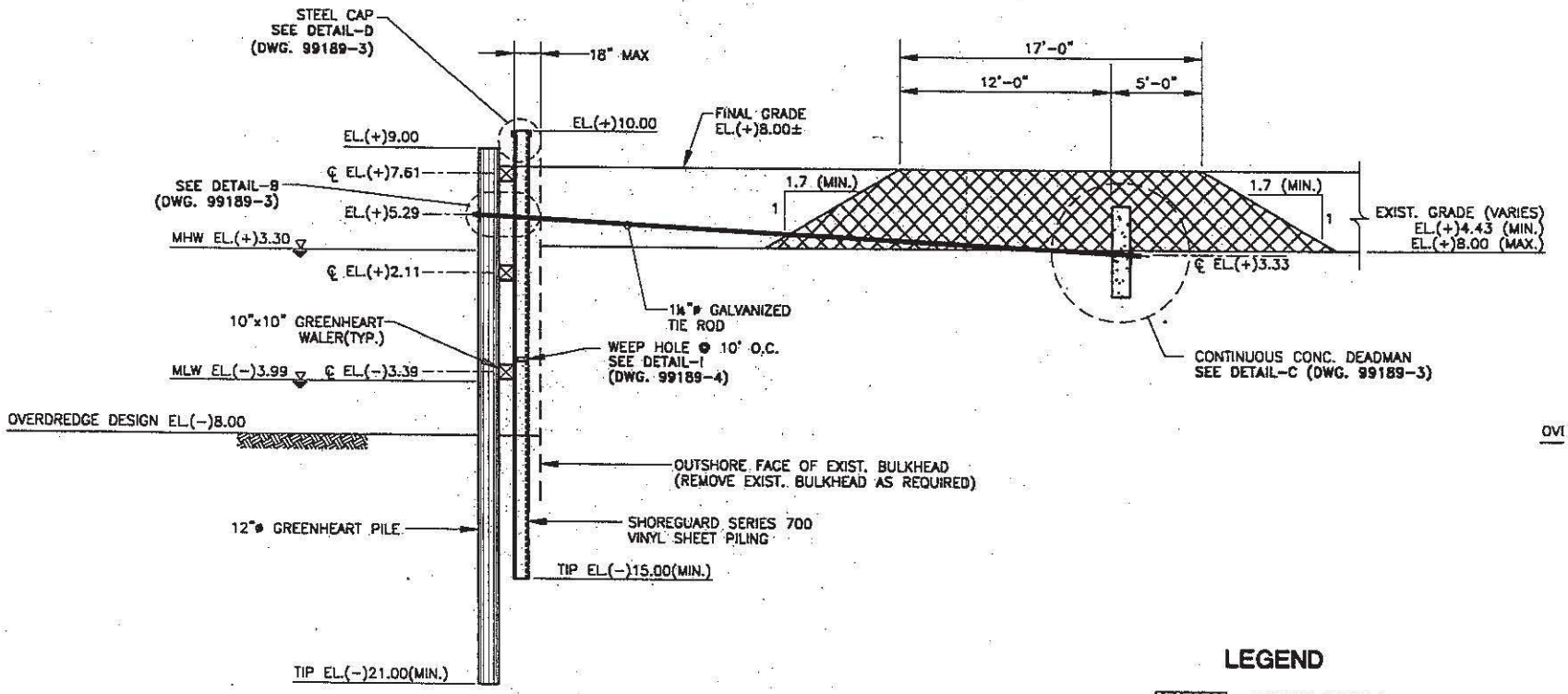
Our review of the original design of the deadmen suggests that there is sufficient capacity for the deadmen to safely support the lateral forces from the proposed new building in the directions perpendicular to the their surfaces. The use of diagonal struts connecting the deadmen to the structural slab of the proposed new building will provide extra means and enhanced capability of the currently isolated clusters of deadmen to support the existing sheet piling walls on opposite sides of the bulkhead without negative impact to the new structure.

We do not expect that the construction activities will produce vibration levels that may cause damage to the existing bulkhead structures including the deadmen or result in the liquefaction of the bulkhead. However, as precautionary measures, we recommend that monitoring of the existing deadmen and the surrounding area be carried out to observe their top elevations and be certain that any excitation that may occur at the adjacent ground do not displace the deadmen or cause any settlement.

7. Limitations

The result of our analysis and our subsequent suppositions are based on the accuracy of the geotechnical data and parameters used in the original bulkhead support design. Our work was performed using the degree of care and skills according to currently acceptable structural engineering practice. No other warranty is expressed or implied.

Appendix A – Existing Bulkhead Section



TYPICAL SECTION
TYPE 'A' BULKHEAD

APPENDIX A

Appendix B – Soils Report

APPENDIX B

REPORT
SUBSURFACE INVESTIGATION

PROPOSED RESTAURANT
PORT CHESTER, NEW YORK
G & S INVESTORS

September 9, 2011

Prepared By:
Melick-Tully and Associates, P.C.
117 Canal Road
South Bound Brook, NJ 08880
Tel: 732-356-3400 Fax: 732-356-9054

MTA Project No. 4134-009*1D

MELICK-TULLY AND ASSOCIATES, P.C.
GEOTECHNICAL ENGINEERS AND ENVIRONMENTAL CONSULTANTS

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ROBERT J. VAN ORDEN, P.E.

September 9, 2011

G & S Investors
211 East 43rd Street
New York, New York 10017

Attention: Mr. John Faltings
Vice President of Development and Construction

Gentlemen:

Report
Subsurface Investigation
Proposed Restaurant
Port Chester, New York
G & S Investors

Introduction

This report presents the results of a subsurface investigation performed by Melick-Tully and Associates, P.C. (MTA) for a restaurant planned to be constructed in the Village of Port Chester, Westchester County, New York. The site is located east of Abendroth Avenue, to the north of its intersection with Westchester Avenue, as shown on the Site Location Map, Plate 1. This report was prepared in general accordance with our confirming proposal dated August 19, 2011.

Proposed Construction

An overall site plan provided to us of the entire retail development indicates that a 4,794 square foot restaurant will be constructed on a vacant parcel in the development. Details of the proposed construction have not been provided to us at this time. Site grading plans were not provided, but it is expected the building would be of slab-on-grade construction. Typically, structures of the type planned impose relatively light foundation and floor slab loads.

Purpose and Scope of Work

The purpose of our services was to:

1) explore the subsurface soil, rock and groundwater conditions within the approximate limits of the proposed building area;

2) estimate the relevant geotechnical engineering properties of the encountered materials;

3) evaluate the site foundation requirements considering the anticipated structural loads and encountered subsurface conditions;

4) recommend an appropriate type of foundation for support of the proposed structure and provide geotechnical-related foundation design and installation criteria, including an estimate of the Site Class as defined by the Building Code of New York State, 2010 Edition for seismic design purposes;

5) provide recommendations for the support and the need for subdrainage of the lowest level floor slab; and

6) discuss appropriate earthwork operations or considerations consistent with the proposed construction and encountered subsurface conditions.

To accomplish these purposes, a field exploration program consisting of three supervised test borings was performed. The borings were advanced utilizing truck-mounted, hollow-stem auger drilling equipment and extended to depths ranging from approximately 27 to 51 feet below the existing surface grades. The locations of the borings are shown on the Plot Plan, Plate 2.

Our representative located the explorations in the field utilizing the limited plans provided and existing site features, maintained continuous logs of the explorations as the work proceeded, and supervised the soil sampling procedures to develop the appropriate subsurface information. Detailed descriptions of the subsurface conditions encountered in the borings are shown on the individual Logs of Borings, Plates 3A through 3C. The soils were visually classified in general accordance with the Unified Soil Classification System described on Plate 4.

All soil samples obtained from the borings were brought to our office where they were further examined in our soil mechanics laboratory. Thirteen of the samples were subjected to laboratory testing consisting of natural moisture content tests and grain-size analyses to aid in their engineering classification. The results of the grain-size tests are presented on Plate 5, Gradation Curves. The results of the moisture content testing are presented on Plate 5 and on the appropriate boring logs.

The results of our field exploration and laboratory testing programs have provided the basis for our engineering analyses and design recommendations. The following discussions of our findings are subject to the limitations attached as an Appendix to this report.

Site Conditions

Surface Features: The site is currently a relatively open grass covered area bordered on the west by a paved automobile parking area and on the north and east sides by a bulkhead and the Byram River, and to the south by a bulkhead and a cove.

Detailed topographic information was not provided to us at the time of our study; however, our visual observations suggest that the site is relatively flat.

Subsurface Conditions: The results of the test borings indicate that the proposed restaurant area is underlain by the following generalized strata, listed in order of increasing depth:

1) Topsoil: A surficial layer of topsoil approximately four to six inches in thickness blanketed the site.

2) Fill: Fill materials consisting of silty sands containing varying amounts of cinders, brick, concrete and glass were encountered in all of the borings performed for this study. The fill extended to depths of approximately 10 to 16 feet below the existing surface grades.

3) Organic Silt: Below the surficial topsoil and fill materials, a layer of organic clayey silt was encountered. The organic silt layer was found to be soft to medium in consistency and ranged from approximately one to seven and

one-half feet in thickness. The organic soils extended to depths of approximately 17 to 20-1/2 feet below grade.

4) Silty Sand: The surficial fill and organic silts were in turn underlain by silty sands which extended to the completion depths in Borings No. 1 and 3 of approximately 27 to 46 feet below grade. The sandy materials ranged from loose to very dense in consistency. In Boring No. 2, the sandy materials were underlain by a layer of hard sandy silt encountered at a depth of 48 feet below grade, extending to the completion depth in Boring No. 2 of 51 feet - 2 inches.

Groundwater was observed in the explorations at the time of our study at depths of approximately ten feet below the existing surface grades.

Conclusions and Recommendations

General: Based on the results of our study, it is our opinion that:

1) The existing fill and underlying soft organic silts are not suitable for support of foundations or floor slabs of the restaurant. The unsuitable fill and soft organic soils were found to extend to depths of approximately 17 to 20-1/2 feet below grade. Groundwater was encountered at approximately ten feet. Consequently, excavation and replacement of the unsuitable materials does not appear to be a feasible alternative for site development. We recommend that the building foundation and floor slab be supported on a deep pile foundation system.

2) In our opinion, treated timber piles which derive their support from the loose to very dense sands would be the most economical pile type. We estimate piles could achieve vertical capacities of 25 tons per pile in the sands.

Detailed discussions of these and other items considered relevant to the proposed construction are discussed in subsequent sections of this report.

Site Preparation and Earthwork: Detailed site grading plans have not been developed at this time. Based on our visual observations of the adjacent improvements including sidewalks and parking areas, we believe that the finished floor of the proposed structure would probably be established at or relatively close to the existing surface grades. Consequently, site preparation will be minimal for the proposed building.

Prior to pile driving, existing utilities should be located and removed from below the proposed structure. Our conversations with your representative indicated no utilities were present within the existing building footprint; however, tie-backs for the sheeting present on the river and cove sides which abut both sides of the property are present. We recommend the as-built condition be determined to confirm that any tie-backs and "dead men" that are present do not interfere with the building footprint and will not be damaged by pile installation. We believe that the in-place fill will generally provide temporary support for pile driving equipment.

Any fill required in the building should consist of granular materials with a maximum particle size of four inches that can be compacted to a relatively dense condition and support construction and pile driving equipment.

Pile Foundation System: Both the structure and floor slab of the proposed restaurant should be supported by a pile foundation system deriving its support from the loose to medium dense silty sands encountered at depths of approximately 17 to 20-1/2 feet below the existing surface grades.

In our opinion, eight-inch minimum tip diameter treated timber piles could be developed for allowable vertical capacities of 25 tons per pile on the sands at depths of 30 to 40 feet below the existing surface grades. The piles should confirm to the ASTM D-25 specifications for the physical properties of the piles and the AWPA C-3 specifications for pressure treatment. We recommend that several test piles be driven throughout the building area prior to commencement of the production pile driving operations to determine the actual pile lengths. However, delivering the proper length piles to the site should be the sole responsibility of the contractor.

The piles should be driven to a tip resistance required by the Modified Engineering News Formula using a fixed-lead pile driving rig and a single-acting hammer which delivers a minimum rated energy of 15,000 foot pounds per blow. We recommend that the required resistance be

maintained for twelve consecutive inches, or until refusal is met. Refusal may be determined as a resistance of twice the driving resistance. Care should be exercised not to overdrive the piles to help minimize damage to the piles. All driving operations should be observed by a geotechnical engineer from MTA to confirm that the piles extend to the design bearing strata and are driven to the required driving resistance.

During the drilling operations, some brick, concrete and other debris were observed within the fill materials. Very dense layers were also encountered in the fill. If obstructions are present in the fill or very dense fill is encountered, spudding, pre-excavation and/or pre-drilling should be performed by the contractor as necessary to advance the timber piles through the existing fill to avoid damaging the piles.

The New York State Building Code does not require load testing for piles designed for gross vertical capacities of less than 40 tons per pile that are driven to the resistance of an approved driving formula. Provided the piles are installed in accordance with our recommendations, it is our opinion that load testing is not necessary to verify the pile capacity.

We estimate post-construction settlement of piles designed and installed in accordance with our recommendations would be on the order of one inch, or less.

Lateral Loads: Timber piles driven in accordance with our recommendations could be designed to resist lateral loads of one ton per pile. If greater lateral loads are required, batter piles may be necessary.

Lateral loads can also be resisted by passive pressures on the pile caps. All backfill adjacent to the pile caps should consist of approved granular soils placed and compacted to 95 percent of their ASTM D-1557 maximum dry density.

Floor Slab: It is our opinion that the floor slab should be structurally supported by treated timber piles designed and installed as described above.

Seismic Design Criteria: The subsurface conditions encountered in the borings performed for this study indicate that the site would be considered a Site Class "D".

Detailed grading plans were not provided to us at the time of our study. If the site grades are to be raised, down drag forces should be considered due to the compression of the fill and organic soils resulting from the weight of the fill placed. We recommend MTA be provided with final grading plans to determine if down drag allowance is required.

Please contact us if you have any questions regarding this report.

The following Plates and Appendix are attached and complete this report.

Plate 1 – Site Location Map
Plate 2 – Plot Plan
Plates 3A through 3C – Logs of Borings
Plate 4 – Unified Soil Classification System
Plate 5 – Gradation Curves
Appendix – Limitations

Respectfully submitted,

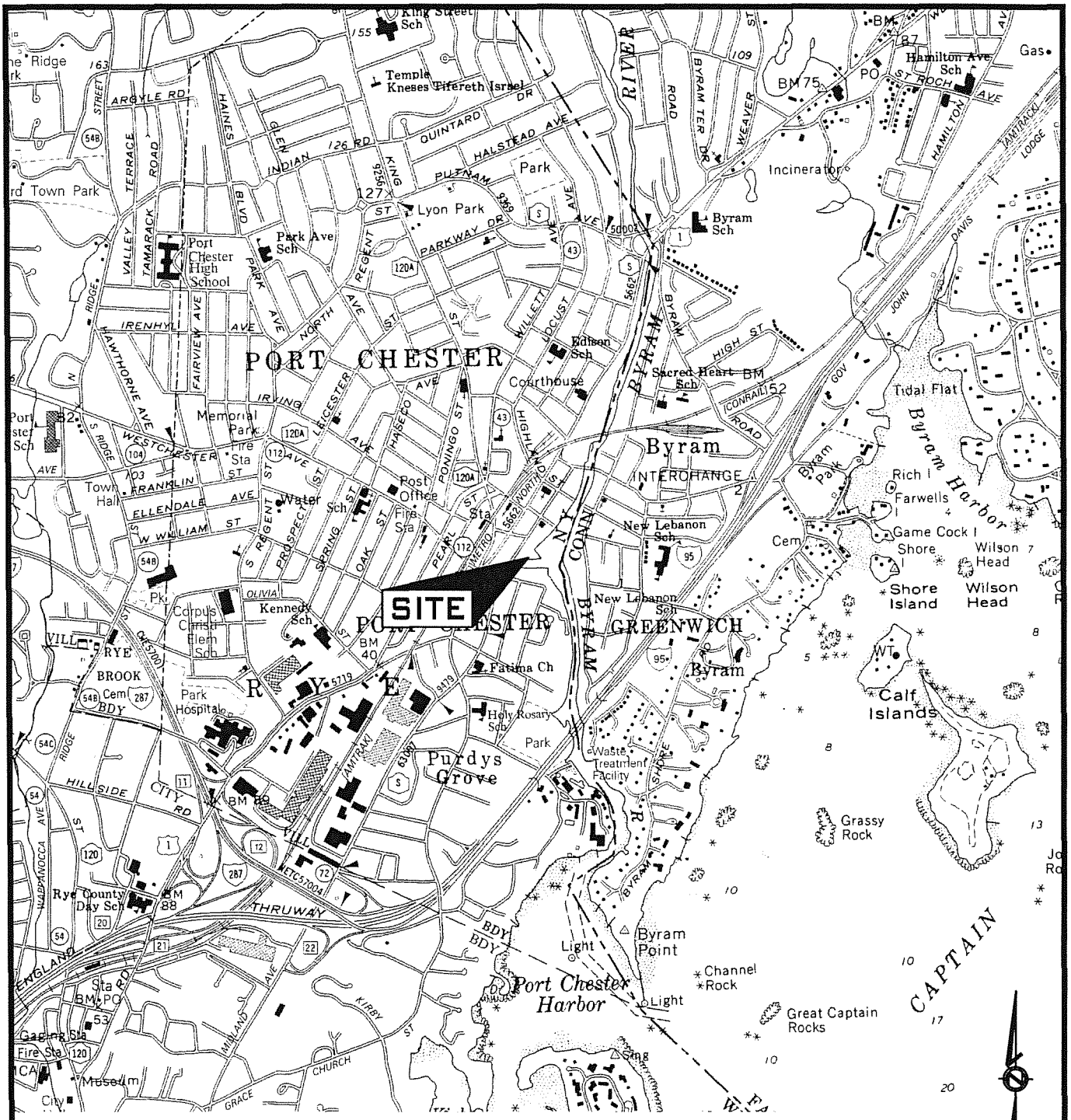
MELICK-TULLY and ASSOCIATES, P.C.

James H. Beattie, P.E.
Senior Associate

Eugene M. Gallagher, Jr., P.E.
Vice President

JHB:EMG/mh
4134-009*1D
(3 copies submitted)

APPENDIX B



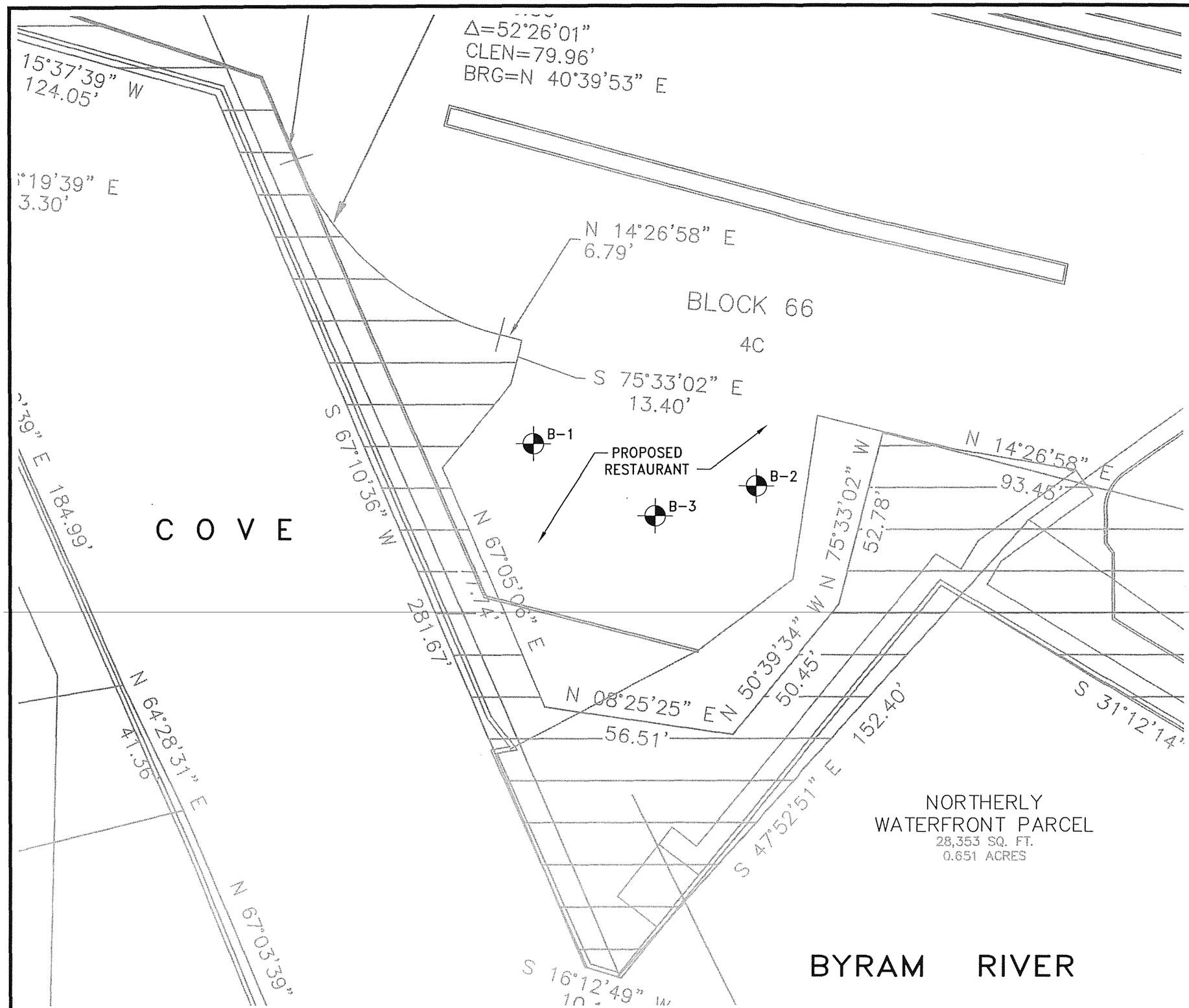
FROM: The New York State GIS Clearing House wedsite, Raster Map section for Westchester County (http://www.nysgis.state.ny.us/gisdata/quads/drg24/index.htm).

MELICK-TULLY AND ASSOCIATES, P.C.
Geotechnical Engineers
& Environmental Consultants
117 Canal Road
South Bound Brook, New Jersey 08880
(732) 356-3400

SITE LOCATION MAP

PROPOSED RESTAURANT
PORT CHESTER, NEW YORK
G&S INVESTORS

JOB NO.	FILE NO.	DR. BY	CHK. BY	DATE	SCALE	PLATE
4134-009*1D	25079	VJD	JHB	8-26-11	1"=2,000'	1



KEY:

B-1 NUMBER AND APPROXIMATE LOCATION OF BORINGS PERFORMED FOR THIS STUDY

NOTES:

1. This drawing is part of Melick-Tully and Associates, P.C. Report No. 4134-009*1D and should be read together with the report for complete evaluation.
2. General layout was obtained from a drawing prepared by DeMuro Associates, entitled "Unit 3 and Waterfront Survey" dated 5-15-00 (revised 2-20-01), scale 1"=30', and with site features available from aerial photo.

PLOT PLAN

PROPOSED RESTAURANT
PORT CHESTER, NEW YORK
G&S INVESTORS

MELICK-TULLY AND ASSOCIATES, P.C.
Geotechnical Engineers
& Environmental Consultants
117 Canal Road
South Bound Brook, New Jersey 08880
(732) 356-3400

JOB NO.	FILE NO.			
4134-009*1D	25079			
DR. BY	CHK. BY	DATE	SCALE	PLATE
VJD	JHB	8-26-11	1"=30'	2

APPENDIX B

LOG OF BORING

BORING NO. 1

COMPLETION DATE: 8/19/11 | SURFACE ELEVATION: N/A | WATER LEVEL: 10'

JOB NUMBER: 4134-009*1D | READING DATE: 8/19/11

DEPTH (ft.)	SAMPLES	N-VALUE	MOISTURE CONTENT (%)	SYMBOL	DESCRIPTION	DEPTH (ft.)
	S1	45	9.1		4" Topsoil FILL - Dark brown fine to coarse sand, some silt, little fine to coarse gravel, some brick, glass and cinders	
	S2	120	20.3			
5	S3	23			FILL - Dark gray fine to medium sand, little silt, trace ceramic fragments	5
	S4	21				
10	S5	23			FILL - Black fine to medium sand, trace to little silt	10
	S6	3	67.6			
15	S7	5	114.3	OH	Black organic clayey silt, with roots (wet)(medium)	15
				SP/SM	Gray fine to medium sand, trace silt, trace fine gravel (wet)(dense)	
20	S8	31	20.7			20
				SM	Light brown micaceous fine sand, some silt (wet)(loose to medium dense)	
25	S9	9				25
30						30

NOTES FOR COLUMNS:
1. SAMPLE AT AVERAGE SAMPLING DEPTH
2. INDICATES THE NUMBER OF BLOWS TO ADVANCE A 2" OD SAMPLER A DISTANCE OF 12 INCHES USING A 140 POUND WEIGHT FALLING 30 INCHES

SOIL DESCRIPTION MODIFIERS:
TRACE 0 - 10%
LITTLE 10 - 20%
SOME 20 - 35%
AND OVER 35%

Typist/Date: jhb/mh 8/11

Sheet: 1 of 2 PLATE: 3A

MELICK-TULLY AND ASSOCIATES, P.C.
Geotechnical Engineers and Environmental Consultants

LOG OF BORING

BORING NO. 1

COMPLETION DATE: 8/19/11 SURFACE ELEVATION: N/A WATER LEVEL: 10'

JOB NUMBER: 4134-009*1D READING DATE: 8/19/11

DEPTH (ft.)	SAMPLES	N-VALUE	MOISTURE CONTENT (%)	SYMBOL	DESCRIPTION	DEPTH (ft.)
	S10	24			Light brown micaceous fine sand, some silt (wet)(loose to medium dense)	
35	S11	8	30.1	SM		35
	S12	25				
40	S13	25				40
				SM	Gray fine sand, little silt, little fine to coarse gravel (wet)(very dense)	
45	S14	60/3"				45
50					Boring completed @ 45'-9" Groundwater encountered @ 10'	50
55						55
60						60

NOTES FOR COLUMNS:
1. SAMPLE AT AVERAGE SAMPLING DEPTH
2. INDICATES THE NUMBER OF BLOWS TO ADVANCE A 2" OD SAMPLER A DISTANCE OF 12 INCHES USING A 140 POUND WEIGHT FALLING 30 INCHES

SOIL DESCRIPTION MODIFIERS:
TRACE 0 - 10%
LITTLE 10 - 20%
SOME 20 - 35%
AND OVER 35%

Typist/Date: jhb/mh 8/11

Sheet: 2 of 2 PLATE: 3A

MELICK-TULLY AND ASSOCIATES, P.C.
Geotechnical Engineers and Environmental Consultants

APPENDIX B

LOG OF BORING

BORING NO. 2

COMPLETION DATE: 8/19/11 SURFACE ELEVATION: N/A WATER LEVEL: 10'

JOB NUMBER: 4134-009*1D READING DATE: 8/19/11

DEPTH (ft.)	SAMPLES	N-VALUE	MOISTURE CONTENT (%)	SYMBOL	DESCRIPTION	DEPTH (ft.)
					6" Topsoil	
	S1	40			FILL - Black fine to coarse sand, some silt, little fine gravel, some cinders	
	S2	95	13.5			
5	S3	90				5
	S4	26			FILL - Black fine to coarse sand, and silt, trace fine gravel	
10	S5	3	62.8		Black organic clayey silt, little to some fine to medium sand, with peat and roots (wet)(soft)	10
	S6	4	89.6	OH		
15	S7	5			- (medium)	15
	S8	55	23.8		Gray fine to medium sand, and silt, some fine to coarse gravel (wet)(very dense)	
20	S9	43	38.0	SM		20
					Brown-gray fine to medium sand, little silt, trace fine gravel (wet)(medium dense)	
25	S10	10	26.1	SM		25
30						30

NOTES FOR COLUMNS:
1. SAMPLE AT AVERAGE SAMPLING DEPTH
2. INDICATES THE NUMBER OF BLOWS TO ADVANCE A 2" OD SAMPLER A DISTANCE OF 12 INCHES USING A 140 POUND WEIGHT FALLING 30 INCHES

SOIL DESCRIPTION MODIFIERS:
TRACE 0 - 10%
LITTLE 10 - 20%
SOME 20 - 35%
AND OVER 35%

Typist/Date: jhb/mh 8/11

Sheet: 1 of 2 PLATE: 3B

MELICK-TULLY AND ASSOCIATES, P.C.
Geotechnical Engineers and Environmental Consultants

APPENDIX B

LOG OF BORING

BORING NO. 2

COMPLETION DATE: 8/19/11 | SURFACE ELEVATION: N/A | WATER LEVEL: 10'

JOB NUMBER: 4134-009*1D | READING DATE: 8/19/11

DEPTH (ft.)	SAMPLES	N-VALUE	MOISTURE CONTENT (%)	SYMBOL	DESCRIPTION	DEPTH (ft.)
	S11	12		SM	Brown micaceous fine sand, some silt (wet)(medium dense)	
35	S12	13				35
40	S13	6	26.7			40
45						45
50	S14	77/8"		ML	Gray silt, and fine to coarse sand, trace fine gravel (wet)(hard)	50
55					Boring completed @ 51'-2" Groundwater encountered @ 10'	55
60						60

NOTES FOR COLUMNS:
1. SAMPLE AT AVERAGE SAMPLING DEPTH
2. INDICATES THE NUMBER OF BLOWS TO ADVANCE A 2" OD SAMPLER A DISTANCE OF 12 INCHES USING A 140 POUND WEIGHT FALLING 30 INCHES

SOIL DESCRIPTION MODIFIERS:
TRACE 0 - 10%
LITTLE 10 - 20%
SOME 20 - 35%
AND OVER 35%

Typist/Date: jhb/mh 8/11

Sheet: 2 of 2 PLATE: 3B

MELICK-TULLY AND ASSOCIATES, P.C.
Geotechnical Engineers and Environmental Consultants

APPENDIX B

LOG OF BORING

BORING NO. 3

COMPLETION DATE: 8/19/11 | SURFACE ELEVATION: N/A | WATER LEVEL: 10'

JOB NUMBER: 4134-009*1D | READING DATE: 8/19/11

DEPTH (ft.)	SAMPLES	N-VALUE	MOISTURE CONTENT (%)	SYMBOL	DESCRIPTION	DEPTH (ft.)
					6" Topsoil	
	S1	70			FILL - Brown fine to coarse sand, little silt, little fine gravel, little cinders	
5	S2	48				5
					FILL - Gray fine to coarse sand, and silt, little fine to coarse gravel	
10	S3	2				10
	S4	29				
					Black organic clayey silt, little fine to coarse sand, trace roots, and organic peat (wet)(soft to stiff)	
15	S5	5		OH		15
		10				
20	S6	29				20
				SM	Gray fine to coarse sand, little silt, some fine to coarse gravel (wet)(medium dense)	
25	S7	14		SM	Brown micaceous fine sand, some silt, trace fine gravel (wet)(medium dense)	25
					Boring completed @ 27'	
					Groundwater encountered @ 10'	
30						30

NOTES FOR COLUMNS:
1. SAMPLE AT AVERAGE SAMPLING DEPTH
2. INDICATES THE NUMBER OF BLOWS TO ADVANCE A 2" OD SAMPLER A DISTANCE OF 12 INCHES USING A 140 POUND WEIGHT FALLING 30 INCHES

SOIL DESCRIPTION MODIFIERS:
TRACE 0 - 10%
LITTLE 10 - 20%
SOME 20 - 35%
AND OVER 35%

Typist/Date: jhb/mh 8/11

Sheet: 1 of 1 PLATE: 3C

MELICK-TULLY AND ASSOCIATES, P.C.
Geotechnical Engineers and Environmental Consultants

APPENDIX B

MAJOR DIVISIONS			LETTER SYMBOL	TYPICAL DESCRIPTIONS
COARSE GRAINED SOILS More than 50% of material is LARGER than No. 200 Sieve	GRAVEL & GRAVELLY SOILS More than 50% of coarse fraction RETAINED on No. 4 Sieve	CLEAN GRAVELS (Little or no fines)	GW	Well-graded gravels, gravel-sand mixtures, little or no fines.
			GP	Poorly-graded gravels, gravel-sand mixtures, little or no fines
		GRAVELS WITH FINES (Appreciable amount of fines)	GM	Silty gravels, gravel-sand-silt mixtures.
			GC	Clayey gravels, gravel-sand-clay mixtures.
	SAND AND SANDY SOILS More than 50% of coarse fraction PASSING a No. 4 Sieve	CLEAN SAND (Little or no fines)	SW	Well-graded sands, gravelly sands, little or no fines.
			SP	Poorly-graded sands, gravelly sands, little or no fines.
		SANDS WITH FINES (Appreciable amount of fines)	SM	Silty sands, sand-silt mixtures
			SC	Clayey sands, sand-clay mixtures.
FINE GRAINED SOILS More than 50% of material is SMALLER than No. 200 Sieve.	SILTS AND CLAYS	Liquid limit LESS than 50	ML	Inorganic silts and very fine sands, rock flour, silty or clayey fine sands or clayey silts with slight plasticity.
			CL	Inorganic clays of low to medium plasticity, gravelly clays, sandy clays, silty clays, lean clays.
			OL	Organic silts and organic silty clays of low plasticity.
	SILTS AND CLAYS	Liquid limit GREATER than 50	MH	Inorganic silts, micaceous or diatomaceous fine sand or silty soils.
			CH	Inorganic clays of high plasticity, fat clays.
			OH	Organic clays of medium to high plasticity, organic silts.
HIGHLY ORGANIC SOILS			PT	Peat, humus, swamp soils with high organic contents

NOTE: DUAL SYMBOLS ARE USED TO INDICATE BORDERLINE SOIL CLASSIFICATIONS.

GRADATION*		COMPACTNESS* sand and/or gravel		CONSISTENCY* clay and/or silt	
% Finer by Weight		Relative Density		Range of Shearing Strength in Pounds per Square Foot	
Trace	0% to 10%	Loose	0% to 40%	Very Soft	less than 250
Little	10% to 20%	Medium Dense	40% to 70%	Soft	250 to 500
Some	20% to 35%	Dense	70% to 90%	Medium	500 to 1000
And	35% to 50%	Very Dense	90% to 100%	Stiff	1000 to 2000
				Very Stiff	2000 to 4000
				Hard	Greater than 4000

**Values are from laboratory or field test data, where applicable. When no testing was performed, values are estimated.*

UNIFIED SOIL CLASSIFICATION SYSTEM

SOIL CLASSIFICATION CHART

Gradation Curve(s)



	% Cobbles	% Gravel		% Sand			% Fines
		Coarse	Fine	Coarse	Medium	Fine	
○	0.0	0.0	6.1	5.8	43.0	38.9	6.2
□	0.0	0.0	0.0	0.0	0.4	72.0	27.6
△	0.0	0.0	4.9	6.0	21.7	48.4	19.0
◇	0.0	0.0	0.0	0.0	2.2	74.6	23.2

SOIL DATA

SYMBOL	SOURCE	SAMPLE NO.	DEPTH (ft.)	Material Description	USCS
○	B-1	S-8	20-22	Fine to medium Sand, trace Silt, trace fine Gravel. (MC=20.7%)	SP-SM
□	B-1	S-11	35-37	Micaceous fine Sand, some Silt. (MC=30.1%)	SM
△	B-2	S-10	25-27	Fine to medium Sand, little Silt, trace fine Gravel. (MC=26.1%)	SM
◇	B-2	S-13	40-42	Micaceous fine Sand, some Silt. (MC=26.7%)	SM

Melick-Tully & Associates, P.C.

South Bound Brook, NJ

Client: G&S Investors

Project:

Project No.: 4134-009

Plate 5

APPENDIX

APPENDIX

Limitations

A. Subsurface Information

Locations: The locations of the explorations were approximately determined by tape measurement from a plan entitled "Unit 3 and Waterfront Survey" prepared by DeMuro Associates dated May 15, 2000, as well as existing site features. Elevations of the explorations were not available. The locations of the explorations should be considered accurate only to the degree implied by the method used.

Interface of Strata: The stratification lines shown on the individual logs of the subsurface explorations represent the approximate boundaries between soil types, and the transitions may be gradual.

Field Logs/Final Logs: A field log was prepared for each exploration by a member of our staff. The field log contains factual information and interpretation of the soil conditions between samples. Our recommendations are based on the final logs as shown in this report and the information contained therein, and not on the field logs. The final logs represent our interpretation of the contents of the field logs, and the results of the laboratory observations and/or tests of the field samples.

Water Levels: Water level readings have been made in the explorations at times and under conditions stated on the individual logs. These data have been reviewed and interpretations made in the text of this report. However, it must be noted that fluctuations in the level of the groundwater will occur due to variations in rainfall, tides, temperature, and other factors.

Pollution/Contamination: Unless specifically indicated to the contrary in this report, the scope of our services was limited only to investigation and evaluation of the geotechnical engineering aspects of the site conditions, and did not include any consideration of potential site pollution or contamination resulting from the presence of chemicals, metals, radioactive elements, etc. This report offers no facts or opinions related to potential pollution/contamination of the site.

Environmental Considerations: Unless specifically indicated to the contrary in this report, this report does not address environmental considerations which may affect the site development, e.g., wetlands determinations, flora and fauna, wildlife, etc. The conclusions and recommendations of this report are not intended to supersede any environmental conditions which should be reflected in the site planning.

B. Applicability of Report

This report has been prepared in accordance with generally accepted soils and foundation engineering practices for the exclusive use of G&S Investors for specific application to the design of the proposed restaurant. No other warranty, expressed or implied, is made.

This report may be referred to in the project specifications for general information purposes only, but should not be used as the technical specifications for the work, as it was prepared for design purposes exclusively.

C. Reinterpretation of Recommendations

Change in Location or Nature of Facilities: In the event that any changes in the nature, design or location of the facilities are planned, the conclusions and recommendations contained in this report shall not be considered valid unless the changes are reviewed and conclusions of this report modified or verified in writing.

Changed Conditions During Construction: The analyses and recommendations submitted in this report are based in part upon the data obtained from three widely-spaced test borings performed for this study. The nature and extent of variations between the explorations may not become evident until construction. If variations then appear evident, it will be necessary to reevaluate the recommendations of this report.

Changes in State-of-the-Art: The conclusions and recommendations contained in this report are based upon the applicable standards of our profession at the time this report was prepared.

D. Use of Report by Prospective Bidders

This soil and foundation engineering report was prepared for the project by Melick-Tully and Associates, P.C. for design purposes and may not be sufficient to prepare an accurate bid. Contractors utilizing the information in the report should do so with the express understanding that its scope was developed to address design considerations. Prospective bidders should obtain the owner's permission to perform whatever additional explorations or data gathering they deem necessary to prepare their bid accurately.

E. Construction Observation

We recommend that Melick-Tully and Associates, P.C. be retained to provide on-site soils engineering services during the earthwork construction and foundation phases of the work. This is to observe compliance with the design concepts and to allow changes in the event that subsurface conditions differ from those anticipated prior to the start of construction.

Appendix C – Bulkhead Calculations

APPENDIX C

Design Data

Soils *(Sheet No. 2 Vachris Engineering Calcs)*

$k_a := 0.33$ *;active pressure coefficient*

$\gamma_s := 115 \cdot pcf$ *;active pressure coefficient*

$k_p := 3.0$ *;passive pressure coefficient*

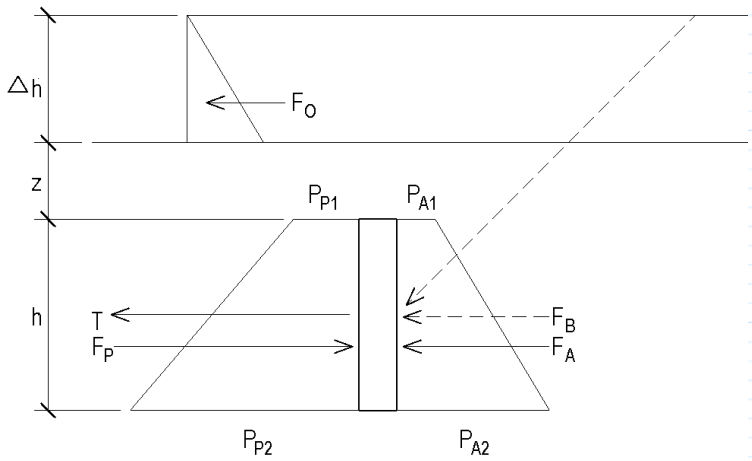
Deadman *(Vachris Engineering Calcs)*

$\Delta_h := 3 \cdot ft$

$z := 2 \cdot ft$

$h := 5 \cdot ft$

$L := 8 \cdot ft$ *;length of deadman*



Applied Load

applied tension force

$T := 42424 \cdot lbf$

lateral load from the superstructure

$F_B := 6 \cdot kip$

additional surcharge from new backfill

$N := \Delta_h \cdot \gamma_s = 345 \ psf$

Calculation

Applied Load at the Deadman (active direction)

$$F_0 := L \cdot \frac{1}{2} \cdot \left(\Delta_h \cdot \gamma_s \cdot k_a\right) \cdot \Delta_h = 1366.2 \ lbf$$

$$P_{A1} := \left(N + \left(z\right) \cdot \gamma_s\right) \cdot k_a = 189.8 \ psf$$

$$P_{A2} := \left(N + \left(z + h\right) \cdot \gamma_s\right) \cdot k_a = 379.5 \ psf$$

$$F_A := L \cdot \left(P_{A1} \cdot h + \frac{1}{2} \cdot h \cdot \left(P_{A2} - P_{A1}\right)\right) = 11385 \ lbf$$

Total Applied Load

$$F_{AT} := F_A + T + F_0 + F_B = 61175.2 \ lbf$$

Passive Resistance at the Deadman

$$P_{P1} := z \cdot \gamma_s \cdot k_p = 690 \ psf$$

$$P_{P2} := \left(z + h\right) \cdot \gamma_s \cdot k_p = 2415 \ psf$$

Total Passive Resistance

$$F_P := L \cdot \left(P_{P1} \cdot h + \frac{1}{2} \cdot h \cdot \left(P_{P2} - P_{P1}\right)\right) = 62100 \ lbf$$

$$\text{if}\left(F_{AT} > F_P, \text{“NG”}, \text{“OK”}\right) = \text{“OK”}$$

Appendix D – Superstructure Loadings

Design Parameters

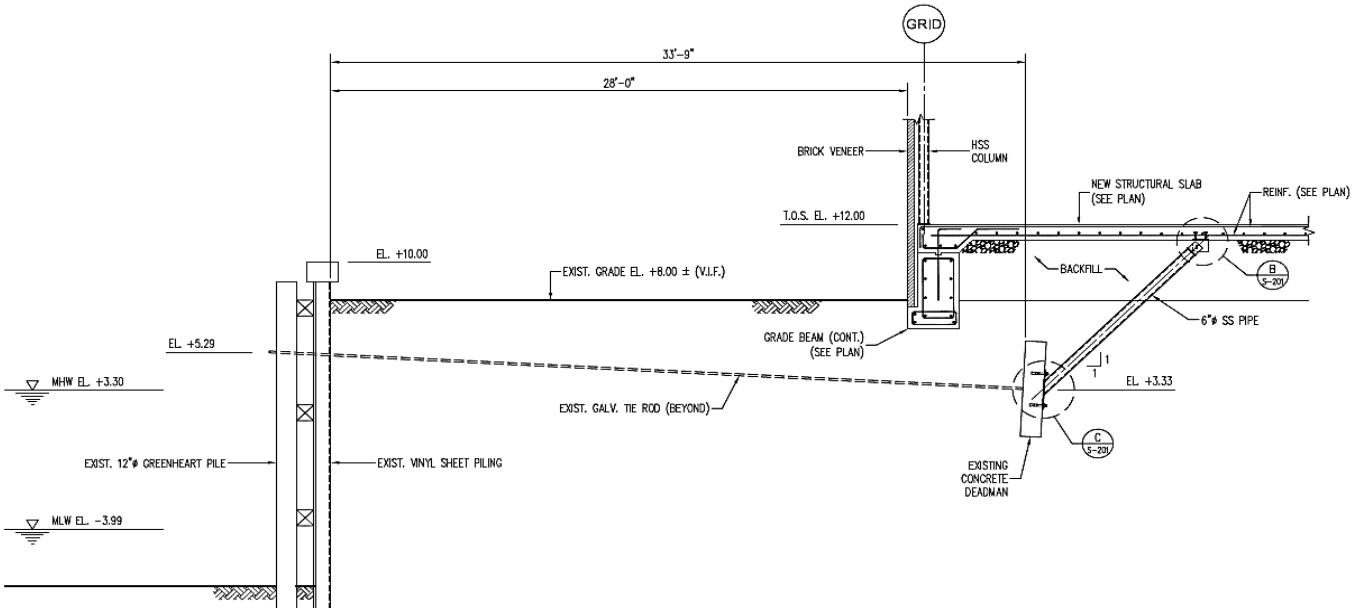
Structural Description

This calculation package provides the design of the new foundations for the proposed building located in Port Chester, NY and the analysis of the existing deadman at the project location.

Codes, Standards, and References

New York State Building Code 2015
American Institute of Steel Construction (AISC) Steel Construction Manual, 14th Edition ASD
American Concrete Institute (ACI 318-14) LRFD
American Society of Civil Engineer (ASCE 7- 10)

Design Loads	Loads	Unit
Dead Load		
Self-Weight of Structure	-	
Super Imposed Dead Load	25	PSF
Live Load		
Roof Live Load	20	PSF
Ground Live Load (Typ.)	100	PSF
Ground Live Load (Storage Space)	125	PSF
Wind Load		
WIND PRESSURE	27.4	PSF
Seismic Loads		
SEISMIC	8%	g



Building Section at Bulkhead

Loads and Applied Forces

RAM Frame 14.06.02.00
DataBase: 2016-11-30 ROOF FLOOR PLAN LATERAL AND GRAVITY 12/01/16 12:01:20

LOAD CASE: WIND

(ASD LOADS)
WIND BASE SHEAR (N-S DIRECTION) = 23 KIPS
WIND BASE SHEAR (E-W DIRECTION) = 31 KIPS

Wind ASCE 7-10
Exposure: C
Basic Wind Speed (mph): 120.0
Apply Directionality Factor, Kd = 0.85
Use Topography Factor, Kzt: 1.00
Use Calculated Frequency for X-Dir.
Use Calculated Frequency for Y-Dir.
Gust Factor for Rigid Structures, G: Use G = 0.85 for X-Dir.
Gust Factor for Rigid Structures, G: Use G = 0.85 for Y-Dir.
Damping Ratio for Flexible Structures= 0.01
Mean Roof Height (ft): User Defined = 20.67
Ground Level: Base

WIND PRESSURES:

X-Direction: Natural Frequency = 2.970 Structure is Rigid
Y-Direction: Natural Frequency = 2.711 Structure is Rigid
CpWindward = 0.80 qLeeward (qh) = 28.46 psf
GCpn (Parapet): Windward = 1.50 Leeward = -1.00

Height	Kz	Kzt	qz	Gust Factor G		CpLeeward		Pressure (psf)	
ft			psf	X	Y	X	Y	X	Y
17.17	0.873	1.000	27.366	0.850	0.850	-0.445	-0.500	29.361	30.703
0.00	0.849	1.000	26.599	0.850	0.850	-0.445	-0.500	28.840	30.182

APPLIED DIAPHRAGM FORCES

Type: Wind_ASCE710_1_X

Level	Diaph.#	Ht	Fx	Fy	X	Y
		ft	kips	kips	ft	ft
Roof Framing Plan	1	17.17	19.28	0.00	48.15	37.57

APPLIED STORY FORCES

Type: Wind_ASCE710_1_X

Level	Ht	Fx	Fy
	ft	kips	kips
Roof Framing Plan	17.17	19.28	0.00

Maximum Shear at roof in the N-S Direction. → 19.28

Max. Base Shear = 19.28 kips x2x0.6 = 23 kips (ASD)

APPLIED DIAPHRAGM FORCES

Type: Wind_ASCE710_1_Y

Level	Diaph.#	Ht	Fx	Fy	X	Y
		ft	kips	kips	ft	ft
Roof Framing Plan	1	17.17	0.00	25.76	48.15	37.57

APPLIED STORY FORCES

Type: Wind_ASCE710_1_Y

Level	Ht	Fx	Fy
	ft	kips	kips
Roof Framing Plan	17.17	0.00	25.76
		0.00	25.76

Maximum Shear at roof in the E-W Direction.

Max. Base Shear = 25.76 kips x2x0.6 = 31 kips (ASD)

APPLIED DIAPHRAGM FORCES

Type: Wind_ASCE710_2_X+E

Level	Diaph.#	Ht	Fx	Fy	X	Y
		ft	kips	kips	ft	ft
Roof Framing Plan	1	17.17	14.46	0.00	48.15	49.12

APPLIED STORY FORCES

Type: Wind_ASCE710_2_X+E

Level	Ht	Fx	Fy
	ft	kips	kips
Roof Framing Plan	17.17	14.46	0.00
		14.46	0.00

APPLIED DIAPHRAGM FORCES

Type: Wind_ASCE710_2_X-E

Level	Diaph.#	Ht	Fx	Fy	X	Y
		ft	kips	kips	ft	ft
Roof Framing Plan	1	17.17	14.46	0.00	48.15	26.03

APPLIED STORY FORCES

Type: Wind_ASCE710_2_X-E

Level	Ht	Fx	Fy
	ft	kips	kips
Roof Framing Plan	17.17	14.46	0.00
		14.46	0.00

APPLIED DIAPHRAGM FORCES

Type: Wind_ASCE710_2_Y+E

Level	Diaph.#	Ht	Fx	Fy	X	Y
		ft	kips	kips	ft	ft
Roof Framing Plan	1	17.17	0.00	19.32	62.89	37.57

APPLIED STORY FORCES

Type: Wind_ASCE710_2_Y+E

Level	Ht	Fx	Fy
	ft	kips	kips
Roof Framing Plan	17.17	0.00	19.32
		0.00	19.32

APPLIED DIAPHRAGM FORCES

Type: Wind_ASCE710_2_Y-E

Level	Diaph.#	Ht	Fx	Fy	X	Y
		ft	kips	kips	ft	ft
Roof Framing Plan	1	17.17	0.00	19.32	33.40	37.57

APPLIED STORY FORCES

Type: Wind_ASCE710_2_Y-E

Level	Ht	Fx	Fy
	ft	kips	kips
Roof Framing Plan	17.17	0.00	19.32
		0.00	19.32

APPLIED DIAPHRAGM FORCES

Type: Wind_ASCE710_3_X+Y

Level	Diaph.#	Ht	Fx	Fy	X	Y
		ft	kips	kips	ft	ft
Roof Framing Plan	1	17.17	14.46	19.32	48.15	37.57

APPLIED STORY FORCES

Type: Wind_ASCE710_3_X+Y

Level	Ht	Fx	Fy
	ft	kips	kips
Roof Framing Plan	17.17	14.46	19.32
		14.46	19.32

APPLIED DIAPHRAGM FORCES

Type: Wind_ASCE710_3_X-Y

Level	Diaph.#	Ht	Fx	Fy	X	Y
		ft	kips	kips	ft	ft
Roof Framing Plan	1	17.17	14.46	-19.32	48.15	37.57

APPLIED STORY FORCES

Type: Wind_ASCE710_3_X-Y

Level	Ht	Fx	Fy
	ft	kips	kips
Roof Framing Plan	17.17	14.46	-19.32
		14.46	-19.32

APPLIED DIAPHRAGM FORCES

Type: Wind_ASCE710_4_X+Y_CW

Level	Diaph.#	Ht	Fx	Fy	X	Y
		ft	kips	kips	ft	ft
Roof Framing Plan	1	17.17	10.84	14.49	33.40	49.12

APPLIED STORY FORCES

Type: Wind_ASCE710_4_X+Y_CW

Level	Ht	Fx	Fy
	ft	kips	kips
Roof Framing Plan	17.17	10.84	14.49
		10.84	14.49

APPLIED DIAPHRAGM FORCES

Type: Wind_ASCE710_4_X+Y_CCW

Level	Diaph.#	Ht	Fx	Fy	X	Y
		ft	kips	kips	ft	ft
Roof Framing Plan	1	17.17	10.84	14.49	62.89	26.03

APPLIED STORY FORCES

Type: Wind_ASCE710_4_X+Y_CCW

Level	Ht	Fx	Fy
	ft	kips	kips
Roof Framing Plan	17.17	10.84	14.49
		10.84	14.49

APPLIED DIAPHRAGM FORCES

Type: Wind_ASCE710_4_X-Y_CW

Level	Diaph.#	Ht	Fx	Fy	X	Y
		ft	kips	kips	ft	ft
Roof Framing Plan	1	17.17	10.84	-14.49	62.89	49.12

APPLIED STORY FORCES

Type: Wind_ASCE710_4_X-Y_CW

Level	Ht	Fx	Fy
	ft	kips	kips
Roof Framing Plan	17.17	10.84	-14.49
		10.84	-14.49

APPLIED DIAPHRAGM FORCES

Type: Wind_ASCE710_4_X-Y_CCW

Level	Diaph.#	Ht	Fx	Fy	X	Y
		ft	kips	kips	ft	ft
Roof Framing Plan	1	17.17	10.84	-14.49	33.40	26.03

APPLIED STORY FORCES

Type: Wind_ASCE710_4_X-Y_CCW

Level	Ht	Fx	Fy
	ft	kips	kips
Roof Framing Plan	17.17	10.84	-14.49
		10.84	-14.49

LOAD CASE: SEISMIC WIND LOAD CONTROLS

Seismic ASCE 7-10 Equivalent Lateral Force
Site Class: D Importance Factor: 1.00 Ss: 0.265 g S1: 0.071 g TL: 12.00 s
Fa: 1.588 Fv: 2.400 SDs: 0.281 g SD1: 0.114 g
Occupancy Category: II Seismic Design Category: B
Provisions for: Force
Ground Level: Base

Dir	Eccent	R	Ta Equation	Building Period-T
X	+ And -	3.5	Std,Ct=0.030,x=0.75	Calculated
Y	+ And -	3.5	Std,Ct=0.030,x=0.75	Calculated

Dir	Ta	Cu	T	T-used	Eq12.8-2	Eq12.8-3	Eq12.8-5	k
X	0.253	1.673	0.337	0.337	0.080	0.096	0.0123	1.000

Dir	Ta	Cu	T	T-used	Eq12.8-2	Eq12.8-3	Eq12.8-5	k
Y	0.253	1.673	0.369	0.369	0.080	0.088	0.0123	1.000

Total Building Weight (kips) = 37.75

APPLIED DIAPHRAGM FORCES

Type: EQ_ASCE710_X_+E_F

Level	Diaph.#	Ht	Fx	Fy	X	Y
		ft	kips	kips	ft	ft
Roof Framing Plan	1	17.17	3.03	0.00	43.36	38.21

APPLIED STORY FORCES

Type: EQ_ASCE710_X_+E_F

Level	Ht	Fx	Fy
	ft	kips	kips
Roof Framing Plan	17.17	3.03	0.00
		3.03	0.00

APPLIED DIAPHRAGM FORCES

Type: EQ_ASCE710_X_-E_F

Level	Diaph.#	Ht	Fx	Fy	X	Y
		ft	kips	kips	ft	ft
Roof Framing Plan	1	17.17	3.03	0.00	43.36	30.51

APPLIED STORY FORCES

Type: EQ_ASCE710_X_-E_F

Level	Ht	Fx	Fy

	ft	kips	kips
Roof Framing Plan	17.17	3.03	0.00
		3.03	0.00

APPLIED DIAPHRAGM FORCES

Type: EQ_ASCE710_Y_+E_F

Level	Diaph.#	Ht	Fx	Fy	X	Y
		ft	kips	kips	ft	ft
Roof Framing Plan	1	17.17	0.00	3.03	48.27	34.36

APPLIED STORY FORCES

Type: EQ_ASCE710_Y_+E_F

Level	Ht	Fx	Fy
	ft	kips	kips
Roof Framing Plan	17.17	0.00	3.03
		0.00	3.03

APPLIED DIAPHRAGM FORCES

Type: EQ_ASCE710_Y_-E_F

Level	Diaph.#	Ht	Fx	Fy	X	Y
		ft	kips	kips	ft	ft
Roof Framing Plan	1	17.17	0.00	3.03	38.44	34.36

APPLIED STORY FORCES

Type: EQ_ASCE710_Y_-E_F

Level	Ht	Fx	Fy
	ft	kips	kips
Roof Framing Plan	17.17	0.00	3.03
		0.00	3.03

Frame Reactions

RAM Frame 14.06.02.00
DataBase: 2016-11-30 ROOF FLOOR PLAN LATERAL AND GRAVITY 12/01/16 09:41:16
Building Code: IBC

CRITERIA:

Rigid End Zones: Ignore Effects
Member Force Output: At Face of Joint
P-Delta: Yes Scale Factor: 1.00
Ground Level: Base
Mesh Criteria :
Max. Distance Between Nodes on Mesh Line (ft) : 4.00
Merge Node Tolerance (in) : 0.0100
Geometry Tolerance (in) : 0.0050
Walls Out-of-plane Stiffness Not Included in Analysis.
Sign considered for Dynamic Load Case Results.
Rigid Links Included at Fixed Beam-to-Wall Locations
Eigenvalue Analysis : Eigen Vectors

LOAD CASE DEFINITIONS:

D	DeadLoad	RAMUSER
Sp	PosRoofLiveLoad	RAMUSER
W1	WIND	Wind_ASCE710_1_X
W2	WIND	Wind_ASCE710_1_Y
W3	WIND	Wind_ASCE710_2_X+E
W4	WIND	Wind_ASCE710_2_X-E
W5	WIND	Wind_ASCE710_2_Y+E
W6	WIND	Wind_ASCE710_2_Y-E
W7	WIND	Wind_ASCE710_3_X+Y
W8	WIND	Wind_ASCE710_3_X-Y
W9	WIND	Wind_ASCE710_4_X+Y_CW
W10	WIND	Wind_ASCE710_4_X+Y_CCW
W11	WIND	Wind_ASCE710_4_X-Y_CW
W12	WIND	Wind_ASCE710_4_X-Y_CCW
E1	SEISMIC	EQ_ASCE710_X_+E_F
E2	SEISMIC	EQ_ASCE710_X_-E_F
E3	SEISMIC	EQ_ASCE710_Y_+E_F
E4	SEISMIC	EQ_ASCE710_Y_-E_F

Frame #0:

Node	LdC	Rx kips	Ry kips	Rz kips	Mxx kip-ft	Myy kip-ft	Tzz kip-ft
24	D	0.72	0.40	25.01	-2.18	3.96	-0.02
	Sp	0.09	0.03	1.56	-0.16	0.53	-0.00
	W1	-1.08	-0.04	-0.64	0.38	-9.52	0.03
	W2	-0.07	-1.67	-1.32	14.71	-0.59	-0.05
	W3	-0.63	-0.26	-0.55	2.29	-5.57	0.11
	W4	-0.99	0.20	-0.40	-1.71	-8.71	-0.07
	W5	-0.35	-0.87	-0.87	7.62	-3.12	-0.20
	W6	0.25	-1.64	-1.12	14.44	2.24	0.11
	W7	-0.86	-1.29	-1.47	11.32	-7.58	-0.02

Node	LdC	Rx	Ry	Rz	Mxx	Myy	Tzz
	W8	-0.76	1.22	0.52	-10.75	-6.70	0.06
	W9	-0.28	-1.42	-1.25	12.55	-2.50	0.17
	W10	-1.01	-0.50	-0.95	4.43	-8.87	-0.20
	W11	-0.21	0.45	0.24	-4.00	-1.84	0.23
	W12	-0.93	1.38	0.53	-12.12	-8.21	-0.14
	E1	-0.17	-0.01	-0.10	0.08	-1.50	0.01
	E2	-0.20	0.02	-0.09	-0.20	-1.72	-0.01
	E3	-0.01	-0.20	-0.16	1.75	-0.07	-0.01
	E4	0.02	-0.24	-0.17	2.11	0.21	0.01
25	D	-0.01	-0.13	30.52	0.82	-0.10	-0.02
	Sp	0.00	0.00	3.45	-0.01	0.00	-0.00
	W1	-0.30	-0.05	-0.05	0.42	-5.15	0.03
	W2	-0.00	-1.76	0.70	15.23	-0.05	-0.05
	W3	-0.20	-0.28	0.05	2.38	-3.47	0.11
	W4	-0.25	0.20	-0.13	-1.76	-4.26	-0.07
	W5	-0.04	-0.91	0.37	7.89	-0.71	-0.20
	W6	0.04	-1.73	0.67	14.95	0.63	0.11
	W7	-0.23	-1.36	0.49	11.73	-3.90	-0.02
	W8	-0.22	1.28	-0.56	-11.11	-3.83	0.06
	W9	-0.12	-1.50	0.54	13.00	-2.13	0.17
	W10	-0.22	-0.53	0.18	4.60	-3.72	-0.20
	W11	-0.12	0.48	-0.24	-4.13	-2.07	0.23
	W12	-0.21	1.45	-0.60	-12.53	-3.67	-0.14
	E1	-0.05	-0.01	-0.01	0.09	-0.82	0.01
	E2	-0.05	0.02	-0.02	-0.20	-0.87	-0.01
	E3	-0.00	-0.21	0.08	1.81	-0.01	-0.01
	E4	0.00	-0.25	0.10	2.19	0.06	0.01
26	D	0.00	0.05	29.68	-0.23	0.01	-0.02
	Sp	0.00	0.03	6.29	-0.15	0.01	-0.00
	W1	-0.31	-0.04	0.31	0.34	-5.30	0.03
	W2	0.01	-1.76	-0.73	15.23	0.22	-0.05
	W3	-0.24	-0.27	0.17	2.32	-4.03	0.11
	W4	-0.23	0.21	0.30	-1.81	-3.92	-0.07
	W5	0.01	-0.91	-0.43	7.90	0.26	-0.20
	W6	0.00	-1.73	-0.66	14.94	0.07	0.11
	W7	-0.22	-1.35	-0.31	11.68	-3.81	-0.02
	W8	-0.24	1.29	0.78	-11.16	-4.14	0.06
	W9	-0.17	-1.49	-0.37	12.95	-2.97	0.17
	W10	-0.16	-0.53	-0.10	4.57	-2.75	-0.20
	W11	-0.19	0.49	0.45	-4.19	-3.21	0.23
	W12	-0.17	1.45	0.72	-12.56	-3.00	-0.14
	E1	-0.05	-0.01	0.05	0.08	-0.84	0.01
	E2	-0.05	0.03	0.06	-0.21	-0.84	-0.01

Node	LdC	Rx	Ry	Rz	Mxx	Myy	Tzz
	E3	0.00	-0.21	-0.09	1.81	0.03	-0.01
	E4	0.00	-0.25	-0.10	2.19	0.02	0.01
27	D	0.84	-0.38	24.43	2.27	4.85	-0.02
	Sp	0.10	-0.10	4.10	0.56	0.57	-0.00
	W1	-1.13	-0.09	-0.98	0.65	-10.08	0.03
	W2	0.03	-1.67	1.23	14.72	0.51	-0.05
	W3	-0.96	-0.30	-0.67	2.52	-8.49	0.11
	W4	-0.74	0.16	-0.81	-1.54	-6.62	-0.07
	W5	0.21	-0.86	0.81	7.58	1.98	-0.20
	W6	-0.16	-1.65	1.03	14.50	-1.21	0.11
	W7	-0.82	-1.32	0.18	11.53	-7.17	-0.02
	W8	-0.87	1.19	-1.66	-10.55	-7.94	0.06
	W9	-0.84	-1.46	0.27	12.76	-7.28	0.17
	W10	-0.40	-0.52	-0.00	4.53	-3.48	-0.20
	W11	-0.87	0.42	-1.11	-3.80	-7.86	0.23
	W12	-0.44	1.36	-1.38	-12.03	-4.05	-0.14
	E1	-0.18	-0.02	-0.16	0.13	-1.62	0.01
	E2	-0.17	0.02	-0.17	-0.16	-1.48	-0.01
	E3	0.00	-0.20	0.15	1.75	0.06	-0.01
	E4	-0.02	-0.24	0.16	2.12	-0.11	0.01
28	D	-0.01	-0.01	10.84	0.24	-0.09	-0.02
	Sp	0.00	-0.00	8.50	0.02	0.00	-0.00
	W1	-0.30	-0.00	0.00	0.05	-5.16	0.03
	W2	-0.00	-0.47	0.00	8.05	-0.03	-0.05
	W3	-0.20	-0.04	0.00	0.62	-3.51	0.11
	W4	-0.25	0.03	0.00	-0.54	-4.23	-0.07
	W5	-0.04	-0.29	0.00	5.05	-0.63	-0.20
	W6	0.03	-0.41	0.00	7.02	0.59	0.11
	W7	-0.23	-0.35	0.00	6.07	-3.89	-0.02
	W8	-0.22	0.35	0.00	-6.00	-3.85	0.06
	W9	-0.13	-0.33	0.00	5.73	-2.19	0.17
	W10	-0.21	-0.20	0.00	3.38	-3.65	-0.20
	W11	-0.13	0.19	0.00	-3.32	-2.16	0.23
	W12	-0.21	0.33	0.00	-5.67	-3.61	-0.14
	E1	-0.05	-0.00	0.00	0.01	-0.82	0.01
	E2	-0.05	0.00	0.00	-0.07	-0.87	-0.01
	E3	-0.00	-0.06	0.00	0.96	-0.00	-0.01
	E4	0.00	-0.06	0.00	1.06	0.06	0.01
29	D	0.00	-0.01	9.37	0.24	0.00	-0.02
	Sp	0.00	-0.00	7.78	0.02	0.01	-0.00
	W1	-0.31	-0.00	0.00	0.05	-5.29	0.03
	W2	0.01	-0.47	-0.00	8.05	0.21	-0.05

Node	LdC	Rx	Ry	Rz	Mxx	Myy	Tzz
	W3	-0.23	-0.04	0.00	0.62	-4.00	0.11
	W4	-0.23	0.03	0.00	-0.54	-3.93	-0.07
	W5	0.01	-0.29	-0.00	5.05	0.22	-0.20
	W6	0.01	-0.41	-0.00	7.02	0.10	0.11
	W7	-0.22	-0.35	-0.00	6.07	-3.81	-0.02
	W8	-0.24	0.35	0.00	-6.00	-4.12	0.06
	W9	-0.17	-0.33	-0.00	5.73	-2.93	0.17
	W10	-0.16	-0.20	0.00	3.38	-2.79	-0.20
	W11	-0.18	0.19	0.00	-3.32	-3.16	0.23
	W12	-0.18	0.33	0.00	-5.67	-3.02	-0.14
	E1	-0.05	-0.00	0.00	0.01	-0.84	0.01
	E2	-0.05	0.00	0.00	-0.07	-0.84	-0.01
	E3	0.00	-0.06	-0.00	0.96	0.02	-0.01
	E4	0.00	-0.06	-0.00	1.06	0.02	0.01
30	D	0.00	-0.01	8.45	0.24	0.08	-0.02
	Sp	0.00	-0.00	6.81	0.02	0.02	-0.00
	W1	-0.32	-0.00	-0.00	0.05	-5.40	0.03
	W2	0.02	-0.47	0.00	8.05	0.41	-0.05
	W3	-0.26	-0.04	-0.00	0.62	-4.42	0.11
	W4	-0.21	0.03	-0.00	-0.54	-3.68	-0.07
	W5	0.05	-0.29	0.00	5.05	0.94	-0.20
	W6	-0.02	-0.41	0.00	7.02	-0.32	0.11
	W7	-0.22	-0.35	0.00	6.07	-3.75	-0.02
	W8	-0.25	0.35	-0.00	-6.00	-4.36	0.06
	W9	-0.21	-0.33	0.00	5.73	-3.56	0.17
	W10	-0.12	-0.20	-0.00	3.38	-2.06	-0.20
	W11	-0.23	0.19	-0.00	-3.32	-4.02	0.23
	W12	-0.15	0.33	-0.00	-5.67	-2.52	-0.14
	E1	-0.05	-0.00	-0.00	0.01	-0.86	0.01
	E2	-0.05	0.00	-0.00	-0.07	-0.81	-0.01
	E3	0.00	-0.06	0.00	0.96	0.05	-0.01
	E4	-0.00	-0.06	0.00	1.06	-0.02	0.01
31	D	-0.24	-0.13	31.71	0.90	-1.24	-0.02
	Sp	-0.01	-0.01	5.15	0.06	-0.05	-0.00
	W1	-1.09	-0.37	0.15	2.12	-9.91	0.03
	W2	-0.39	-0.67	-0.22	9.20	-1.82	-0.05
	W3	-0.99	-0.37	0.07	2.53	-8.90	0.11
	W4	-0.64	-0.18	0.15	0.65	-5.96	-0.07
	W5	0.01	-0.34	-0.10	5.29	1.14	-0.20
	W6	-0.59	-0.67	-0.23	8.50	-3.87	0.11
	W7	-1.11	-0.78	-0.05	8.49	-8.80	-0.02
	W8	-0.53	0.23	0.28	-5.31	-6.07	0.06
	W9	-1.19	-0.78	-0.12	8.28	-9.58	0.17

Node	LdC	Rx	Ry	Rz	Mxx	Myy	Tzz
	W10	-0.48	-0.39	0.04	4.46	-3.62	-0.20
	W11	-0.75	-0.03	0.13	-2.07	-7.53	0.23
	W12	-0.04	0.37	0.29	-5.89	-1.57	-0.14
	E1	-0.18	-0.06	0.02	0.35	-1.60	0.01
	E2	-0.15	-0.05	0.03	0.22	-1.39	-0.01
	E3	-0.05	-0.08	-0.03	1.10	-0.21	-0.01
	E4	-0.08	-0.10	-0.03	1.27	-0.48	0.01
32	D	-0.30	-0.01	41.60	0.26	-1.82	-0.02
	Sp	-0.08	-0.00	6.85	0.02	-0.46	-0.00
	W1	-1.14	-0.00	0.31	0.01	-9.83	0.03
	W2	-0.07	-0.47	-0.01	8.13	-0.62	-0.05
	W3	-0.67	-0.03	0.18	0.47	-5.75	0.11
	W4	-1.04	0.03	0.28	-0.45	-9.00	-0.07
	W5	-0.37	-0.31	0.08	5.31	-3.23	-0.20
	W6	0.27	-0.40	-0.10	6.88	2.30	0.11
	W7	-0.91	-0.36	0.22	6.10	-7.84	-0.02
	W8	-0.80	0.36	0.24	-6.09	-6.91	0.06
	W9	-0.30	-0.32	0.06	5.52	-2.59	0.17
	W10	-1.06	-0.21	0.27	3.64	-9.17	-0.20
	W11	-0.22	0.21	0.08	-3.63	-1.89	0.23
	W12	-0.98	0.32	0.28	-5.50	-8.48	-0.14
	E1	-0.18	-0.00	0.05	0.01	-1.55	0.01
	E2	-0.21	0.00	0.06	-0.06	-1.78	-0.01
	E3	-0.01	-0.06	-0.00	0.97	-0.08	-0.01
	E4	0.02	-0.06	-0.01	1.05	0.22	0.01
33	D	0.07	0.01	15.75	0.15	0.53	-0.02
	Sp	0.00	-0.00	1.83	0.02	0.04	-0.00
	W1	-1.09	-0.36	-0.35	2.01	-9.91	0.03
	W2	-0.42	-0.70	-1.31	9.46	-1.92	-0.05
	W3	-1.00	-0.35	-0.31	2.16	-9.04	0.11
	W4	-0.63	-0.19	-0.22	0.85	-5.83	-0.07
	W5	0.00	-0.38	-0.90	5.97	1.30	-0.20
	W6	-0.63	-0.66	-1.06	8.22	-4.18	0.11
	W7	-1.13	-0.79	-1.24	8.60	-8.87	-0.02
	W8	-0.50	0.25	0.72	-5.59	-6.00	0.06
	W9	-1.22	-0.76	-1.03	7.79	-9.92	0.17
	W10	-0.47	-0.43	-0.84	5.11	-3.39	-0.20
	W11	-0.75	0.03	0.44	-2.85	-7.76	0.23
	W12	-0.00	0.35	0.63	-5.53	-1.23	-0.14
	E1	-0.18	-0.06	-0.06	0.33	-1.60	0.01
	E2	-0.15	-0.05	-0.05	0.23	-1.37	-0.01
	E3	-0.05	-0.08	-0.16	1.13	-0.23	-0.01
	E4	-0.08	-0.10	-0.16	1.25	-0.52	0.01

Node	LdC	Rx	Ry	Rz	Mxx	Myy	Tzz
34	D	-0.04	-0.21	1.53	1.44	-0.10	-0.02
	Sp	0.00	-0.02	-0.17	0.14	0.04	-0.00
	W1	-1.27	0.03	-0.99	-0.28	-10.95	0.03
	W2	0.20	-1.71	5.18	15.33	1.64	-0.05
	W3	-1.17	0.02	-0.87	-0.15	-10.09	0.11
	W4	-0.73	0.03	-0.62	-0.27	-6.34	-0.07
	W5	0.52	-1.27	4.10	11.40	4.43	-0.20
	W6	-0.22	-1.29	3.66	11.59	-1.97	0.11
	W7	-0.80	-1.25	3.14	11.28	-6.99	-0.02
	W8	-1.10	1.31	-4.63	-11.71	-9.44	0.06
	W9	-1.04	-0.95	2.09	8.58	-9.05	0.17
	W10	-0.16	-0.93	2.61	8.34	-1.43	-0.20
	W11	-1.26	0.97	-3.73	-8.66	-10.89	0.23
	W12	-0.38	0.99	-3.21	-8.90	-3.28	-0.14
	E1	-0.20	0.01	-0.16	-0.04	-1.77	0.01
	E2	-0.17	0.01	-0.14	-0.05	-1.50	-0.01
	E3	0.02	-0.20	0.62	1.83	0.20	-0.01
	E4	-0.02	-0.20	0.59	1.84	-0.14	0.01
35	D	-0.23	-0.02	23.82	0.39	-1.42	-0.02
	Sp	-0.01	-0.00	5.23	0.03	-0.08	-0.00
	W1	-1.14	0.01	-2.14	-0.17	-9.82	0.03
	W2	-0.06	-0.49	2.90	8.47	-0.57	-0.05
	W3	-0.66	0.01	-1.35	-0.23	-5.75	0.11
	W4	-1.04	0.00	-1.87	-0.03	-8.99	-0.07
	W5	-0.37	-0.38	1.73	6.52	-3.18	-0.20
	W6	0.27	-0.36	2.61	6.18	2.34	0.11
	W7	-0.90	-0.36	0.57	6.22	-7.79	-0.02
	W8	-0.80	0.38	-3.78	-6.48	-6.94	0.06
	W9	-0.29	-0.26	0.95	4.47	-2.56	0.17
	W10	-1.05	-0.28	-0.10	4.86	-9.13	-0.20
	W11	-0.22	0.30	-2.31	-5.06	-1.92	0.23
	W12	-0.98	0.27	-3.36	-4.66	-8.49	-0.14
	E1	-0.18	0.00	-0.34	-0.03	-1.54	0.01
	E2	-0.21	0.00	-0.37	-0.01	-1.77	-0.01
	E3	-0.01	-0.06	0.35	1.01	-0.07	-0.01
	E4	0.03	-0.06	0.39	0.99	0.22	0.01
36	D	-0.01	-0.02	12.11	0.40	-0.09	-0.02
	Sp	0.00	-0.00	9.14	0.03	0.00	-0.00
	W1	-0.30	0.01	0.00	-0.17	-5.16	0.03
	W2	-0.00	-0.49	0.00	8.46	-0.03	-0.05
	W3	-0.20	0.01	0.00	-0.23	-3.51	0.11
	W4	-0.25	0.00	0.00	-0.03	-4.23	-0.07
	W5	-0.04	-0.38	0.00	6.51	-0.63	-0.20

Node	LdC	Rx	Ry	Rz	Mxx	Myy	Tzz
	W6	0.03	-0.36	0.00	6.18	0.59	0.11
	W7	-0.23	-0.36	0.00	6.21	-3.90	-0.02
	W8	-0.22	0.38	0.00	-6.47	-3.85	0.06
	W9	-0.13	-0.26	0.00	4.46	-2.19	0.17
	W10	-0.21	-0.28	0.00	4.86	-3.65	-0.20
	W11	-0.13	0.29	0.00	-5.05	-2.16	0.23
	W12	-0.21	0.27	0.00	-4.66	-3.62	-0.14
	E1	-0.05	0.00	0.00	-0.03	-0.82	0.01
	E2	-0.05	0.00	0.00	-0.01	-0.87	-0.01
	E3	-0.00	-0.06	0.00	1.01	-0.00	-0.01
	E4	0.00	-0.06	0.00	0.99	0.06	0.01
37	D	0.00	-0.02	10.47	0.40	0.00	-0.02
	Sp	0.00	-0.00	8.32	0.03	0.01	-0.00
	W1	-0.31	0.01	-0.00	-0.17	-5.29	0.03
	W2	0.01	-0.49	0.00	8.46	0.21	-0.05
	W3	-0.23	0.01	-0.00	-0.23	-4.00	0.11
	W4	-0.23	0.00	-0.00	-0.03	-3.93	-0.07
	W5	0.01	-0.38	0.00	6.51	0.22	-0.20
	W6	0.01	-0.36	0.00	6.18	0.10	0.11
	W7	-0.22	-0.36	0.00	6.21	-3.81	-0.02
	W8	-0.24	0.38	-0.00	-6.47	-4.12	0.06
	W9	-0.17	-0.26	0.00	4.46	-2.93	0.17
	W10	-0.16	-0.28	0.00	4.86	-2.79	-0.20
	W11	-0.18	0.29	-0.00	-5.05	-3.16	0.23
	W12	-0.18	0.27	-0.00	-4.66	-3.02	-0.14
	E1	-0.05	0.00	-0.00	-0.03	-0.84	0.01
	E2	-0.05	0.00	-0.00	-0.01	-0.84	-0.01
	E3	0.00	-0.06	0.00	1.01	0.02	-0.01
	E4	0.00	-0.06	0.00	0.99	0.02	0.01
38	D	0.01	-0.02	11.65	0.40	0.09	-0.02
	Sp	0.00	-0.00	8.76	0.03	0.02	-0.00
	W1	-0.32	0.01	0.00	-0.17	-5.40	0.03
	W2	0.02	-0.49	-0.00	8.46	0.41	-0.05
	W3	-0.26	0.01	0.00	-0.23	-4.42	0.11
	W4	-0.21	0.00	0.00	-0.03	-3.68	-0.07
	W5	0.06	-0.38	-0.00	6.51	0.94	-0.20
	W6	-0.02	-0.36	-0.00	6.18	-0.32	0.11
	W7	-0.22	-0.36	-0.00	6.21	-3.74	-0.02
	W8	-0.25	0.38	0.00	-6.47	-4.36	0.06
	W9	-0.21	-0.26	-0.00	4.46	-3.56	0.17
	W10	-0.12	-0.28	-0.00	4.86	-2.06	-0.20
	W11	-0.23	0.29	0.00	-5.05	-4.02	0.23
	W12	-0.15	0.27	0.00	-4.66	-2.52	-0.14

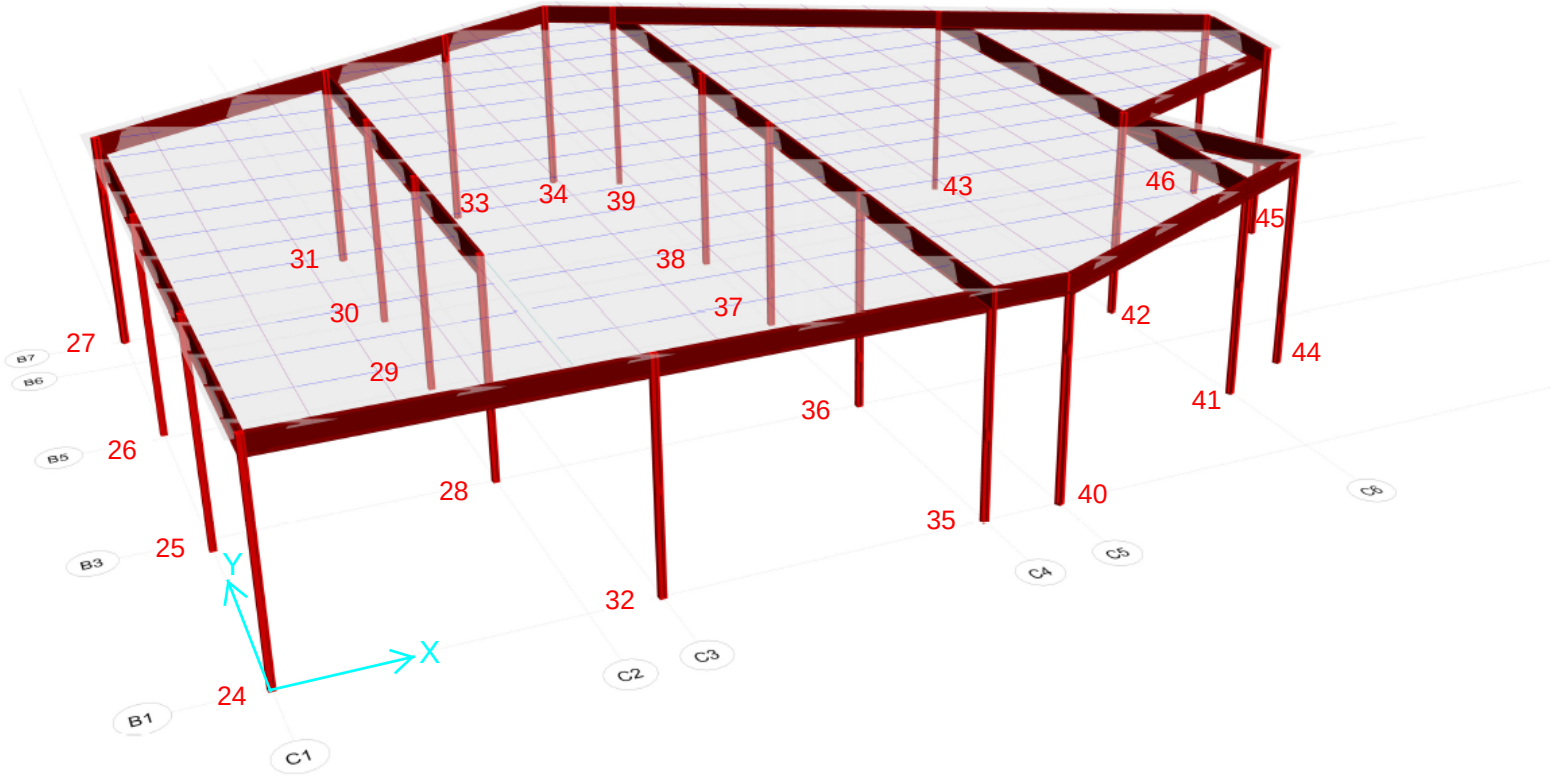
Node	LdC	Rx	Ry	Rz	Mxx	Myy	Tzz
	E1	-0.05	0.00	0.00	-0.03	-0.86	0.01
	E2	-0.05	0.00	0.00	-0.01	-0.81	-0.01
	E3	0.00	-0.06	-0.00	1.01	0.05	-0.01
	E4	-0.00	-0.06	-0.00	0.99	-0.02	0.01
39	D	0.41	-0.23	38.11	1.59	2.46	-0.02
	Sp	0.04	-0.02	5.70	0.15	0.26	-0.00
	W1	-1.07	0.40	1.72	-2.41	-9.84	0.03
	W2	0.73	-0.86	-3.30	10.53	4.65	-0.05
	W3	-0.98	0.37	1.54	-2.27	-8.98	0.11
	W4	-0.63	0.23	1.03	-1.34	-5.78	-0.07
	W5	0.85	-0.76	-2.91	8.70	6.22	-0.20
	W6	0.25	-0.52	-2.04	7.10	0.76	0.11
	W7	-0.26	-0.34	-1.19	6.10	-3.89	-0.02
	W8	-1.35	0.94	3.76	-9.71	-10.87	0.06
	W9	-0.55	-0.11	-0.38	3.62	-6.16	0.17
	W10	0.17	-0.40	-1.40	5.52	0.33	-0.20
	W11	-1.37	0.85	3.34	-8.23	-11.39	0.23
	W12	-0.66	0.56	2.31	-6.33	-4.91	-0.14
	E1	-0.17	0.06	0.28	-0.39	-1.58	0.01
	E2	-0.15	0.05	0.24	-0.32	-1.36	-0.01
	E3	0.09	-0.10	-0.39	1.26	0.56	-0.01
	E4	0.06	-0.09	-0.35	1.17	0.27	0.01
40	D	0.06	0.85	16.37	-4.58	0.23	0.02
	Sp	0.00	0.10	1.95	-0.57	0.02	0.00
	W1	-1.12	-0.04	2.28	0.06	-9.74	-0.03
	W2	-0.17	-1.24	-4.10	12.79	-1.16	0.05
	W3	-0.65	0.02	1.47	-0.37	-5.68	-0.11
	W4	-1.03	-0.07	1.95	0.47	-8.93	0.07
	W5	-0.45	-1.01	-2.66	10.31	-3.64	0.20
	W6	0.20	-0.85	-3.49	8.88	1.90	-0.11
	W7	-0.97	-0.96	-1.37	9.64	-8.18	0.02
	W8	-0.72	0.90	4.78	-9.54	-6.43	-0.06
	W9	-0.34	-0.63	-1.52	6.38	-2.84	-0.17
	W10	-1.11	-0.81	-0.54	8.08	-9.43	0.20
	W11	-0.15	0.77	3.10	-8.01	-1.53	-0.23
	W12	-0.92	0.59	4.08	-6.31	-8.12	0.14
	E1	-0.18	-0.01	0.36	0.01	-1.53	-0.01
	E2	-0.20	-0.01	0.39	0.06	-1.76	0.01
	E3	-0.02	-0.15	-0.49	1.53	-0.14	0.01
	E4	0.01	-0.14	-0.53	1.45	0.15	-0.01
41	D	-0.32	-0.18	31.85	1.38	-1.92	-0.02
	Sp	-0.03	-0.02	5.86	0.14	-0.19	-0.00

Node	LdC	Rx	Ry	Rz	Mxx	Myy	Tzz
	W1	-0.97	-0.29	-1.84	1.43	-8.94	0.03
	W2	-0.64	-0.82	0.26	10.55	-3.77	-0.05
	W3	-0.56	-0.12	-1.08	-0.01	-5.37	0.11
	W4	-0.89	-0.32	-1.67	2.15	-8.05	-0.07
	W5	-0.76	-0.79	-0.31	9.75	-5.11	-0.20
	W6	-0.20	-0.43	0.70	6.07	-0.55	0.11
	W7	-1.21	-0.83	-1.18	8.98	-9.54	-0.02
	W8	-0.25	0.39	-1.57	-6.84	-3.88	0.06
	W9	-0.57	-0.41	-0.29	4.55	-4.43	0.17
	W10	-1.24	-0.84	-1.49	8.93	-9.87	-0.20
	W11	0.15	0.50	-0.58	-7.32	-0.19	0.23
	W12	-0.52	0.08	-1.78	-2.94	-5.63	-0.14
	E1	-0.15	-0.05	-0.29	0.21	-1.41	0.01
	E2	-0.18	-0.06	-0.33	0.37	-1.60	-0.01
	E3	-0.08	-0.10	0.03	1.26	-0.45	-0.01
	E4	-0.05	-0.08	0.08	1.07	-0.21	0.01
42	D	1.07	0.02	35.43	0.25	6.07	-0.02
	Sp	0.08	0.02	9.46	-0.05	0.45	-0.00
	W1	-1.14	0.08	-1.45	-0.73	-10.01	0.03
	W2	0.07	-1.92	1.73	16.86	0.47	-0.05
	W3	-0.82	0.22	-1.20	-1.93	-7.18	0.11
	W4	-0.89	-0.09	-0.98	0.83	-7.83	-0.07
	W5	-0.00	-1.71	1.48	15.00	-0.21	-0.20
	W6	0.11	-1.17	1.11	10.29	0.91	0.11
	W7	-0.80	-1.38	0.21	12.10	-7.16	-0.02
	W8	-0.91	1.50	-2.38	-13.20	-7.85	0.06
	W9	-0.53	-0.71	-0.07	6.27	-4.70	0.17
	W10	-0.67	-1.35	0.38	11.88	-6.03	-0.20
	W11	-0.61	1.45	-2.01	-12.70	-5.22	0.23
	W12	-0.76	0.81	-1.56	-7.09	-6.56	-0.14
	E1	-0.18	0.02	-0.23	-0.13	-1.59	0.01
	E2	-0.19	-0.01	-0.22	0.06	-1.64	-0.01
	E3	0.01	-0.23	0.21	2.01	0.05	-0.01
	E4	0.02	-0.20	0.19	1.76	0.11	0.01
43	D	-0.06	0.00	49.60	0.34	-0.28	-0.02
	Sp	-0.01	0.00	10.03	0.01	-0.05	-0.00
	W1	-1.07	0.42	-0.46	-2.63	-9.76	0.03
	W2	0.70	-0.87	0.05	10.86	4.35	-0.05
	W3	-0.96	0.42	-0.37	-3.07	-8.58	0.11
	W4	-0.65	0.21	-0.32	-0.88	-6.06	-0.07
	W5	0.79	-0.83	0.08	10.02	5.41	-0.20
	W6	0.26	-0.47	-0.01	6.27	1.12	0.11
	W7	-0.28	-0.34	-0.31	6.17	-4.05	-0.02

Node	LdC	Rx	Ry	Rz	Mxx	Myy	Tzz
	W8	-1.33	0.96	-0.38	-10.12	-10.58	0.06
	W9	-0.52	-0.04	-0.28	2.40	-5.59	0.17
	W10	0.11	-0.47	-0.18	6.85	-0.49	-0.20
	W11	-1.31	0.94	-0.33	-9.82	-10.49	0.23
	W12	-0.68	0.51	-0.24	-5.36	-5.38	-0.14
	E1	-0.17	0.07	-0.07	-0.43	-1.57	0.01
	E2	-0.15	0.05	-0.07	-0.28	-1.39	-0.01
	E3	0.08	-0.10	0.01	1.30	0.52	-0.01
	E4	0.06	-0.08	0.00	1.10	0.29	0.01
44	D	-0.17	0.21	8.28	-0.82	-1.04	-0.02
	Sp	-0.01	0.01	0.21	-0.02	-0.07	-0.00
	W1	-1.13	0.09	2.63	-0.80	-9.87	0.03
	W2	-0.03	-1.97	-0.97	17.21	-0.27	-0.05
	W3	-0.73	0.26	1.75	-2.30	-6.39	0.11
	W4	-0.97	-0.13	2.19	1.11	-8.42	-0.07
	W5	-0.22	-1.81	-0.35	15.81	-1.94	-0.20
	W6	0.17	-1.14	-1.10	10.00	1.53	0.11
	W7	-0.87	-1.41	1.24	12.31	-7.61	-0.02
	W8	-0.83	1.54	2.70	-13.50	-7.20	0.06
	W9	-0.42	-0.66	0.49	5.77	-3.64	0.17
	W10	-0.89	-1.45	1.38	12.69	-7.77	-0.20
	W11	-0.38	1.56	1.58	-13.58	-3.34	0.23
	W12	-0.86	0.76	2.47	-6.67	-7.46	-0.14
	E1	-0.18	0.02	0.42	-0.15	-1.56	0.01
	E2	-0.20	-0.01	0.45	0.09	-1.70	-0.01
	E3	-0.00	-0.24	-0.12	2.06	-0.03	-0.01
	E4	0.02	-0.20	-0.16	1.75	0.15	0.01
45	D	-1.21	0.04	24.02	0.21	-6.91	-0.02
	Sp	-0.10	0.01	2.57	-0.01	-0.56	-0.00
	W1	-1.08	0.06	0.96	-0.70	-9.70	0.03
	W2	-0.07	-2.01	-2.91	17.59	-0.28	-0.05
	W3	-0.80	0.31	1.09	-2.86	-7.25	0.11
	W4	-0.82	-0.22	0.35	1.81	-7.30	-0.07
	W5	-0.07	-1.97	-2.82	17.18	-0.25	-0.20
	W6	-0.04	-1.05	-1.54	9.21	-0.17	0.11
	W7	-0.87	-1.47	-1.46	12.67	-7.48	-0.02
	W8	-0.76	1.56	2.90	-13.72	-7.06	0.06
	W9	-0.63	-0.56	-0.34	4.76	-5.56	0.17
	W10	-0.67	-1.64	-1.85	14.25	-5.66	-0.20
	W11	-0.55	1.71	2.93	-15.03	-5.25	0.23
	W12	-0.58	0.62	1.42	-5.55	-5.35	-0.14
	E1	-0.17	0.01	0.16	-0.14	-1.54	0.01
	E2	-0.17	-0.03	0.10	0.19	-1.55	-0.01

Node	LdC	Rx	Ry	Rz	Mxx	Myy	Tzz
	E3	-0.01	-0.24	-0.35	2.10	-0.03	-0.01
	E4	-0.01	-0.19	-0.28	1.68	-0.03	0.01
46	D	-0.60	-0.19	20.65	1.55	-3.37	-0.02
	Sp	-0.06	-0.02	2.48	0.17	-0.33	-0.00
	W1	-1.13	0.16	0.55	-1.27	-10.02	0.03
	W2	0.11	-2.05	2.84	17.80	0.88	-0.05
	W3	-0.91	0.40	0.08	-3.37	-8.08	0.11
	W4	-0.78	-0.16	0.75	1.47	-6.95	-0.07
	W5	0.20	-2.01	2.70	17.47	1.62	-0.20
	W6	-0.03	-1.06	1.56	9.22	-0.31	0.11
	W7	-0.76	-1.42	2.54	12.40	-6.86	-0.02
	W8	-0.93	1.66	-1.71	-14.30	-8.17	0.06
	W9	-0.70	-0.50	1.23	4.39	-6.29	0.17
	W10	-0.44	-1.63	2.58	14.21	-4.00	-0.20
	W11	-0.83	1.81	-1.96	-15.63	-7.28	0.23
	W12	-0.56	0.68	-0.61	-5.82	-4.98	-0.14
	E1	-0.18	0.03	0.08	-0.23	-1.60	0.01
	E2	-0.17	-0.01	0.13	0.11	-1.52	-0.01
	E3	0.01	-0.25	0.34	2.13	0.11	-0.01
	E4	0.00	-0.19	0.28	1.69	0.00	0.01

BASE NODE NUMBER



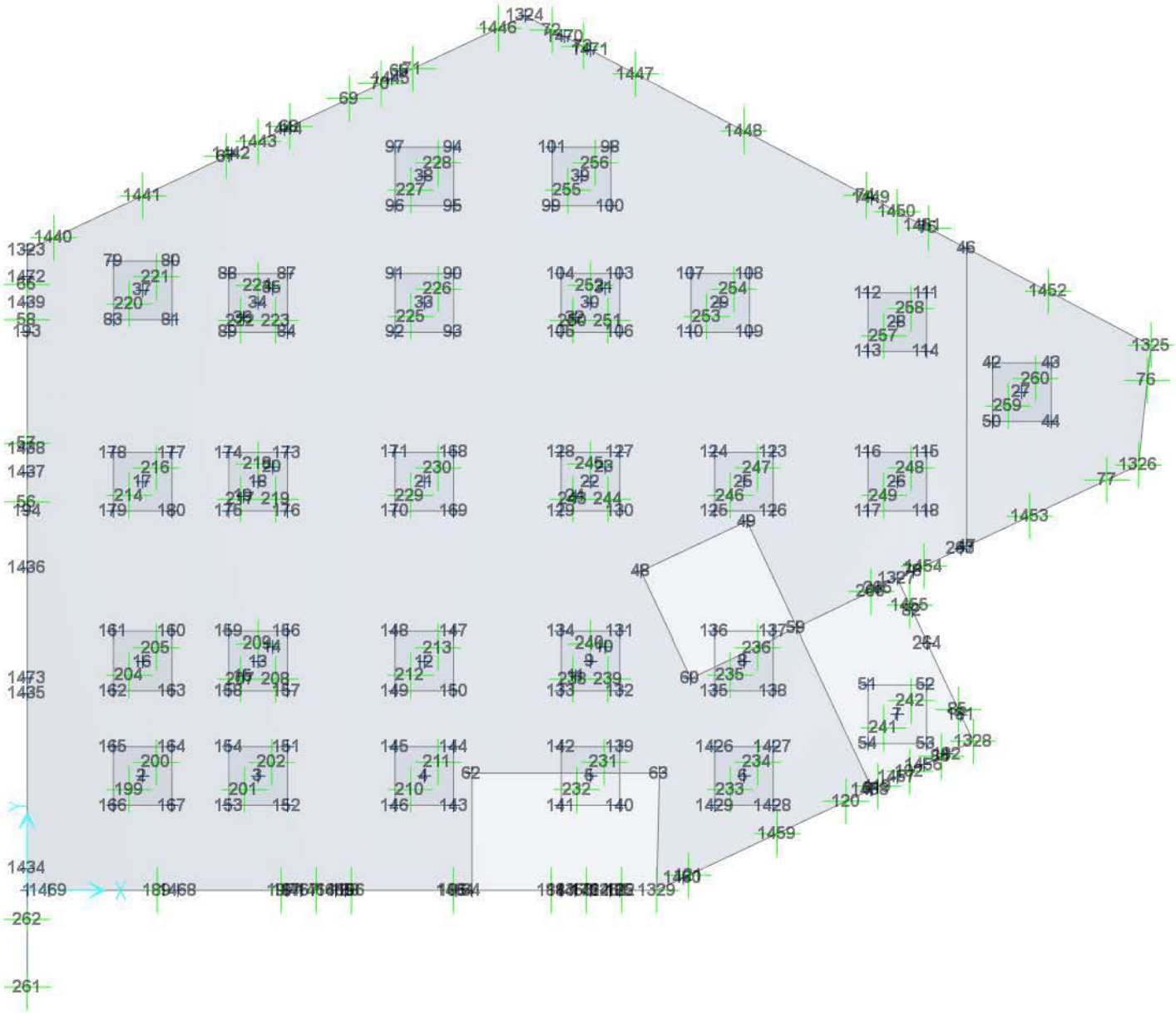


Table: Nodal Reactions

Nodal Reactions, Part 1 of 2

Node	Point	OutputCase	CaseType	Fx	Fy	Fz	Mx
2	2	2	2	1	1	1	1
1450	1450	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	43.004	0.0000
1466	1466	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	42.644	0.0000
73	73	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	39.661	0.0000
254	254	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	39.557	0.0000
66	66	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	39.016	0.0000
191	191	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	38.842	0.0000
1448	1448	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	38.810	0.0000
240	240	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	38.526	0.0000
189	189	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	37.150	0.0000
57	57	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	37.081	0.0000
1325	1325	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	36.809	0.0000
1326	1326	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	36.573	0.0000
1440	1440	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	36.277	0.0000
1454	1454	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	36.245	0.0000
1443	1443	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	35.014	0.0000
209	209	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	34.795	0.0000
213	213	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	34.784	0.0000
1452	1452	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	34.521	0.0000
225	225	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	34.375	0.0000
257	257	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	34.334	0.0000
74	74	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	34.084	0.0000
266	266	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	33.927	0.0000

Nodal Reactions, Part 1 of 2

Node	Point	OutputCase	CaseType	Fx	Fy	Fz	Mx
2	2	2	2	1	1	1	1
190	190	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	33.659	0.0000
56	56	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	32.795	0.0000
172	172	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	32.456	0.0000
236	236	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	31.841	0.0000
229	229	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	31.483	0.0000
232	232	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	30.777	0.0000
256	256	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	30.472	0.0000
1455	1455	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	30.265	0.0000
250	250	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	29.364	0.0000
230	230	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	29.341	0.0000
262	262	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	29.337	0.0000
1446	1446	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	28.754	0.0000
247	247	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	28.754	0.0000
220	220	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	28.634	0.0000
214	214	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	28.548	0.0000
210	210	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	28.206	0.0000
219	219	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	28.038	0.0000
246	246	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	27.692	0.0000
186	186	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	27.662	0.0000
245	245	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	27.521	0.0000
1453	1453	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	27.009	0.0000
224	224	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	26.999	0.0000
75	75	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	26.506	0.0000

Nodal Reactions, Part 1 of 2

Node	Point	OutputCase	CaseType	Fx	Fy	Fz	Mx
2	2	2	2	1	1	1	1
199	199	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	26.301	0.0000
218	218	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	25.465	0.0000
121	121	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	25.459	0.0000
1447	1447	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	25.363	0.0000
223	223	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	25.108	0.0000
58	58	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	24.924	0.0000
1329	1329	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	24.099	0.0000
248	248	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	23.793	0.0000
76	76	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	23.589	0.0000
227	227	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	23.348	0.0000
102	102	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	23.240	0.0000
259	259	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	22.972	0.0000
205	205	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	22.552	0.0000
228	228	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	22.496	0.0000
45	45	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	22.364	0.0000
1328	1328	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	22.347	0.0000
1466	1466	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	22.291	0.0000
243	243	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	22.167	0.0000
1326	1326	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	20.989	0.0000
197	197	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	20.950	0.0000
216	216	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	20.885	0.0000
119	119	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	20.739	0.0000
55	55	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	20.499	0.0000

Nodal Reactions, Part 1 of 2

Node	Point	OutputCase	CaseType	Fx	Fy	Fz	Mx
2	2	2	2	1	1	1	1
67	67	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	20.264	0.0000
191	191	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	20.162	0.0000
208	208	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	20.062	0.0000
73	73	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	19.998	0.0000
1440	1440	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	19.975	0.0000
72	72	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	19.579	0.0000
1450	1450	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	19.552	0.0000
184	184	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	19.531	0.0000
189	189	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	19.367	0.0000
201	201	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	19.322	0.0000
241	241	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	19.265	0.0000
1448	1448	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	19.167	0.0000
260	260	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	19.046	0.0000
57	57	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	18.998	0.0000
71	71	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	18.917	0.0000
1325	1325	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	18.873	0.0000
253	253	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	18.832	0.0000
122	122	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	18.573	0.0000
190	190	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	18.547	0.0000
202	202	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	18.414	0.0000
255	255	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	18.391	0.0000
1459	1459	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	18.389	0.0000
204	204	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	18.380	0.0000

Nodal Reactions, Part 1 of 2

Node	Point	OutputCase	CaseType	Fx	Fy	Fz	Mx
2	2	2	2	1	1	1	1
196	196	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	18.277	0.0000
1441	1441	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	17.976	0.0000
1454	1454	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	17.895	0.0000
233	233	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	17.849	0.0000
1443	1443	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	17.806	0.0000
1455	1455	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	17.642	0.0000
66	66	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	17.250	0.0000
244	244	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	17.125	0.0000
172	172	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	17.114	0.0000
249	249	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	17.017	0.0000
77	77	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	16.943	0.0000
41	41	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	16.890	0.0000
235	235	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	16.877	0.0000
56	56	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	16.460	0.0000
262	262	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	16.272	0.0000
1452	1452	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	16.182	0.0000
226	226	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	16.169	0.0000
74	74	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	15.892	0.0000
211	211	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	15.533	0.0000
68	68	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	15.411	0.0000
85	85	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	15.393	0.0000
258	258	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	15.380	0.0000
251	251	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	15.021	0.0000

Nodal Reactions, Part 1 of 2

Node	Point	OutputCase	CaseType	Fx	Fy	Fz	Mx
2	2	2	2	1	1	1	1
1446	1446	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	15.014	0.0000
212	212	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	14.682	0.0000
252	252	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	14.679	0.0000
186	186	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	14.381	0.0000
75	75	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	14.278	0.0000
1447	1447	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	14.015	0.0000
58	58	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	13.731	0.0000
1453	1453	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	13.509	0.0000
254	254	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	13.501	0.0000
231	231	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	13.411	0.0000
234	234	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	13.246	0.0000
69	69	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	13.210	0.0000
240	240	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	13.121	0.0000
266	266	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	12.839	0.0000
102	102	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	12.782	0.0000
213	213	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	12.026	0.0000
1328	1328	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	12.022	0.0000
209	209	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	11.991	0.0000
225	225	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	11.941	0.0000
257	257	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	11.848	0.0000
239	239	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	11.818	0.0000
242	242	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	11.776	0.0000
45	45	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	11.540	0.0000

Nodal Reactions, Part 1 of 2

Node	Point	OutputCase	CaseType	Fx	Fy	Fz	Mx
2	2	2	2	1	1	1	1
120	120	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	11.515	0.0000
1329	1329	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	10.947	0.0000
229	229	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	10.924	0.0000
236	236	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	10.750	0.0000
219	219	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	10.609	0.0000
238	238	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	10.585	0.0000
221	221	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	10.567	0.0000
232	232	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	10.551	0.0000
1459	1459	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	10.457	0.0000
256	256	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	10.191	0.0000
247	247	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	10.121	0.0000
230	230	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	10.104	0.0000
1441	1441	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	10.043	0.0000
119	119	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	9.971	0.0000
214	214	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	9.961	0.0000
222	222	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	9.943	0.0000
55	55	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	9.880	0.0000
220	220	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	9.856	0.0000
197	197	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	9.800	0.0000
224	224	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	9.754	0.0000
196	196	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	9.411	0.0000
223	223	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	9.396	0.0000
245	245	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	9.360	0.0000

Nodal Reactions, Part 1 of 2

Node	Point	OutputCase	CaseType	Fx	Fy	Fz	Mx
2	2	2	2	1	1	1	1
184	184	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	9.347	0.0000
67	67	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	9.285	0.0000
250	250	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	9.264	0.0000
246	246	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	9.215	0.0000
199	199	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	9.209	0.0000
210	210	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	9.112	0.0000
121	121	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	8.715	0.0000
72	72	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	8.688	0.0000
76	76	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	8.602	0.0000
227	227	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	8.478	0.0000
218	218	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	8.457	0.0000
71	71	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	8.251	0.0000
248	248	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	8.129	0.0000
41	41	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	8.024	0.0000
208	208	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	7.767	0.0000
228	228	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	7.577	0.0000
259	259	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	7.374	0.0000
205	205	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	7.290	0.0000
68	68	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	7.242	0.0000
216	216	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	7.097	0.0000
85	85	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	7.014	0.0000
69	69	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	6.830	0.0000
243	243	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	6.761	0.0000

Nodal Reactions, Part 1 of 2

Node	Point	OutputCase	CaseType	Fx	Fy	Fz	Mx
2	2	2	2	1	1	1	1
122	122	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	6.627	0.0000
204	204	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	6.518	0.0000
244	244	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	6.487	0.0000
253	253	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	6.416	0.0000
201	201	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	6.273	0.0000
255	255	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	6.223	0.0000
202	202	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	6.197	0.0000
233	233	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	6.006	0.0000
260	260	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	5.966	0.0000
249	249	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	5.946	0.0000
86	86	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	5.885	0.0000
251	251	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	5.837	0.0000
235	235	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	5.787	0.0000
211	211	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	5.718	0.0000
217	217	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	5.709	0.0000
226	226	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	5.610	0.0000
241	241	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	5.559	0.0000
120	120	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	5.546	0.0000
200	200	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	5.455	0.0000
212	212	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	5.155	0.0000
258	258	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	5.149	0.0000
242	242	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	4.933	0.0000
234	234	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	4.831	0.0000

Nodal Reactions, Part 1 of 2

Node	Point	OutputCase	CaseType	Fx	Fy	Fz	Mx
2	2	2	2	1	1	1	1
231	231	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	4.641	0.0000
77	77	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	4.548	0.0000
239	239	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	4.416	0.0000
70	70	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	4.321	0.0000
252	252	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	4.133	0.0000
221	221	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	3.227	0.0000
238	238	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	2.480	0.0000
70	70	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	2.121	0.0000
222	222	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	2.061	0.0000
200	200	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	1.730	0.0000
86	86	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	0.725	0.0000
217	217	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	0.280	0.0000
261	261	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	-6.009E-005	0.0000
207	207	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	-0.035	0.0000
261	261	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	-0.162	0.0000
207	207	ASD ENVELOPE SOLUTION	Combination	0.000	0.000	-6.396	0.0000

Table: Nodal Reactions

Nodal Reactions, Part 2 of 2

Node	Point	OutputCase	My	Mz
2	2	2	1	1
1450	1450	ASD ENVELOPE SOLUTION	0.0000	0.0000
1466	1466	ASD ENVELOPE SOLUTION	0.0000	0.0000
73	73	ASD ENVELOPE SOLUTION	0.0000	0.0000

Nodal Reactions, Part 2 of 2

Node	Point	OutputCase	My	Mz
2	2	2	1	1
254	254	ASD ENVELOPE SOLUTION	0.0000	0.0000
66	66	ASD ENVELOPE SOLUTION	0.0000	0.0000
191	191	ASD ENVELOPE SOLUTION	0.0000	0.0000
1448	1448	ASD ENVELOPE SOLUTION	0.0000	0.0000
240	240	ASD ENVELOPE SOLUTION	0.0000	0.0000
189	189	ASD ENVELOPE SOLUTION	0.0000	0.0000
57	57	ASD ENVELOPE SOLUTION	0.0000	0.0000
1325	1325	ASD ENVELOPE SOLUTION	0.0000	0.0000
1326	1326	ASD ENVELOPE SOLUTION	0.0000	0.0000
1440	1440	ASD ENVELOPE SOLUTION	0.0000	0.0000
1454	1454	ASD ENVELOPE SOLUTION	0.0000	0.0000
1443	1443	ASD ENVELOPE SOLUTION	0.0000	0.0000
209	209	ASD ENVELOPE SOLUTION	0.0000	0.0000
213	213	ASD ENVELOPE SOLUTION	0.0000	0.0000
1452	1452	ASD ENVELOPE SOLUTION	0.0000	0.0000
225	225	ASD ENVELOPE SOLUTION	0.0000	0.0000
257	257	ASD ENVELOPE SOLUTION	0.0000	0.0000
74	74	ASD ENVELOPE SOLUTION	0.0000	0.0000
266	266	ASD ENVELOPE SOLUTION	0.0000	0.0000
190	190	ASD ENVELOPE SOLUTION	0.0000	0.0000
56	56	ASD ENVELOPE SOLUTION	0.0000	0.0000
172	172	ASD ENVELOPE SOLUTION	0.0000	0.0000
236	236	ASD ENVELOPE SOLUTION	0.0000	0.0000

Nodal Reactions, Part 2 of 2

Node	Point	OutputCase	My	Mz
2	2	2	1	1
229	229	ASD ENVELOPE SOLUTION	0.0000	0.0000
232	232	ASD ENVELOPE SOLUTION	0.0000	0.0000
256	256	ASD ENVELOPE SOLUTION	0.0000	0.0000
1455	1455	ASD ENVELOPE SOLUTION	0.0000	0.0000
250	250	ASD ENVELOPE SOLUTION	0.0000	0.0000
230	230	ASD ENVELOPE SOLUTION	0.0000	0.0000
262	262	ASD ENVELOPE SOLUTION	0.0000	0.0000
1446	1446	ASD ENVELOPE SOLUTION	0.0000	0.0000
247	247	ASD ENVELOPE SOLUTION	0.0000	0.0000
220	220	ASD ENVELOPE SOLUTION	0.0000	0.0000
214	214	ASD ENVELOPE SOLUTION	0.0000	0.0000
210	210	ASD ENVELOPE SOLUTION	0.0000	0.0000
219	219	ASD ENVELOPE SOLUTION	0.0000	0.0000
246	246	ASD ENVELOPE SOLUTION	0.0000	0.0000
186	186	ASD ENVELOPE SOLUTION	0.0000	0.0000
245	245	ASD ENVELOPE SOLUTION	0.0000	0.0000
1453	1453	ASD ENVELOPE SOLUTION	0.0000	0.0000
224	224	ASD ENVELOPE SOLUTION	0.0000	0.0000
75	75	ASD ENVELOPE SOLUTION	0.0000	0.0000
199	199	ASD ENVELOPE SOLUTION	0.0000	0.0000
218	218	ASD ENVELOPE SOLUTION	0.0000	0.0000
121	121	ASD ENVELOPE SOLUTION	0.0000	0.0000
1447	1447	ASD ENVELOPE SOLUTION	0.0000	0.0000

Nodal Reactions, Part 2 of 2

Node	Point	OutputCase	My	Mz
2	2	2	1	1
223	223	ASD ENVELOPE SOLUTION	0.0000	0.0000
58	58	ASD ENVELOPE SOLUTION	0.0000	0.0000
1329	1329	ASD ENVELOPE SOLUTION	0.0000	0.0000
248	248	ASD ENVELOPE SOLUTION	0.0000	0.0000
76	76	ASD ENVELOPE SOLUTION	0.0000	0.0000
227	227	ASD ENVELOPE SOLUTION	0.0000	0.0000
102	102	ASD ENVELOPE SOLUTION	0.0000	0.0000
259	259	ASD ENVELOPE SOLUTION	0.0000	0.0000
205	205	ASD ENVELOPE SOLUTION	0.0000	0.0000
228	228	ASD ENVELOPE SOLUTION	0.0000	0.0000
45	45	ASD ENVELOPE SOLUTION	0.0000	0.0000
1328	1328	ASD ENVELOPE SOLUTION	0.0000	0.0000
1466	1466	ASD ENVELOPE SOLUTION	0.0000	0.0000
243	243	ASD ENVELOPE SOLUTION	0.0000	0.0000
1326	1326	ASD ENVELOPE SOLUTION	0.0000	0.0000
197	197	ASD ENVELOPE SOLUTION	0.0000	0.0000
216	216	ASD ENVELOPE SOLUTION	0.0000	0.0000
119	119	ASD ENVELOPE SOLUTION	0.0000	0.0000
55	55	ASD ENVELOPE SOLUTION	0.0000	0.0000
67	67	ASD ENVELOPE SOLUTION	0.0000	0.0000
191	191	ASD ENVELOPE SOLUTION	0.0000	0.0000
208	208	ASD ENVELOPE SOLUTION	0.0000	0.0000
73	73	ASD ENVELOPE SOLUTION	0.0000	0.0000

Nodal Reactions, Part 2 of 2

Node	Point	OutputCase	My	Mz
2	2	2	1	1
1440	1440	ASD ENVELOPE SOLUTION	0.0000	0.0000
72	72	ASD ENVELOPE SOLUTION	0.0000	0.0000
1450	1450	ASD ENVELOPE SOLUTION	0.0000	0.0000
184	184	ASD ENVELOPE SOLUTION	0.0000	0.0000
189	189	ASD ENVELOPE SOLUTION	0.0000	0.0000
201	201	ASD ENVELOPE SOLUTION	0.0000	0.0000
241	241	ASD ENVELOPE SOLUTION	0.0000	0.0000
1448	1448	ASD ENVELOPE SOLUTION	0.0000	0.0000
260	260	ASD ENVELOPE SOLUTION	0.0000	0.0000
57	57	ASD ENVELOPE SOLUTION	0.0000	0.0000
71	71	ASD ENVELOPE SOLUTION	0.0000	0.0000
1325	1325	ASD ENVELOPE SOLUTION	0.0000	0.0000
253	253	ASD ENVELOPE SOLUTION	0.0000	0.0000
122	122	ASD ENVELOPE SOLUTION	0.0000	0.0000
190	190	ASD ENVELOPE SOLUTION	0.0000	0.0000
202	202	ASD ENVELOPE SOLUTION	0.0000	0.0000
255	255	ASD ENVELOPE SOLUTION	0.0000	0.0000
1459	1459	ASD ENVELOPE SOLUTION	0.0000	0.0000
204	204	ASD ENVELOPE SOLUTION	0.0000	0.0000
196	196	ASD ENVELOPE SOLUTION	0.0000	0.0000
1441	1441	ASD ENVELOPE SOLUTION	0.0000	0.0000
1454	1454	ASD ENVELOPE SOLUTION	0.0000	0.0000
233	233	ASD ENVELOPE SOLUTION	0.0000	0.0000

Nodal Reactions, Part 2 of 2

Node	Point	OutputCase	My	Mz
2	2	2	1	1
1443	1443	ASD ENVELOPE SOLUTION	0.0000	0.0000
1455	1455	ASD ENVELOPE SOLUTION	0.0000	0.0000
66	66	ASD ENVELOPE SOLUTION	0.0000	0.0000
244	244	ASD ENVELOPE SOLUTION	0.0000	0.0000
172	172	ASD ENVELOPE SOLUTION	0.0000	0.0000
249	249	ASD ENVELOPE SOLUTION	0.0000	0.0000
77	77	ASD ENVELOPE SOLUTION	0.0000	0.0000
41	41	ASD ENVELOPE SOLUTION	0.0000	0.0000
235	235	ASD ENVELOPE SOLUTION	0.0000	0.0000
56	56	ASD ENVELOPE SOLUTION	0.0000	0.0000
262	262	ASD ENVELOPE SOLUTION	0.0000	0.0000
1452	1452	ASD ENVELOPE SOLUTION	0.0000	0.0000
226	226	ASD ENVELOPE SOLUTION	0.0000	0.0000
74	74	ASD ENVELOPE SOLUTION	0.0000	0.0000
211	211	ASD ENVELOPE SOLUTION	0.0000	0.0000
68	68	ASD ENVELOPE SOLUTION	0.0000	0.0000
85	85	ASD ENVELOPE SOLUTION	0.0000	0.0000
258	258	ASD ENVELOPE SOLUTION	0.0000	0.0000
251	251	ASD ENVELOPE SOLUTION	0.0000	0.0000
1446	1446	ASD ENVELOPE SOLUTION	0.0000	0.0000
212	212	ASD ENVELOPE SOLUTION	0.0000	0.0000
252	252	ASD ENVELOPE SOLUTION	0.0000	0.0000
186	186	ASD ENVELOPE SOLUTION	0.0000	0.0000

Nodal Reactions, Part 2 of 2

Node	Point	OutputCase	My	Mz
2	2	2	1	1
75	75	ASD ENVELOPE SOLUTION	0.0000	0.0000
1447	1447	ASD ENVELOPE SOLUTION	0.0000	0.0000
58	58	ASD ENVELOPE SOLUTION	0.0000	0.0000
1453	1453	ASD ENVELOPE SOLUTION	0.0000	0.0000
254	254	ASD ENVELOPE SOLUTION	0.0000	0.0000
231	231	ASD ENVELOPE SOLUTION	0.0000	0.0000
234	234	ASD ENVELOPE SOLUTION	0.0000	0.0000
69	69	ASD ENVELOPE SOLUTION	0.0000	0.0000
240	240	ASD ENVELOPE SOLUTION	0.0000	0.0000
266	266	ASD ENVELOPE SOLUTION	0.0000	0.0000
102	102	ASD ENVELOPE SOLUTION	0.0000	0.0000
213	213	ASD ENVELOPE SOLUTION	0.0000	0.0000
1328	1328	ASD ENVELOPE SOLUTION	0.0000	0.0000
209	209	ASD ENVELOPE SOLUTION	0.0000	0.0000
225	225	ASD ENVELOPE SOLUTION	0.0000	0.0000
257	257	ASD ENVELOPE SOLUTION	0.0000	0.0000
239	239	ASD ENVELOPE SOLUTION	0.0000	0.0000
242	242	ASD ENVELOPE SOLUTION	0.0000	0.0000
45	45	ASD ENVELOPE SOLUTION	0.0000	0.0000
120	120	ASD ENVELOPE SOLUTION	0.0000	0.0000
1329	1329	ASD ENVELOPE SOLUTION	0.0000	0.0000
229	229	ASD ENVELOPE SOLUTION	0.0000	0.0000
236	236	ASD ENVELOPE SOLUTION	0.0000	0.0000

Nodal Reactions, Part 2 of 2

Node	Point	OutputCase	My	Mz
2	2	2	1	1
219	219	ASD ENVELOPE SOLUTION	0.0000	0.0000
238	238	ASD ENVELOPE SOLUTION	0.0000	0.0000
221	221	ASD ENVELOPE SOLUTION	0.0000	0.0000
232	232	ASD ENVELOPE SOLUTION	0.0000	0.0000
1459	1459	ASD ENVELOPE SOLUTION	0.0000	0.0000
256	256	ASD ENVELOPE SOLUTION	0.0000	0.0000
247	247	ASD ENVELOPE SOLUTION	0.0000	0.0000
230	230	ASD ENVELOPE SOLUTION	0.0000	0.0000
1441	1441	ASD ENVELOPE SOLUTION	0.0000	0.0000
119	119	ASD ENVELOPE SOLUTION	0.0000	0.0000
214	214	ASD ENVELOPE SOLUTION	0.0000	0.0000
222	222	ASD ENVELOPE SOLUTION	0.0000	0.0000
55	55	ASD ENVELOPE SOLUTION	0.0000	0.0000
220	220	ASD ENVELOPE SOLUTION	0.0000	0.0000
197	197	ASD ENVELOPE SOLUTION	0.0000	0.0000
224	224	ASD ENVELOPE SOLUTION	0.0000	0.0000
196	196	ASD ENVELOPE SOLUTION	0.0000	0.0000
223	223	ASD ENVELOPE SOLUTION	0.0000	0.0000
245	245	ASD ENVELOPE SOLUTION	0.0000	0.0000
184	184	ASD ENVELOPE SOLUTION	0.0000	0.0000
67	67	ASD ENVELOPE SOLUTION	0.0000	0.0000
250	250	ASD ENVELOPE SOLUTION	0.0000	0.0000
246	246	ASD ENVELOPE SOLUTION	0.0000	0.0000

Nodal Reactions, Part 2 of 2

Node	Point	OutputCase	My	Mz
2	2	2	1	1
199	199	ASD ENVELOPE SOLUTION	0.0000	0.0000
210	210	ASD ENVELOPE SOLUTION	0.0000	0.0000
121	121	ASD ENVELOPE SOLUTION	0.0000	0.0000
72	72	ASD ENVELOPE SOLUTION	0.0000	0.0000
76	76	ASD ENVELOPE SOLUTION	0.0000	0.0000
227	227	ASD ENVELOPE SOLUTION	0.0000	0.0000
218	218	ASD ENVELOPE SOLUTION	0.0000	0.0000
71	71	ASD ENVELOPE SOLUTION	0.0000	0.0000
248	248	ASD ENVELOPE SOLUTION	0.0000	0.0000
41	41	ASD ENVELOPE SOLUTION	0.0000	0.0000
208	208	ASD ENVELOPE SOLUTION	0.0000	0.0000
228	228	ASD ENVELOPE SOLUTION	0.0000	0.0000
259	259	ASD ENVELOPE SOLUTION	0.0000	0.0000
205	205	ASD ENVELOPE SOLUTION	0.0000	0.0000
68	68	ASD ENVELOPE SOLUTION	0.0000	0.0000
216	216	ASD ENVELOPE SOLUTION	0.0000	0.0000
85	85	ASD ENVELOPE SOLUTION	0.0000	0.0000
69	69	ASD ENVELOPE SOLUTION	0.0000	0.0000
243	243	ASD ENVELOPE SOLUTION	0.0000	0.0000
122	122	ASD ENVELOPE SOLUTION	0.0000	0.0000
204	204	ASD ENVELOPE SOLUTION	0.0000	0.0000
244	244	ASD ENVELOPE SOLUTION	0.0000	0.0000
253	253	ASD ENVELOPE SOLUTION	0.0000	0.0000

Nodal Reactions, Part 2 of 2

Node	Point	OutputCase	My	Mz
2	2	2	1	1
201	201	ASD ENVELOPE SOLUTION	0.0000	0.0000
255	255	ASD ENVELOPE SOLUTION	0.0000	0.0000
202	202	ASD ENVELOPE SOLUTION	0.0000	0.0000
233	233	ASD ENVELOPE SOLUTION	0.0000	0.0000
260	260	ASD ENVELOPE SOLUTION	0.0000	0.0000
249	249	ASD ENVELOPE SOLUTION	0.0000	0.0000
86	86	ASD ENVELOPE SOLUTION	0.0000	0.0000
251	251	ASD ENVELOPE SOLUTION	0.0000	0.0000
235	235	ASD ENVELOPE SOLUTION	0.0000	0.0000
211	211	ASD ENVELOPE SOLUTION	0.0000	0.0000
217	217	ASD ENVELOPE SOLUTION	0.0000	0.0000
226	226	ASD ENVELOPE SOLUTION	0.0000	0.0000
241	241	ASD ENVELOPE SOLUTION	0.0000	0.0000
120	120	ASD ENVELOPE SOLUTION	0.0000	0.0000
200	200	ASD ENVELOPE SOLUTION	0.0000	0.0000
212	212	ASD ENVELOPE SOLUTION	0.0000	0.0000
258	258	ASD ENVELOPE SOLUTION	0.0000	0.0000
242	242	ASD ENVELOPE SOLUTION	0.0000	0.0000
234	234	ASD ENVELOPE SOLUTION	0.0000	0.0000
231	231	ASD ENVELOPE SOLUTION	0.0000	0.0000
77	77	ASD ENVELOPE SOLUTION	0.0000	0.0000
239	239	ASD ENVELOPE SOLUTION	0.0000	0.0000
70	70	ASD ENVELOPE SOLUTION	0.0000	0.0000

Nodal Reactions, Part 2 of 2

Node	Point	OutputCase	My	Mz
2	2	2	1	1
252	252	ASD ENVELOPE SOLUTION	0.0000	0.0000
221	221	ASD ENVELOPE SOLUTION	0.0000	0.0000
238	238	ASD ENVELOPE SOLUTION	0.0000	0.0000
70	70	ASD ENVELOPE SOLUTION	0.0000	0.0000
222	222	ASD ENVELOPE SOLUTION	0.0000	0.0000
200	200	ASD ENVELOPE SOLUTION	0.0000	0.0000
86	86	ASD ENVELOPE SOLUTION	0.0000	0.0000
217	217	ASD ENVELOPE SOLUTION	0.0000	0.0000
261	261	ASD ENVELOPE SOLUTION	0.0000	0.0000
207	207	ASD ENVELOPE SOLUTION	0.0000	0.0000
261	261	ASD ENVELOPE SOLUTION	0.0000	0.0000
207	207	ASD ENVELOPE SOLUTION	0.0000	0.0000

RESOLUTION ADOPTING FINDINGS UNDER THE STATE ENVIRONMENTAL QUALTY REVIEW ACT WITH RESPECT TO THE MODIFIED MARINA REDEVELOPMENT PROJECT

On motion of TRUSTEE COTTER, seconded by TRUSTEE CICCONE, the following resolution was adopted by the Board of Trustees of the Village of Port Chester, New York (the "Village Board"):

WHEREAS, on November 1, 1977, the Village Board approved the Urban Renewal Plan for the Village Center Urban Renewal Area (the "Village Center Urban Renewal Plan"); and

WHEREAS, on June 12, 1982, the Village Board approved the Urban Renewal Plan for the Marina Redevelopment Plan Area (the "Marina Redevelopment Urban Renewal Plan," collectively with the Village Center Renewal Plan, the "Urban Renewal Plans"); and

WHEREAS, on June 5, 1989, the Village entered into a development agreement and procedural agreement (the "Agreements") with the Robert Martin Company; and

WHEREAS, the Urban Renewal Plans were amended by the Village Board from time to time, most recently on June 11, 1991 (the "1991 Amendment"), which established a Marina Redevelopment Project (the "Project") within contiguous portions of the Village Center Urban Renewal Plan Area and the Marina Redevelopment Urban Renewal Plan Area (collectively, the "Urban Renewal Areas"), and promulgated special controls and procedures for the Marina Redevelopment Project; and

WHEREAS, on June 11, 1991, the Village Board also adopted Local Law No. 13 of 1991, which amended the Zoning Regulation and Zoning Map of the Village to (i) create a new zoning district entitled the "MUR Marina Redevelopment Project Urban Renewal District" (the "MUR District"), as well as establish land use controls for the MUR District consistent with the special controls and procedures for the Marina Development Project set forth in the 1991 Amendment, and (ii) overlay the MUR District on the then mapped zoning districts within the boundaries of the Marina Redevelopment Project; and

WHEREAS, on June 11, 1991, the Village Board granted a special permit to the Robert Martin Company to develop the Marina Redevelopment Project pursuant to the newly-enacted provisions of the MUR District as set forth under Article XVI of the Code of the Village of Port Chester (the "Code"); and

WHEREAS, to date, the Project has not been developed; and

WHEREAS, in response to a request for proposals issued by the Village on August 22, 1997, G & S Port Chester LLC (the "Applicant" or "Developer") proposed a modification of the Project consisting of approximately 320,000 square feet of retail and commercial space including an approximately 50,000 square foot cinema, an

approximately 130,000 square foot wholesale membership warehouse club and approximately 140,000 additional square feet of retail space in five buildings, together with approximately 1850 parking spaces; and

WHEREAS, the Village Board designated G & S Port Chester LLC as the preferred developer of the Project pursuant to a Resolution dated September 29, 1997; and

WHEREAS, the Applicant and the Village Board entered into an Amended and Restated Development Agreement dated as of April 28, 1998 (the "Development Agreement"), which agreement set forth the general terms and conditions for a further proposed modification of the Project generally described as consisting of 360,000 square feet of retail and commercial uses, including an approximately 100,000 square foot cinema, an approximately 140,000 square foot wholesale membership warehouse club, and an approximately 5,000 square foot restaurant, together with approximately 2,172 parking spaces and a public park and promenade , subject to a full environmental review under the State Environmental Quality Review Act and the governing regulations thereof ("SEQRA"), and in which the parties acknowledged and agreed that based upon the findings issued in connection with said SEQRA review, the proposed Project could be further modified, reduced in scope or rejected in whole or part; and

WHEREAS, the Applicant thereafter filed with the Village a preliminary site plan of the proposed Project, as well as a full Environmental Assessment Form under SEQRA ("EAF"), in accordance with Sections 2.1 and 2.2 of the Development Agreement, respectively; and

WHEREAS, a draft Scope of Work was prepared by the Applicant in accordance with 6 NYCRR Section 617.8; and

WHEREAS, by Resolution dated June 1, 1998, the Village Board directed that a Lead Agency coordination letter be circulated among the various involved and interested agencies, together with a copy of the EAF, the draft Scope of Work, and the preliminary site plan, indicating that the Village Board desired to assume lead agency status ("Lead Agency") and conduct a coordinated review of the proposed Project in accordance with Article 8 of the Environmental Conservation Law of the State of New York, and the regulations promulgated thereunder at 6 NYCRR Section 617.6(b); and

WHEREAS, the Village Board received no written objections within thirty (30) days of its notice to assume Lead Agency status; and

WHEREAS, by Resolution dated July 6, 1998, the Village Board (i) assumed Lead Agency status in connection with the SEQRA review of the modified Project, and commenced a coordinated review of the proposed Project in accordance with 6 N.Y.C.C.R. Section 617.6(b)(3), (ii) determined that the proposed action may have a significant effect on the environment and that a Supplemental Draft Environmental Impact Statement ("SDEIS") be prepared, (iii) directed that a public scoping session be held at its next regularly scheduled meeting on July 20, 1998, in accordance with 6

NYCRR Section 617.8, and (iv) directed that a written notice of its determination of significance and notice of the scheduled public scoping session, together with a copy of the draft Scope of Work of the SDEIS, be sent to all involved agencies, as well as made available to all known individuals or interested agencies that expressed an interest to the Village Board in the proposed Project; and

WHEREAS, the Village Board published a Notice of the Public Scoping, as well as sent copies of said Notice with a copy of the draft Scope of Work to all involved and interested agencies, as well as to all known individuals and interested organizations that expressed an interest to the Village Board in the proposed Project; and

WHEREAS, the Village Board conducted a public scoping session on July 20, 1998, in which various speakers commented upon and expressed their concerns on the draft Scope of Work; and

WHEREAS, subsequent to the public scoping session, the Village Board received and reviewed numerous written comments to the draft Scope of Work; and

WHEREAS, pursuant to the instructions of the Village Board, its consultants met with the Applicant and its consultants to discuss incorporating changes in the draft Scope of Work in accordance with the comments and concerns expressed during the public scoping session and in subsequent written submissions; and

WHEREAS, on or about August 17, 1998, the Village Board adopted the Final Scope of Work and determined that it is consistent with the criteria set forth under 6 NYCRR Section 617.8(f); and

WHEREAS, the Village Board further directed that the Final Scope of Work be distributed to all involved and interested agencies, as well as any individual or organization that expressed an interest in writing to the Village Board concerning the draft Scope of Work and/or the proposed Project; and

WHEREAS, the Applicant submitted a preliminary SDEIS to the Village Board in response to the Final Scope of Work issued by the Village; and

WHEREAS, the Village Board reviewed the preliminary SDEIS, and instructed its consultants to meet with the Applicant and its consultants to discuss incorporating changes in the preliminary SDEIS; and

WHEREAS, in response to comments from the Village Board and its consultants the Applicant revised the preliminary SDEIS; and

WHEREAS, the Village Board and its consultants reviewed the revised SDEIS for completeness in responding to the Final Scope of Work; and

WHEREAS, the revised SDEIS presented a further modification of the Project generally consisting of a total of approximately 488,000 square feet of retail and

commercial floor area, including an approximately 108,000 square foot (5000 seat) cinema, an approximately 142,000 square foot wholesale membership warehouse club, and an approximately 67,000 square foot supermarket; and

WHEREAS, the Village Board, as Lead Agency, determined on November 18, 1998 that the revised SDEIS was complete with respect to its scope, content and adequacy for the purpose of commencing public review pursuant to 6 NYCRR Section 617.9(a); and

WHEREAS, the Village Board directed that the Notice of Completion of the SDEIS and a Notice of Public Hearing be filed and circulated in accordance with the requirements of 6 NYCRR Section 617(a)(iii) and (c), notifying the public, among other things, that (i) a public hearing would be held on December 10, 1998 at 6:30 PM, at 10 Pearl Street, Port Chester, where public comment would be heard regarding the SDEIS, and (ii) written comments regarding the SDEIS could be submitted to the Village Board on or before January 11, 1999; and

WHEREAS, the Village Board further directed that copies of the SDEIS be filed with the Public Library and the Clerk's Office of the Village of Port Chester for public review; and

WHEREAS, the SDEIS was circulated to all involved and interested agencies for their review and comment; and

WHEREAS, a public hearing was held on December 10, 1998, at which time all persons attending who wished to be heard were given an opportunity to be heard; and

WHEREAS, the Village Board extended the public comment period to January 25, 1999; and

WHEREAS, the Village's planning, traffic, engineering and legal consultants submitted their respective written comments on the SDEIS, which comments have been examined and considered by the Village Board; and

WHEREAS, written comments on the SDEIS were received from involved and interested agencies, as well as the public, and were reviewed by the Village Board, its consultants and the Applicant; and

WHEREAS, preliminary draft responses to the comments were submitted by the Applicant to the Village's consultants on or about February 11, 1999; and

WHEREAS, the Village's consultants sought and received further information and clarification from the Applicant's consultants and the Applicant with respect to the responses to the comments; and

WHEREAS, on February 18, 1999, the Applicant submitted revisions to the responses to the comments to the Village's consultants; and

WHEREAS, on February 19, 1999, the Applicant submitted a preliminary Supplemental Final Environmental Impact Statement ("SFEIS") to the Village Board; and

WHEREAS, at a meeting held on February 22, 1999, the Village Board reviewed the preliminary SFEIS, the comments and submissions from the public, interested and involved agencies, the Applicant's responses to those comments and to the comments prepared by the Village Board's consultants; and

WHEREAS, the Village Board sought and received further information from the Applicant's consultants and the Village Board's own consultants; and

WHEREAS, on February 26, 1999, the Applicant submitted a revised, preliminary SFEIS; and

WHEREAS, at a meeting held on February 26, 1999, the Village Board reviewed the revised preliminary SFEIS; and

WHEREAS, on March 1, 1999, the Applicant submitted a further revised preliminary SFEIS; and

WHEREAS, the revised SFEIS presented the following further modifications of the proposed Project: (i) a 1000 square foot increase in the floor area of the cinema, but a corresponding reduction of the number of seats from 5000 to 4000, (ii) an approximately 800 square foot decrease in the floor area of the free standing restaurant, and (iii) an increase in the number of proposed waterfront "kiosks" from four to six; and

WHEREAS, the Village Board carefully reviewed and thoroughly considered the preliminary SFEIS and the recommendations of its consultants concerning the adequacy and completeness of the SFEIS; and

WHEREAS, on March 8, 1999, the Village Board, as Lead Agency, determined that the SFEIS was complete and accepted the SFEIS; and

WHEREAS, the Village Board further determined (i) that the SFEIS and a Notice of Completion of the SFEIS be filed and circulated in accordance with 6 NYCRR Section 617.12, (ii) that copies of the SFEIS be filed with the Public Library and the Clerk's Office of the Village of Port Chester for public review; (iii) that written comments on the SFEIS would be accepted until March 19, 1999; and (iv) that a public discussion on the SFEIS would be held on March 18, 1999 at 6:00 PM at 10 Pearl Street, Port Chester, New York; and

WHEREAS, the Village Board heard and considered comments concerning the SFEIS from certain involved and interested agencies, and the public at its scheduled meeting on March 18, 1999; and

WHEREAS, the Village Board has received and reviewed additional written comments from the Westchester County Planning Board and the New York State Department of State concerning the SFEIS and will address said comments, where practicable, as part of site plan review;

NOW, THEREFORE, BE IT RESOLVED, HAVING REVIEWED THE SDEIS, SFEIS, SUPPORTING AND RELATED DOCUMENTS, COMMENTS RECEIVED FROM THE PUBLIC, INVOLVED AND INTERESTED AGENCIES, THE RESPONSES TO THOSE COMMENTS FROM THE VILLAGE BOARD'S PLANNING, TRAFFIC, ENGINEERING AND LEGAL CONSULTANTS AND THE APPLICANT AND ITS CONSULTANTS, THE VILLAGE BOARD OF TRUSTEES MAKES THE FOLLOWING FINDINGS AND CONCLUSIONS BASED UPON THOSE DOCUMENTS AND THE RECORD PURSUANT TO ARTICLE 8 OF THE ENVIRONMENTAL CONSERVATION LAW AND 6 NYCRR PART 617:

1. DESCRIPTION OF PROPOSED PROJECT, PURPOSE AND NEED

a. Project Location

The proposed Project involves the redevelopment of an approximate 28-acre area in the center of the Village of Port Chester. The "Project Area" is located in and adjacent to the Village's central business district. It is bordered generally by North and South Main Streets to the west, the Byram River to the east, Westchester and Purdy Avenues to the south and Willet Avenue to the north. As a result of comments from the Village Board, the public and involved agencies, the Project Area has been expanded to include several parcels west of South Main Street, including the existing, vacant Putnam-Mellor Fire House (a structure on the National Register of Historic Places), and several vacant parcels to its north.

The Project is located within contiguous portions of two existing urban renewal areas (discussed further below), the Marina Redevelopment Urban Renewal Plan Area and the Village Center Urban Renewal Plan Area.

b. Purpose of the Project

The intent of this Project is to revitalize Port Chester's contiguous downtown and waterfront areas. The Project is intended to revitalize the downtown area, enhance its aesthetics, and make it more attractive for Port Chester residents and visitors. In addition to the proposed retail, restaurant and entertainment uses, a streetscape plan will be implemented that adds greenery and increased open public spaces to the area.

The waterfront, long obscured and neglected, will be cleaned up and made accessible to the public through the addition of a waterfront promenade - incorporating a paved walkway and landscaping, several waterfront plazas around the existing Cove, expansion and enhancement of the public marina, and public kiosk destinations. Sight lines to the river from Main Street will be modestly improved by removing buildings

from the waterfront, although the existing Barrier Motor Fuels gas station on Westchester Avenue is no longer proposed to be eliminated. Views will also be enhanced by the addition of the promenade. With the public infrastructure in place along the waterfront, the Village will have the opportunity to increase public utilization through creative and waterfront oriented public programming.

As a policy, the Board sought a Project that focused on retail and commercial development. The estimated tax revenues (PILOT revenues) for the Village would significantly increase upon completion of the construction of the Project. The Village Board further finds that a successful commercial project could be a catalyst for future residential development in the surrounding downtown area, which would also be a positive and beneficial impact of the Project.

c. Historical Background

The original Agreements were made between the Village, the Village of Port Chester Industrial Development Agency ("IDA"), and the Robert Martin Company, a Westchester-based development company. The Agreements conferred upon the Robert Martin Company the exclusive right to prepare a preliminary development plan, negotiate a land disposition agreement, and undertake other negotiations with respect to the acquisition and redevelopment of property in the Marina Redevelopment Project area . The Agreements were undertaken on the basis of a determination by the Village that the coordinated redevelopment of the area by a single private developer would be advantageous and conducive to achieving the development goals of the community. As approved by the Village in 1991, the Project included the following components:

- 165,000 square feet of retail, restaurant and service space;
- 80,000 square feet of offices;
- 30,000 square feet of executive park space (combination of office and warehouse uses);
- 40,000 square foot multi-screen cinema;
- 660 apartments;
- 1,896 parking spaces, including both on-street curb spaces and off-street parking lots, a new garage and an additional 231 off-street parking spaces at the southwest corner of Purdy Avenue and Brick Oven Road;
- development of a waterfront esplanade and park; and
- expansion of existing public boating facilities in the Byram River by the conversion of then-existing private facilities to public management.

The Marina Redevelopment Project was subject to a full Draft and Final Environmental Impact Statement prepared in accordance with the requirements of SEQRA and NEPA (the "Prior EIS"). Environmental findings on the Prior EIS were adopted by the Village Board in June 1991. Due to economic conditions in the early part of this decade, the Marina Redevelopment Project was not implemented by the Robert Martin Company.

d. Description of the Current and Revised Project

The Modified Marina Redevelopment Project (hereinafter referred to as the "Modified Project") is the current proposal by the Applicant for the redevelopment of the Urban Renewal Areas. The Applicant is a major retail developer in the New York City metropolitan area. The Applicant and its affiliates have developed many successful projects including retail centers in New Rochelle, Bay Shore, Glen Cove, Farmingdale and Babylon, New York, and Jersey City and Livingston, New Jersey.

On April 28, 1998, the Village, the IDA, and the Applicant entered into the Development Agreement, which reflects the general terms and conditions of the Modified Project. The Modified Project generally consists of the construction of approximately 380,000 square feet of retail, commercial and restaurant space and a ±109,000-square foot (5,000 seat) cinema. The retail space proposed includes an approximately 67,000 square foot supermarket, an approximately 142,000 square foot wholesale membership warehouse club and approximately 165,000 additional square feet of retail floor area in five differently sized retail buildings. A ±5,457 square foot restaurant is proposed adjacent to the Byram River waterfront.

Under the Development Agreement, the Applicant proposed a total of five kiosks -- four in the waterfront area, and one larger kiosk along South Main Street. The kiosks are intended to have waterfront and/or nautical themes. The Applicant is pursuing the mooring of antique vessels as an attraction to the area, which plan will be further refined during future site plan review. The four kiosks near the waterfront may support general waterfront-related retail activities, or provide community-oriented or historically-related information. These four kiosks comprise approximately 336 square feet each and are proposed adjacent to the waterfront promenade. Upon completion of construction of the waterfront promenade, the kiosks and attendant public improvements, that portion of the Project Area and the improvements will be dedicated to and controlled by the Village or its designee as a public park. The kiosk comprising 1,152 square feet to be located along South Main Street will be retained by the Applicant for general retail purposes. Uses permitted for the South Main Street kiosk will be determined as part of site plan approval, generally consistent with existing zoning.

The Village's recently completed Downtown Transportation Linkage Study recommended that the architectural design of infill development and redevelopment should complement and/or reflect the existing unique characteristics of buildings along North Main Street. Variety in the height, shape, colors and storefronts of the retail buildings, which will be architecturally finished on all sides visible to the public, will give them a more natural and three-dimensional feeling than the typical faces of many contemporary suburban retail developments. Awnings, street trees, lampposts and graphics - rather than a suburban-typical arcade - will be used to develop a rhythm that ties this development together and into the downtown context. Several components to the design of the wholesale membership club differentiate it from a suburban model. Most significant is that the proposed wholesale membership club is a two-story building, while the suburban store is typically one-story. The two story design substantially reduces the overall footprint of the building.

The proposed Modified Project would be served by a total of 2,020 off-street parking spaces, which will be comprised of a combination of at-grade parking lot spaces and spaces within a new parking garage. In addition, 71 existing on-street spaces along Abendroth Avenue to the north of Westchester Avenue, and along the west side of South Main Street in addition to on both sides of North Main Street, would be retained. A portion of these on-street parking spaces are expected to accommodate existing vehicles coming to the downtown area, which will continue to utilize the spaces in the future.

In order to provide sufficient parking for the proposed commercial uses, a parking garage containing approximately 775 spaces would be constructed on the block bounded by Don Bosco Place (a/k/a Brick Oven Road) and Traverse Avenue south of Westchester Avenue. Subject to site plan review, access to the proposed garage will be from two access points on Don Bosco Place (Brick Oven Road) and two access points along Traverse Avenue. See Section 8 of these Findings for additional information.

A pedestrian bridge would connect the upper level of the proposed garage to the second story of the building housing the movie theater. Access to the pedestrian bridge from each level of the garage would be provided by an elevator and stairwells. An adjacent retail building ("Retail Store G") would also have a direct connection to the parking garage. At-grade parking would also be provided in lots to the south and west of the parking structure, and to the north and east of the proposed wholesale membership warehouse club. All new parking constructed for the Modified Project will be owned by and maintained by the Applicant, but available free for all general public use, subject to reasonable regulations to avoid long-term parking. Proposed buildings and parking areas are shown on a preliminary site plan submitted to the Village Board with the SFEIS, and are subject to final site plan approval by the Village Board.

The Modified Project is proposed to consist of four "units," each of which will contain one or more of the proposed buildings and related infrastructure. It is contemplated that each unit will be funded by the Applicant separately. Subject to the terms of the LDA, the purchase price for the Modified Project will include the Applicant paying for land acquisition, public infrastructure, environmental remediation, if any, relocation costs, and all other administrative and other costs of implementing the Modified Project. The land for the Modified Project will be assembled through consensual agreements between the Applicant and private landowners, property obtained by the Village through eminent domain, and current Village owned property. All landowners holding title to property obtained by the Village through eminent domain will receive fair market value for the property in accordance with the laws and regulations of the New York State Eminent Domain Procedure Law ("EDPL"), and relocation costs in accordance with New York General Municipal Law. The Village will also hire special relocation staff, at the Applicant's expense, to assist all landowners with property in the Project Area to relocate to a suitable location in a timely manner, ideally in the Village of Port Chester and/or Westchester County.

At the closing of a unit, the assembled land will be sold to the Applicant, which will sell it back to the IDA for ten (10) dollars. The IDA will lease the unit to the Applicant for a twenty (20) year term, and will enter into a Payment In Lieu of Taxes Agreement ("PILOT Agreement") with the Applicant. The phasing of construction of each unit will be subject to various factors, including land acquisition, tenant obligations, financing and construction issues. The Applicant will have four years after all final land use approvals are granted to close all the units, and four years to complete construction from each closing date. The Village does not anticipate that the Applicant will require the full period to complete the Modified Project, and if the Applicant fails to timely complete any unit, it will loose its rights to develop that unit and any remaining units. The Village Board considers the likelihood of voluntary failure to complete the Modified Project after the commencement of the first unit as remote, given the substantial funds which will already have been invested by the Applicant in the Modified Project.

All public infrastructure related to a unit will be built by the Applicant in conjunction with that unit construction. Except the southern portion of the waterfront, which will be completed in connection with the construction of the unit which contains the wholesale membership club facility, the waterfront promenade will be constructed in connection with the construction of the first unit of the Modified Project to be constructed. The first unit built will not receive a certificate of occupancy until the waterfront and all public amenities thereon are completed, except for the southern portion of the waterfront in the vicinity of the unit which contains the wholesale membership club facility. The Applicant's obligations and responsibilities with respect to the acquisition, financing and construction of the units, and of the public infrastructure related to each of the units will be more fully described in a Land Acquisition and Disposition Agreement to be made between the Village, the Applicant and the IDA (the "LDA"). The LDA will be available to the public for review and will be the subject of a public hearing prior to its approval by the Village Board.

The Applicant will undertake the rehabilitation and construction of the public marina. The existing public marina has 96 boat slips, which will be increased to approximately 110 slips. There are approximately 45 slips at the private Westchester Marina, which will be displaced in order to implement the proposed Modified Project. The reconstructed marina will be operated by the Village or its designee. There will be available public parking for marina users during typical warm-weather months when boating activity is most active. Appropriate signage directing traffic to parking at the waterfront will be more fully discussed at the time of site plan review.

The Westchester Marina currently provides boat launching and storage capabilities. The Village Board finds that it is not feasible to establish a new boat launch at the reconstructed public marina, since the movements of boat trailers cannot be safely and adequately accommodated in the public parking facility for the wholesale membership warehouse club. The Village and the Applicant are exploring the possibility of providing a boat launch near Willet Avenue to be funded by the Applicant. If this is not feasible, the Applicant will fund appropriate enhancements to the existing boat launch at the Port Chester Yacht Club. Final decisions concerning the boat launch will be made during site plan review.

The Village also considers the incorporation of some transient boat slips to be an important component of the public marina. The operation of the public marina will be reviewed and finalized during site plan review.

The Village Board notes that some comments raised during the public review of the SDEIS and SFEIS were critical of retail uses and attendant parking in proximity to the waterfront. The Village Board finds, however, that the Modified Project proposed by the Applicant is likely to successfully lease to credit worthy regional and nationally recognized tenants, which will in turn provide the means to effectuate, among other things, the rehabilitation of the waterfront area. Visitors attracted to the retail uses are likely to patronize other established and new uses in the downtown area and the waterfront itself by virtue of the availability of free parking and the other amenities that will be part of the Modified Project.

e. Required Project Modifications

In response to oral and written comments received with respect to the SDEIS, the Applicant proposed certain further modifications to the Modified Project in the SFEIS. The principal modifications presented in the SFEIS are as follows:

1. The existing gasoline station and convenience store owned by Barrier Motor Fuels is being retained in its current location on Westchester Avenue. Although the Village Board considers the location of the gas station at its present location to be generally inconsistent with the goals and objectives of the Modified Project, the owner has placed the Village on notice that it will contest any compelled relocation and will not accept the assistance of the Village to relocate to the intersection of Brick Oven Road and Purdy Avenue, a location offered by the Village and which the Village Board believes would be comparable and potentially superior to its present location. In an effort to avoid protracted litigation with the owner which might significantly delay progress on the entire redevelopment, the Village Board finds that retaining the gas station in its present location is not materially detrimental within the context of the overall redevelopment plan. This finding is based, in part, on the Applicant's agreement to pay for aesthetic improvements to the gas station to bring it generally into conformity with the streetscape and design of the Modified Project. As a condition of this finding, the Applicant must submit a proposed gas station improvement plan to the Village Board for its review and approval in connection with the review and approval of the site plan of the Modified Project.

The SFEIS indicated that the existing location of the gas station is in an area designated by the Downtown Transportation Linkage Study as a waterfront activity area. Further, the SFEIS identifies a potential area for relocation of the gas station to a more peripheral location with the Project Area. Relocation to the site where former "Building F" was proposed to be located would allow for an enhanced traffic circulation pattern and provide for an additional open space element in the heart of the Modified Project. The Village may pursue this option as part of its long range plan for the area.

2. The Project Area has been expanded to include the existing Putnam-Mellor Firehouse (listed on the National Register of Historic Places) and several contiguous private and Village-owned parcels to the north. The firehouse, which is currently vacant, will be renovated by the Applicant. The Village Board has suggested that the firehouse be used as a restaurant with required parking reserved for that use. Any proposed re-use or re-design of the firehouse is subject to site plan review and approval by the Village Board.

3. The building originally proposed at Purdy Avenue between Don Bosco Place and Traverse Avenue ("Retail F" as designated in the SDEIS) has been redesigned to be physically incorporated into and made part of the "Retail G" building.

4. At-grade parking is now proposed in place of the building formerly designated Retail F.

5. The proposed wholesale membership club's tire center has been moved to the eastern elevation of the building next to the proposed entrance to the facility.

6. Westchester Avenue is no longer proposed to be realigned, but will end at Traverse Avenue.

7. Two kiosks have been added to the southeastern portion of the project area to create a southern destination for the waterfront promenade.

8. Additional employee parking is shown on two parcels to the south of the project area along Townsend Avenue.

9. Approximately 9,000 additional square feet of open space has been added to the waterfront promenade along the Cove abutting the unit which contains the wholesale club.

10. Additional landscaping has been included in the wholesale club parking area.

11. The size of the movie theater has been reduced to 4,000 seats from 5,000 seats.

These Findings incorporate and approve these changes to the Modified Project, all of which will be subject to site plan review and approval.

f. Comparison Between the Original Project and the Modified Project

The Modified Project proposes significantly less overall development than the original Project since no multifamily units are proposed. As previously approved, the original Project would have resulted in residential square footage in excess of 600,000 square feet.

The Modified Project includes more retail and entertainment uses than the original Project, which the Village Board believes will strengthen the downtown area as a destination. The original Project included office/warehouse ("flex") buildings as a proposed use. No such use is proposed by the Applicant.

The Modified Project involves more land area than the original Project. The most significant amount of additional area is along the east side of South Main Street, up to Purdy Avenue. Thus, more relocation activity will be required than anticipated with the original Project. Maximum building heights in the original Project were 160 feet. The tallest buildings in the current proposal are approximately 65 feet, the precise heights to be determined during site plan review. Building heights and other design features in the present plan better relate to surrounding buildings in downtown Port Chester.

The design treatment along the water's edge is similar in concept in both plans. Both include a promenade and open space areas. The Modified Project provides less open space (approximately 2.5 acres) compared to the original Project (4.0± acres) Both plans include surface and structured parking. Significant areas of parking are proposed under the current plan behind the promenade. The original Project had less overall parking than the current plan, but more surface parking. The proposed parking structure in the Modified Project will primarily serve the cinema and the building identified as Retail G. In the original Project, the parking structure was designed to serve the multifamily housing.

g. Public Improvements

The following public improvements will be constructed and paid for in their entirety by the Applicant as part of the Modified Project:

1. new bulkheading along the Byram River south of the Cove, and possible additional bulkheading along the southern portion of the Cove, with the cost and responsibility for the area along the southern portion of the Cove determined during the site plan review and approval process;

2. reconstruction and expansion of the public marina;

3. two new waterfront parks, comprising approximately 5,500 sf and 15,000 sf, respectively, and a 0.43 mile promenade;

4. six kiosks expected to have a waterfront/nautical theme to be owned and operated by the Village;

5. streets, sidewalks and plazas and related pedestrian amenities, including lighting fixtures similar in style to those on North Main Street and in the Abendroth Avenue municipal parking area, street tree plantings, and street furniture;

6. water, sewer, drainage facilities and all other utilities to serve the Modified Project;

7. public parking facilities;

8. construction of a new box culvert (under "Retail D") connected to the stormwater outfall at the head of the Cove; and

9. traffic mitigation measures and roadway improvements as outlined in Section 8 of these Findings.

The Village shall cooperate with the Applicant in seeking third-party funds for certain of the public improvements, including possible County of Westchester funds for the waterfront park and New York State Department of Transportation funds for certain roadway improvements.

h. Required Approvals

Subsequent to these Findings, the Modified Project will require the following approvals prior to the issuance of a building permit. Approvals from other involved agencies as set forth hereunder require a prior independent finding under SEQRA based upon the information contained in the SFEIS, SDEIS, and other material prepared and/or reviewed by the Village Board hereunder:

1. Site Plan /Special Permit Approval

The Applicant must obtain site plan and special permit approval for its development plan from the Village Board in accordance with Section 345-67 of the Village Code. Although the Village Board has conceptually approved the site plan design submitted to the Village and reviewed during the subject SEQRA proceedings, the Applicant must submit a more detailed site plan and supporting documentation separately for Village Board review and approval in accordance with the Village Code. The site plan shall be referred to the Village of Port Chester Planning Commission for its recommendation to the Village Board.

2. LWRP Amendments

All proposed local and state actions in the Village's designated waterfront revitalization area must be reviewed by the Village of Port Chester Waterfront Commission for a determination of consistency with the goals and policies of the Local Waterfront Revitalization Program in accordance with Chapter 332 of the Village Code. As adopted by these Findings, the Modified Project would not be consistent with the existing LWRP. In order to maintain consistency between the LWRP and the Modified Project, the Applicant must obtain modifications to the LWRP in accordance with Chapter 332 of the Village Code.

The Modified Project lies within two subareas in the LWRP - the Townsend Street Subarea, and the Downtown Subarea. The objectives of the current LWRP in the Townsend Street Subarea include the development of water related and water enhanced uses, as well as the development of some affordable housing. Changes to the polices applicable to the Townsend Street Subarea of the LWRP include the elimination of the affordable housing component and include the utilization of a small portion of the waterfront for the promenade and parking area of the adjacent warehouse club store.

The policies and controls of the Downtown Subarea, which principally encompasses the Modified Project, need to also be amended to implement the Modified Project. These amendments to the LWRP include the elimination of the multifamily housing component, an increase in the maximum densities of development, an increase in certain building heights, and the elimination of the objective of expanding the existing public marina to accommodate 200 boats. The building heights, among other issues, will be finalized during the subsequent site plan approval process.

Other proposed amendments to the LWRP include several text changes, which relate to specific land uses, including the potential addition of light manufacturing as a permitted use in the Fox Island Subarea (as a possible relocation site for Nadel Industries). In addition, all parking standards have been eliminated and replaced with a reference requiring off street parking to be provided as required by the Village Zoning Regulation.

All proposed amendments to a local LWRP must be approved by the New York State Department of State pursuant to the Waterfront Revitalization of Coastal Areas and Inland Waterways Act. Prior to the Village Board taking any further final actions hereunder with respect to the Modified Project, the Waterfront Commission must issue recommendations to the Village Board regarding whether the Modified Project is consistent with the LWRP as proposed to be amended. In the event that the Commission recommends that the Modified Project is inconsistent with the LWRP as proposed to be amended and the Village Board finds that it is consistent, the Village Board must make a detailed written account describing why its determination disagrees with the Commission's recommendation.

3. Zoning Amendments

The proposed Modified Project largely conforms to the Village's existing zoning; however, certain modifications to the existing regulations of the MUR District set forth under Chapter 345-67 of the Village Code are required, as well as amendments to the Zoning Map of the Village. Amendments to the Zoning Regulation and Zoning Map require action by the Village Board. Public notice will be provided, followed by a public hearing in accordance with Article VII of the Village Code and State law.

Changes to the Village Zoning Regulation include the addition of supermarkets and warehouse clubs as principally permitted uses; the elimination of multifamily housing as a permitted use within the project area; an increase in the permitted densities of development of certain land use subareas; and an increase in certain maximum

The LDA will set forth the requirements for land acquisition, financing, remediation, if any, land disposition, relocation, construction, PILOT payments and leasing of the Modified Project by the Applicant. The LDA will be consistent with all governmental approvals, and will incorporate provisions of the Development Agreement relative to financing and conveyancing arrangements, and the allocation of urban renewal functions between the Village and the Applicant.

The LDA will provide that any identified significant adverse impacts of the Modified Project on the environment identified in these Findings, or subsequent findings under SEQRA issued by other involved agencies thereunder, shall be mitigated or avoided to the maximum extent practicable (as required by law) and that the cost of all such mitigation shall be borne solely by the Applicant (or by third parties on behalf of the Applicant) as a condition of proceeding with the Modified Project. The LDA will also provide for the construction of the Modified Project in accordance with all approved site plans and other requirements in connection with the Modified Project.

Approval of the LDA is subject to public hearing requirements outlined in Article 15 of the New York General Municipal Law. Prior to any determination, the Village Board will notice a public hearing, make the LDA available for public review and hold the requisite public hearing.

6. Westchester County Planning Board

As the proposed activities include zoning amendments that affect property within 500 feet of a state highway and the Village boundary, referral to the County Planning Board under Section 239-m of the New York General Municipal Law and the Westchester County Administrative Code is required.

7. U.S. Army Corps of Engineers Review

As defined in the Regulatory Programs of the Corps of Engineers (33 CFR 330.5, effective January 12, 1987), a Nationwide Permit is a form of general permit designed to allow certain activities to occur with little, if any, delay or paperwork. Any reconfiguration of the public marina that involves replacement of docks or bulkhead reconstruction and replacement activities must be conducted in accordance with Nationwide Permit criteria. The Applicant's construction plans include site work and construction activities on the landward side of the existing bulkhead in connection with the construction of the promenade, park, and installation of drainage facilities and other infrastructure. It is expected that these activities will also be conducted in accordance with Nationwide Permit criteria.

8. New York State Department of Environmental Conservation

Plans and a permit application for bulkhead reconstruction and replacement activities will be prepared and forwarded to the New York State Department of Environmental Conservation ("DEC") for review and approval in advance of bulkhead replacement and reconstruction activities. The DEC is an involved agency in this action

and has been provided copies of all relevant SEQRA documentation, reports and plans. As the Modified Project activities contemplate an area of disturbance of greater than five acres, a Notice of Intent must be filed with the DEC prior to the start of construction activities. As site plans for the Project have not yet been finalized, it is premature to submit the required documentation to the DEC at this time. Upon proper notification and adherence to conditions outlined in general permit #GP-93-06, stormwater discharges associated with construction activities are authorized.

Any SPDES permits required by the DEC will be obtained by the Applicant prior to construction.

9. New York State Department of Transportation

New York State Department of Transportation ("NYSDOT") approval and applicable Highway Work permits will be required for proposed modifications to Main Street (US Route 1). The Applicant and the Village's consultants have had a number of meetings with NYSDOT to discuss the proposed traffic plans for the Modified Project.

10. New York State Department of State

Revisions to the Port Chester Waterfront Revitalization Program will be needed to implement the proposed Modified Project, and to potentially facilitate relocation of an existing operating light industrial business (Nadel Industries) to the Fox Island area. These revisions will be reviewed for consistency with the NYS Coastal Management Program by the NYS Department of State.

11. Westchester County Department of Public Works

Westchester County Department of Public Works approval will be needed for proposed modifications to Westchester Avenue at Main Street, as well as other intersections along Westchester Avenue further to the west.

12. Westchester County Department of Environmental Facilities and Westchester County Health Department

Hook-up permits allowing connection of Modified Project sanitary sewer and water facilities to County and/or Village-owned facilities will be needed from these agencies.

2. LAND USE, ZONING AND PUBLIC POLICY

The Village Board finds, as explained more fully below, that the Modified Project will not result in any significant adverse land use, zoning or public policy impacts to the land use study areas identified in the SDEIS and SFEIS.

a. Land Use

The Village's downtown and waterfront areas have a long history of industrial, manufacturing and maritime use. The Primary Study Area for land use evaluation is represented by the physical boundaries of the proposed Modified Project. The Secondary Study Area extends outside the bounds of the Primary Study Area.

The Primary Study Area is comprised of older, often vacant or deteriorated buildings among disordered blocks of retail, office, industrial and dispersed residential uses. The most deteriorated land uses are near the waterfront. The most active uses are near North Main Street.

The Secondary Study Area encompasses the periphery of the Primary Study Area within a boundary defined by Pearl Street, Water Street in the Town of Greenwich, Connecticut, Mill Street and Grace Church Street and Beech Street. Existing land uses within the Secondary Study Area are more consistent than within the project area and generally more prosperous in appearance. Significant sections of the Secondary Study Area are within the central business district, which consists of a generally compatible mix of retail, commercial and some residential land uses.

i. Primary Study Area

All existing uses within the Primary Study Area will be redeveloped as part of the Modified Project with the exception of certain small waterfront viewing areas. The Village Board finds that the improved waterfront area will induce beneficial land use impacts throughout the project area by establishing a significant amenity, as well as a defined edge to the downtown business and retail district.

The Village Board further finds that the land use character of Main Street will be improved by the establishment of compatible retail, entertainment and commercial activities. The development of integrated activities along South Main Street will give the area a new identity and definition, which will enhance adjoining land uses. The movie theater will provide an overall focal point and provide an important land use link between the Main Street retail area, the large store retail area, the waterfront restaurant and the esplanade.

ii. Secondary Study Area

The Modified Project is expected to increase potential growth and development in the largely built-up Secondary Study Area without significantly altering the present character of the community. The general effect of this growth will be to stabilize land uses in most of the Secondary Study Area and to provide new vitality to retail and commercial activities due to the generally compatible nature of proposed land use changes in the project area with existing land uses in the Secondary Study Area. The Village Board also finds that the potential development of housing in the Secondary Area due to the Modified Project would be beneficial and have a synergistic impact with the Modified Project on the improvement of the Port Chester downtown area.

b. Zoning and Urban Renewal Plans

The Modified Project is located within two existing urban renewal areas. The Urban Renewal Plan for the Village Center Urban Renewal Plan Area is dated November 1, 1977. The boundaries of the Village Center Urban Renewal Area were altered and the plan revised in 1984 under amendments dated December 15, 1984, collectively known as Plan Change 5. The Urban Renewal Plan for the Marina Redevelopment Urban Renewal Plan Area is dated June 23, 1982. Both plans were amended in June 1991 to establish the Marina Redevelopment Project within contiguous portions of each plan area. The Village Board finds that the Modified Project is generally consistent with key features of both Urban Renewal Plans.

The Village promulgated the regulations of the MUR District in order to implement the Marina Redevelopment Project. The MUR District is an "overlay zone," and its regulations supersede the regulations of underlying zoning districts upon the grant of a special permit to a redevelopment sponsor. The current boundaries of the MUR District will need to be expanded to encompass the boundaries of the Modified Project as discussed above. The boundaries of the five land use areas that comprise the MUR District will also need to be adjusted to encompass the greater land area included in the Modified Project.

Amendments to the zoning regulations for the MUR District are required in order to accommodate the Modified Project. Changes to the regulations include the addition of supermarkets and warehouse clubs as principally permitted uses; the elimination of multifamily housing as a permitted use; an increase in the permitted densities of development of certain land use subareas; and an increase in certain maximum building heights. The most significant change would affect the South Main Street area where the proposed supermarket would be located. In this area, currently permitted development of 23,000 square feet will be increased to 275,000 square feet.

The maximum building heights under the zoning regulations also need to be increased, as follows:

- 45 to 70 feet in the area that includes the proposed supermarket, movie theater and Retail G

- 55 to 65 feet in the area that includes the proposed warehouse club.

The Village Board finds that, on the whole, the changes to the zoning regulations will not have any significant adverse impacts, and will be further reviewed as part of the public hearing process on the zoning amendments.

c. LWRP

The Project Area is located in the lower basin of Long Island Sound so the action is subject to the New York State Coastal Management Program, as well as the Village's Local Waterfront Revitalization Program. The Project Area contains approximately

downtown location, is too suburban in design and fails to capitalize on the waterfront asset.

The Village Board finds that the Modified Project capitalizes on the waterfront and that creation of a retail and entertainment destination will bring more people, including Village residents, to this area. The Village Board finds that the proposed warehouse club provides an economic basis that not only stimulates the Modified Project, but makes the rehabilitation of the waterfront and downtown a reality. The Village Board finds that the move theater component is a compatible and complementary use to the existing restaurant trade in the Village. The Village Board will ensure that the design of the Modified Project is compatible with the surrounding area through site plan and architectural review. There are several components to the design of the Modified Project that differentiate it from a suburban model. The proposed wholesale membership club is a two-story building, while the usual suburban facility is one-story. Further, the Modified Project incorporates a multi-story parking facility while the usual suburban design relies on on-grade parking. Parking and landscaping will be coordinated with the waterfront promenade and marina, which will abut the wholesale club parking area.

Comments from the Westchester County Environmental Management Council questioned whether the Modified Project is contrary to the goals articulated in Patterns. Specifically, the comments raise issues concerning pedestrian access, the large amount of parking, the large size of the Modified Project and traffic issues. The Village Board, after reviewing these comments, finds that pedestrian access will be enhanced by construction of sidewalks, crosswalks, landscaping and improved access to the waterfront. It also finds that the Modified Project's density is lower than the surrounding area, and that the Modified Project will stimulate investment in the downtown area. The Modified Project will directly link the Liberty Square area with the waterfront by way of a new and enhanced sidewalk system. Sufficient parking must be provided for the wholesale membership club use, especially since the primary transportation mode for this use is by car.

The Village Board finds that the Modified Project conforms to long-range development objectives for Westchester County as expressed in Patterns.

e. Downtown Transportation Linkage Study

The Downtown Transportation Linkage Study was prepared on behalf of the Village in May 1998, by the planning firm of Saccardi & Schiff, Inc. The study examined a mix of factors including the way land is currently used in the Village downtown, existing development controls and infrastructure. The Study makes recommendations for enhancing the linkages within the community by establishing new pedestrian walks, open space, increased signage and expanded parking. In addition, the Linkage Study makes specific recommendations with respect to design elements to be incorporated into infill development and redevelopment, land use along the waterfront, landscaping and vehicular circulation.

The Village Board finds that the Modified Project is consistent with many of these recommendations, and in fact, makes the implementation of many of these proposed improvements a reality.

3. SOCIOECONOMIC CONDITIONS

Many segments of the Primary Study Area have been in economic distress since the regional decline of manufacturing in the early 1950s. For at least 40 years, the Primary Study Area has existed in a condition of economic blight, hindering the economic prosperity of adjacent areas and wasting the resource potential of the waterfront. A major Village objective has been to eliminate blighting influences that characterize and define the Primary Study Area.

a. Displacement and Relocation

All existing uses within the Primary Study Area will be redeveloped as part of the Modified Project, with the exception of a municipal parking area. Approximately 53 residential units, 32 hotel rooms and 40 businesses will be displaced.

Relocation assistance will be provided through the Village's Office of Planning and Development. The Applicant will pay for the services of a relocation specialist and other staff as reasonably needed to administer the Village's relocation efforts. Payment of the administrative expenses associated with operating the relocation offices and all relocation expenses will be the Applicant's responsibility as more fully described in the LDA. All relocation activities, however, will be coordinated and controlled by the Village. The relocation process is expected to take approximately six months.

Prior to the formal commencement of eminent domain proceedings, the Village will prepare a detailed fact sheet for distribution to all potentially involved parties, which outlines landowners' legal and financial rights, compensation procedures, implementation schedule and respective rights and responsibilities. This fact sheet will also outline employment and training opportunities for displaced workers including opportunities for employment within the redevelopment area.

Between 450 and 500 full-time and part-time workers are presently employed within the Project Area. Future employees within the Project Area are expected to be drawn from the local community. The Village of Port Chester has a diverse community, which is part of what makes the community so attractive to its residents and visitors. The Village encourages all contractors and developers selected to do business with the Village to make their onsite workforce a reflection of the community. The Village Board requires the Applicant to use its best efforts to maximize participation in a Port Chester First Hiring Program with respect to all construction and ongoing management and maintenance activities at the Modified Project.

The Village Board finds that with the relocation assistance to be provided and the Modified Project's potential for creating new economic opportunities in the Project Area,

that the Modified Project will not cause significant adverse environmental impacts related to relocation and displacement.

b. Projected Increase in Visitors to Downtown Area

In order to provide a projection of the future increase in visitors to the Project Area, the Village Board reviewed data on vehicle trips in order to remove an assumed number of persons already coming to the downtown area for other purposes, and to account for a vehicle occupancy rate for vehicles entering and exiting the Project Area. One of the purposes of the Modified Project is to induce visitors to areas of the Village that presently offer little attraction at this time. Many of the future visitors to the Project Area will either reside in or already visit other areas of the Village. For these persons, the Modified Project represents a new reason to visit destinations within the downtown.

It is estimated that approximately 20,000 persons will visit the Project Area on a daily basis. Approximately 21,000 persons will visit on a typical Saturday. The Village Board finds that it is reasonable to expect that many of these visitors will visit and shop in adjoining areas.

c. Secondary Study Area

The Secondary Study Area has begun to show signs of increased economic activity. Generally North Main Street and Westchester Avenue include a diversity of retail enterprises and restaurants. In the absence of an urban renewal effort, the Village Board finds that it is likely that the North Main Street section of the Secondary Study Area would continue to attract visitors to its restaurants and to a lesser extent the specialized retail shops along the street. The two areas that have the greatest potential to be socioeconomically impacted from the Modified Project are Westchester Avenue and the South Main Street area.

SEQRA distinguishes between pure competitive impact and the impacts that competition may have on other aspects of the environment. The mere potential that a proposed project may be more prosperous and draw customers and profits away from established enterprises is not a subject for consideration in an EIS. The economic effects of a project are considered environmental impacts only if they impact upon one or more acknowledged aspects of the environment, such as population patterns or existing community character.

In order for a proposed action to affect the character of the community it would have to be the primary cause of a failure or displacement of either an anchor store critical to the economic or social viability of a downtown, or be the primary cause of the failure and displacement of such a significant number of individual stores that their cumulative impact would significantly adversely affect community character.

There are 48 stores on Westchester Avenue between Main Street and Pearl Street. Almost all of these stores are small-scale retail operations, providing convenience to local residents. Many of these stores rely on a regular clientele and thus, the Village Board

finds that they are not likely to be directly affected by the Modified Project, which will not offer similar or competing services.

The Village Board finds that there may be a duplication of certain activities between the Modified Project and some of the businesses along Westchester Avenue, for example, which may compete with each other. There are currently five convenience stores on Westchester Avenue that may be affected by the construction of the supermarket proposed as part of the Modified Project. Certain items sold in the convenience stores will also be sold in the supermarket. Other factors beyond strict cost comparisons, though, should provide the convenience stores with a sustaining share of the local market preventing or minimizing direct displacement. These factors include convenience from avoiding long lines, and items that are carried in convenience stores that are not carried in supermarkets.

The retail stores on Westchester Avenue offer different merchandise than what will be offered by the retail stores in the Modified Project. It is estimated that less than 5% of the current retail offerings on Westchester Avenue will be duplicated by the Modified Project.

There are 65 stores along North Main Street between Westchester Avenue and Mill Street. North Main Street provides a major attraction for Port Chester with numerous eating places and an array of retail shops. The Village Board finds that there will be increased activity from the Modified Project to North Main Street, and an increased number of visitors. There are few, if any, retail activities on North Main Street that are likely to be in direct competition with the Modified Project's uses, although the Board finds that there may be some impacts to individual stores. The Village Board further finds that there will be no significant adverse impact to this area as a whole from the Modified Project.

The impact from the Modified Project on two major retail anchors at nearby shopping centers was also analyzed. The Caldor store and the Pergament store are located along US Route 1 at the Caldor Shopping Center. Since publication of the SDEIS and the SFEIS, Caldor has announced that it is closing and selling its stores in the metropolitan area. Thus, it is unknown what impact the Modified Project will have on the replacement store. The Pergament store sells mainly household repair and improvement items, and has little overlap of merchandise with the wholesale warehouse club. It is therefore unlikely to be significantly adversely impacted.

The Village Board reviewed the impact from the Modified Project on two supermarkets along Midland Avenue and Route 1. The Waldbaum and Pathmark supermarkets attract shoppers from a wide trade area that is generally underserved by supermarkets. The Pathmark store on Midland Avenue also serves the adjacent low and moderate income neighborhood. The Applicant concluded and the Village Board concurs that the addition of a supermarket at the Modified Project is not expected to adversely affect the two existing supermarkets.

The Village Board finds that the Modified Project will not result in significant adverse impacts on socioeconomic conditions in the Primary or Secondary Study Areas.

d. Effects on Employment

The Modified Project is expected to generate between 110 and 120 person-years of on-site construction employment over the construction period. It is anticipated that most of the construction and construction-related workers at the site will come from the Village and its surrounding area as further described above. In addition to direct employment, total employment resulting from construction expenditure on the Modified Project will include the creation of jobs in businesses providing goods and services to the contractors.

The Modified Project is expected to generate an additional 55 to 60 person-years of employment within Westchester County and other Long Island Sound communities. The jobs will primarily be created in the off-site construction, manufacturing, trade and transport sectors of the regional economy. The total direct and indirect generated jobs resulting from this construction project therefore totals approximately 165 to 180 person-years of employment.

It is projected that upon completion and full operation, future businesses located in the Modified Project will employ between 975 and 1200 employees. It is estimated that currently the Project Area includes between 450 to 500 full and part-time jobs, most of which the Village Board finds will be displaced due to the Modified Project. All efforts will be required by the Applicant to ensure that the majority of the new jobs are filled by residents of the Village and surrounding areas. As part of the relocation process, information concerning jobs within the Modified Project will be made available to displaced workers and area residents.

The Applicant is required to use its best efforts to coordinate with the future tenants of the Modified Project to circulate information relative to training programs and jobs through the Carver Center, the Port Chester High School and other outlets in the community. This requirement will be made part of the LDA.
Even if all existing jobs in the Project Area are permanently lost, between 475 and 750 net new jobs will be created. The Village Board finds that with the relocation assistance to be provided and the Modified Project's potential for creating new employment opportunities in the Project Area, that the Modified Project will not cause significant adverse environmental impacts related to employment.

e. Future Tax Revenues and Projected Costs

Tax revenues to the various taxing jurisdictions in which the Modified Project is located will take the form of both increased property tax and increased sales tax revenues. The additional permanent jobs that are added to the local economy will also add to the income tax revenues of the State and Federal governments.

The Applicant will pay revenues to the taxing jurisdictions pursuant to an agreement to make "payments in lieu of taxes" ("PILOT"). The parties have agreed that the Applicant will pay an amount no less than it would pay if it was regularly taxed. The final PILOT amounts will be set forth in a PILOT Agreement, which will be an attached Exhibit to the LDA. Based upon an assessment performed by Elliot Glaser, SRPA, ASA, CAE and Bennett Kielson Storch & Company LLP, it is estimated that the completed Modified Project will generate $1,416,799.00 in PILOT revenue, or an average of $3.14 per square foot.

Presently, the Project Area generates approximately $565,293.00 in tax revenue, or about $1.23 per square foot. The costs to the Village assignable to the Modified Project are projected to total $122,218.00. This cost does not account for savings to the Village that may occur as a result of the Modified Project. The Project Area's vacant and underutilized condition generates municipal costs in terms of cleanup of dumped materials, increased police surveillance and increased likelihood of fires.

The Village Board finds that there will be no significant adverse impacts as the revenues to be generated by the Modified Project and increased employment opportunities will be a beneficial impact for the Village, and will more than offset any costs associated with the Modified Project.

4. PHYSICAL SETTING

a. Topography

Most of the Project Area is relatively flat with an elevation close to sea level. On the southern boundary, near Townsend Avenue, the topography rises fairly steeply to approximately 54 feet, which is the highest elevation in the Project Area. The rest of the Project Area is nearly level. The Applicant does not propose extensive regrading of the Project Area. The most significant grading for the Modified Project will occur in the area of the wholesale membership club building, where existing elevations are 16 to 40 feet, and will be graded to accommodate a finished floor elevation of 18 feet. To the east of the wholesale membership club building is a topographic knoll that will be cut to construct the parking area for the building. Parking lot grades will slope to the east and north of the wholesale membership club building.

The Applicant will construct two retaining walls with a total length of approximately 800 feet south and east of the wholesale club building. The retaining walls are necessary to provide an adequate area for parking and to allow the construction of the driveway between Townsend Avenue and Traverse Avenue. The Village Board requires the Applicant to landscape the retaining wall, subject to site plan review and approval.

Grades in the area of Westchester Avenue and Don Bosco Place will be raised a maximum of three feet, and grades in the middle of Don Bosco Place will be raised a maximum of approximately six feet. These grades will slope to match existing grades at Purdy Avenue and Don Bosco Place and in the area of Westchester and Abendroth and Westchester and North Main.

The required excavation south of Westchester Avenue between Traverse Avenue and the Byram River will likely involve blasting. The Village will work with the Applicant to determine the least disturbing method for rock removal. The potential effects from the blasting and the required mitigation are described in Section 11 of these Findings.

The Village Board finds that with sound engineering practices and creative landscaping designs the Modified Project will not cause any significant adverse impacts to the topography in the Project Area.

b. Geology and Soils

The soil type for the entire Project Area is classified as UL or Urban Land by the soil maps from the Westchester County Soil and Water Conservation District. This designation applies to soils that have been significantly altered by filling, regrading and/or construction. Soils over the entire Project Area have been disturbed because of the long history of development in the Project Area.

Two soil investigations were completed at the Project Area in 1987 and 1989, which were detailed in the Prior EIS. Soil borings generally indicate the following stratigraphy at the Project Area: fill of variable thickness, overlying unstratified glacial out wash sands and bedrock.

According to the Geologic Map of New York (New York State Museum and Science Service, 1970), the Project Area is underlain by Precambrian Age bedrock, identified as the Hartland Formation. Bedrock consists of basal amphibolite overlain by pelitic schists. In the soil boring completed in level portions of the Project Area, bedrock was typically encountered at 16 to 44 feet in depth. Bedrock is exposed in a rocky knoll located between Townsend Street and the Byram River on the southern edge of the Project Area.

The Applicant estimates that the deepest excavation will be approximately 43 feet in the area of the proposed wholesale membership building, east of Traverse Avenue. The Applicant's project engineer estimates that approximately 80,000 cubic yards of material will be cut to achieve design surface elevations. The Project Area will require approximately 55,000 cubic yards of fill. Excavated material will be distributed to other areas of the Project Area for grading of parking areas or building foundations. Approximately 25,000 cubic yards of material will require removal from the Project Area to approved clean fill disposal areas.

The Village Board finds that the Project Area has already been disturbed by development, and therefore that the Modified Project will not have any significant adverse impacts on the geology or soils in the Project Area.

c. Groundwater

The groundwater at the Project Area varies between 5 and 10 feet in depth. Groundwater is not used for domestic purposes in the Project Area's vicinity, nor will it be used as a water supply source for the Modified Project. Following construction of the Modified Project, the Project Area will be largely covered by impermeable surfaces such as currently exist in the Project Area, and no new uses would present any potential environmental concerns. Given the urban setting of the Modified Project and that groundwater will not be used as a water supply source, groundwater quality and area recharge are not significant areas of environmental concern.

d. Surface Water

In the Project Area surface water is limited to a section of the Byram River that forms the eastern boundary of the Project Area. The Byram River and the entire Project Area lie within the lower Long Island Sound Basin, as identified on Maps 12 and 15 of the Westchester County Environmental Planning Atlas. The Byram River enters Long Island Sound approximately .75 miles south of the Project Area.

The DEC classifies this section of the Byram River as "SC" or Saline C. This designation indicates that the best use for these waters is for fishing and fish propagation. These waters are suitable for contact recreation.

Stormwater from the Project Area currently flows via the existing stormwater drainage system or by sheet flow to the Byram River. Stormwater drainage is not currently treated. The Applicant will install six stormwater catch basins with oil/grit separators as part of its stormwater drainage system. The Village Board requires the Applicant to monitor and service the oil/grit separators on a schedule to be determined with the Village's Consulting Engineer. The stormwater drainage system is more fully described in Section 5 of these Findings.

e. Vegetation and Wildlife

Vegetation and wildlife habitat are extremely limited at the Project Area because the vast majority is improved by buildings, roads, parking lots and building lots. The DEC Significant Habitat Unit identified no rare or endangered species in the Project Area. No portion of the Project Area is listed in the State's Natural Heritage Files. The New York State Division of Coastal Resources and Waterfront Revitalization identifies no significant fish or wildlife habitat within or adjacent to the Project Area. The Village Board finds that the Modified Project will not result in any significant adverse environmental impacts to vegetation and wildlife in the Project Area.

f. Wetlands

No freshwater wetlands are located within or adjacent to the Project Area. Portions of the Byram River within and adjacent to the project Area are classified as tidal wetlands by the DEC. These wetlands are designated as "LZ Inshore Waters," or "littoral zone," defined as shallow waters, less than 6 feet in depth at mean low water. There is no visible vegetation associated with the tidal wetlands in the Project Area.

Construction of the Modified Project is not expected to impact tidal wetlands, which adjoin the Project Area. The Village Board has explored preliminarily the possibility of filling in certain of the areas of the Cove to expand the open space area along the waterfront and create s stronger link between the north and south parts of the waterfront promenade. The Village Board finds that filling in a portion of this area would have a beneficial impact on the waterfront and shall continue to explore this option with the New York State Department of Environmental Conservation and New York State Department of State, especially as it might affect the classified tidal wetlands in the area. The Village Board has been informed that the wetlands in the Cove are considered low quality by established technical standards, and possess minimum overall wetlands functions. All necessary permit approvals will be sought by the Applicant as part of its construction permit process.

The Village Board finds that the Modified Project will not result in any significant adverse impacts to the wetlands.

g. Site Contamination

i. Previous Studies -- Four environmental assessments were conducted in the Project Area between 1987 and 1990 in connection with the Prior EIS. A hydrogeologic study of a gasoline service station property located at the corner of Abendroth and Westchester Avenues was completed in June 1987. A geotechnical report dated January 5, 1990, prepared by Langan Engineering Associates, Inc., provided analysis of soil/fill samples in the Project Area. In March 1990, Dames and Moore completed a preliminary review of these two reports and analytical data from Project Area sampling conducted by Dunn Geoscience Corp. Dunn Geoscience completed an Environmental Site Assessment of the Project Area in April 1990.

The Dunn Geoscience report, attached as Appendix M to the SDEIS, concluded that based upon analytical results and available data, "no material deleterious to the environment or to land use under the proposed redevelopment project appears to have been deposited in this area as intentional fill. Any existing contamination resulting from petroleum or solvents is not inherent to the nature of the fill but rather attributable to discrete sources."

ii. Applicant's Phase I Investigation -- JM Sorge, Inc. prepared a comprehensive Phase I Environmental Assessment Report for the Project Area. A copy of the Report, prepared in 1998, is attached to the SDEIS as Appendix N. The Report includes a visual reconnaissance of the Project Area, interviews with state and local regulatory officials, and a review of relevant databases, files maps, reports, photographs and documents. The Report does not include an evaluation or inspection of individual buildings, operations or structures.

The Report states that "in general, the current commercial and light industrial operations, identified within the subject area, do not pose a threat of significant environmental contamination." Based upon historic information, however, the report

concludes that certain former operations "represent a potential for significant environmental contamination." The Report identifies five areas as having the highest risk for potential future environmental concerns, including the potential requirement for remediation. Further investigation and environmental sampling of soil and groundwater is outlined in the Report to determine if historical contamination exists in the identified areas of concern.

The Applicant will be required in the LDA to perform a Phase 2 environmental assessment prior to construction of each "unit," including additional soil and groundwater investigations in the areas of concern identified in the Phase I Report in accordance with the sampling protocols included therein. The Village Board is aware that due to the historical use of the Project Area, remediation activities might be required in certain locations after obtaining the results of the sampling, including, but not limited to, soil removal, groundwater treatment and/or encapsulation. Any required remediation activities will be carried out in full compliance with applicable local, state and federal requirements, and will be completed prior to the Applicant obtaining a certificate of occupancy for the respective unit. The Applicant will not be permitted to conduct any remediation until the applicable governmental agencies have approved the work plan and method of cleanup. Subject to the terms of the LDA, the Applicant will incur the costs of remediation, sampling and environmental testing, which requirement will be made part of the LDA. The Applicant is also required to prepare a construction health and safety plan, to be approved by the Westchester County Department of Health, which would avoid any potential significant adverse impacts from known soil or groundwater contamination during construction.

The Village Board finds that the Modified Project, which will include the remediation of any contaminated or hazardous materials on the site as required by the applicable governmental agencies and a construction health and safety plan will have a beneficial impact on the area, as well as eliminate any potential significant adverse environmental impacts related to hazardous or contaminated materials during construction, and thus there will not be any new significant adverse impacts caused by the Modified Project.

h. Project Area Flood Zones

Portions of the Project Area are located within the 100 and 500 year flood zones, as determined by the Federal Emergency Management Agency ("FEMA"). The 100-year flood has been adopted by FEMA as the base flood elevation for purposes of flood plain management. Areas inundated by the 100 year flood are subject to management measures as a condition for participation in the National Flood Insurance Program.

In Port Chester and in the vicinity of the Project, FEMA has determined that the 100 year flood has a 12.8 elevation, using the 1929 National Geodetic Vertical Datum ("NGVD"), or 11.75 based on the 1988 NAVD. Portions of the Project Area and surrounding area not included in the 100 year flood zone lie at elevation 12.8 or lower. Although these areas do not lie within the federally designated flood plain, they are subject to occasional flooding.

The 500 year flood plain is an area of moderate flood hazard. A very small portion of the Project Area at the north-central edge lies within the 500 year flood plain.

None of the land within the Project Area lies within the Byram River "flood way," as defined by FEMA. The flood way is defined by FEMA as "the channel of a stream plus any adjacent flood plain areas that must be kept free of encroachment in order that the 100 year flood can be carried without substantial increases in flood heights."

The Modified Project is not expected to impact storm flood elevations in the vicinity of the Project Area. Flood levels in the Project Area are not affected by flood storage displacement or by increased water levels in the Byram River. The level of flooding is determined by tidal action in the Long Island Sound.

Since portions of the proposed buildings for the Modified Project will be constructed within the 100 year flood zone, the Applicant will construct the buildings so as to reduce the hazard and risk of flood loss and to minimize the impact of a potential flood in the development area. The Applicant will meet or exceed all applicable federal, state and local standards for construction in the flood zone. These requirements will be made conditions of the site plan approval of the Modified Project

The Village Board finds that with conditions attached to site plan approval, there will not be any significant adverse impacts on the Project Area flood zones.

i. Shoreline Interface

The Project Area shoreline includes approximately 4400 lineal feet along the Byram River and the Cove. A bulkhead inspection was completed by Dames and Moore in 1990 as part of the Prior EIS and by Langan Engineering in April 1998 for the Modified Project.

The bulkhead area south of the existing Cove consists of an active marina, and an area of deteriorated bulkhead that extends into the Cove. On the south side of the Cove, the bulkhead consists of a tangent timber pile wall in fair condition. On the north side of the Cove the bulkhead is bowed out at the top and the material behind the timber sheeting has settled. Near the northeastern edge of the Cove and continuing north along the Byram River, the old bulkhead was recently replaced with steel sheeting. New sidewalks, landscaping, benches and the public marina are located in this area.

The existing shoreline interface structures vary in condition from the highly deteriorated to structurally stable. The more seriously dilapidated structures are no longer functional. As part of the Modified Project, the Village Board requires the replacement of the bulkhead south of the Cove. All such bulkhead replacement will be performed by the Applicant at its cost. Replacement of the bulkhead will occur during construction of the first "unit," except for the area south of the Cove which shall be built simultaneous with the construction of the wholesale club. The Applicant will obtain all necessary

federal, state or local permits required for replacement of the bulkhead. This requirement will be made part of the LDA and the building permit.

The Village Board finds that since the bulkhead south of the Cove will be replaced, there will not be any significant adverse impacts to the shoreline interface from the Modified Project.

5. COMMUNITY SERVICES/UTILITIES

a. Police Protection

The Village's Police Department is located at 350 North Main Street, approximately four blocks from the Project Area. The Department has 58 active officers who patrol 24 hours a day. The Police Department will continue to provide police protection services to the Modified Project.

The Police Chief reviewed conceptual plans for the Modified Project. The two areas of concern include security along the southern portion of the waterfront, which could become somewhat isolated and the shared responsibilities of the Applicant and the Village in ensuring the security of commuters using the parking garage. The Village's responsibility shall be limited to typical police security matters, and provision of emergency response services. The Village Board finds that security along the waterfront will require both ongoing public programming and a reasonable police presence. The Village Board finds, in consultation with the Police Chief, that the Modified Project will not have a significant adverse effect on existing police services in the Village. Prior to obtaining a certificate of occupancy, the Applicant will meet with the Police Chief to establish a general security plan for publicly accessible areas within the Modified Project, including the parking garage.

b. Fire Protection/Ambulance

The Village is divided into five fire districts, each with a fire company. Each of the district companies serves a particular area of the Village, but is also on a duty shift that rotates monthly. The company on the duty shift must respond to all fire calls along with the district company assigned to the area where the fire is located. There are two additional companies that provide special rescue and emergency services. The Village is also served by the Port Chester-Rye Brook Volunteer Ambulance Corps.

The new structures for the Modified Project shall meet all current requirements of state and local building and fire protection codes, as a requirement for obtaining a certificate of occupancy. Access will be available for fire fighting equipment on a minimum of three sides of the retail buildings. While the Applicant has discussed Modified Project design and fire safety issues with the Fire Department, the Applicant will continue to work with the Fire Department to address issues of concern. The site plan will be reviewed by the Village's Fire Department and the Volunteer Ambulance Corps to ensure that all issues of concern, including appropriate evacuation routes, have been adequately addressed.

c. Water Supply

The properties in the Project Area are served by the New York - American Water Company. The water is supplied from the Putnam Reservoir in Greenwich, Connecticut, and pumped through the water company's Putnam Filter Plant.

The Modified Project will require approximately 48,300 gallons per day for commercial use, and an available fire flow of 1,000 to 2,000 gallons per minute at 20 pounds per square inch residual pressure. Based upon hydrant flow tests conducted in September 1998, the existing water distribution system is capable of supplying adequate water supply and pressures to the Modified Project.

Prior to obtaining a certificate of occupancy, the Applicant will make arrangements with New York – American Water Company to cap the existing water mains in the abandoned part of Townsend Street, and install a new 8 inch water main in the new roadway between Townsend Street and Traverse Avenue. This main will serve both domestic and fire requirements for the wholesale membership club building.

The Applicant will also cause another new 8-inch main to be constructed to service the restaurant located east of Abendroth Avenue. This main will connect to an existing main in Adee Street. The new mains will be installed under a permit from the Westchester County Health Department. Water mains will be pressure tested and disinfected prior to being placed in operation. Hydrants will be installed as required by the Fire Department and the Water Company.

The Village Board finds that the Modified Project will not have a significant adverse impact on the water supply.

d. Sanitary Sewerage

The entire Project Area is served by public sewers that discharge to the Port Chester Sanitary Sewage Treatment Plant. Sanitary sewer lines are located in all streets within and adjoining the Project Area. The treatment plant has ample capacity to treat sanitary sewage flows generated by the Modified Project. The proposed retail buildings will be connected to existing sanitary sewer lines in Traverse Avenue, Brick Oven Road and Abendroth Avenue. Other structures will be connected to the existing main in Townsend Avenue.

The Applicant will construct a new eight inch sanitary sewer line from the proposed restaurant adjacent to the Byram River to the existing sewer line in Abendroth Avenue. The Applicant will extend the main in Traverse Avenue to service the wholesale membership club and Retail Building G. Compliance with these requirements will be a condition to obtaining a certificate of occupancy for each affected building.

e. Stormwater Drainage

Langan Engineering and Environmental Services performed a complete analysis of existing and project build stormwater drainage conditions. This analysis is included in the Stormwater Management Report attached to the SDEIS as Appendix I.

As the existing Project Area contains numerous buildings and paved areas, the change in impervious surfaces under the Modified Project is a slight reduction. The Applicant will install a comprehensive drainage system throughout the Project Area. All pipes and culverts will be adequately sized to pass the design storm without impeding upstream flows. All discharges from the new drainage system will ultimately flow to the Byram River, where they currently drain. Since the Project Area is located downstream in the Byram River watershed, the Applicant will not install stormwater detention.

The DEC recommends that improvements such as deep sump catch basins, outfall hoods and oil/grit separators be installed in the storm sewer system. These recommendations will be made conditions of site plan approval, including six oil/grit separators as part of the new stormwater collection system. These facilities will minimize floatables and sediment, and will improve the quality of stormwater runoff from the Project Area into the river compared with the existing conditions. The Village's Consulting Engineer has undergone a detailed review of the stormwater plans. Compliance with his revisions and requirements is a condition of site plan approval. The Applicant or site tenant will be responsible for maintenance of stormwater facilities.

The Village Board finds that with the stormwater plan and modifications there will be no significant adverse impact to the stormwater system. Compliance with these requirements will be a condition to obtaining site plan approval.

f. Solid Waste

The Port Chester Municipal Sanitation Department services residential customers only. Solid waste generated by existing businesses at the Project Area is picked up and disposed of by private carters. The Modified Project will utilize private solid waste cartage companies.

The Village Board finds that the Modified Project will not have a significant adverse impact on solid waste generation or disposal.

g. Gas/Electric/Telephone

Consolidated Edison provides electric and natural gas service to the area. Telephone service is provided by New York Telephone. The Modified Project is expected to use the same companies, and is not expected to significantly impact gas, electric and telephone service in the Project Area, and thus will not have a significant adverse impact on these utilities.

h. Energy

Energy in the form of fossil fuels and electricity will be used in the Project Area in quantities typical for its uses, and thus the Modified Project will not have a significant adverse impact on energy use. The Applicant will design all of the electrical, heating and cooling systems to meet or surpass the New York State Energy Code.

6. OPEN SPACE AND VISUAL RESOURCES

a. Open Space

The Village Board recognizes the critical need for maximizing the open space in the Project Area, and has expended innumerable resources working with the Applicant to identify opportunities to increase the amount of open space area in the Modified Project wherever possible. Open space in the Project Area is presently quite limited. The Project Area's only public open space is on the north side of the Cove, adjacent to the river and public marina. The area consists of a 250 space metered parking lot with a 15-foot landscaped edge along the riverfront. The landscaped portion includes an eight-foot wide walkway, cast iron street lamps, wooden benches, trees and planter barrels, and extends for approximately .1 mile. At the southern end of the Project Area is a small cleared space, unlandscaped, that abuts the Cove on its northern side.

The Village Board finds, as more fully described in the Project Description, that the Modified Project will add open space to and enhance the Port Chester waterfront. A continuous waterfront promenade will be included in the plan that connects with a small recreation area of approximately 15,000 square feet on the south side of the Cove. The promenade will average approximately 28 feet in width, the design to be finalized during site plan review, and in total it will encompass approximately 70,000 square feet of area. The Applicant will expand the existing public marina to accommodate 110 slips, and replace the private marina with public slips. A small park at the Cove will provide open views of the river. The Applicant is required to provide six kiosks in the area of the waterfront promenade. Throughout the Project Area, the Applicant is required to provide small landscaped plazas for passive recreation and public meeting places. The entire riverfront will be devoted to a public promenade and open space. The open space component for the Project is equivalent to approximately 2.5 acres.

The Modified Project will incorporate the following:

1. The construction of at least two "focal" open space areas on the north and south sides of the Cove. In addition, the Village considers the existing gas station a potential waterfront enhancement area. The Village will continue to evaluate efforts to relocate this use so as to provide an additional open space element within the Modified Project;

2. The widening, upgrading and continuation of the existing waterfront promenade for the entire length of waterfront within the Project Area; and

3. The provision of landscaping and street furniture throughout the Project Area.

The Village Board is cognizant of the criticism that has been expressed by various entities that there is insufficient open space area planned for the Modified Project, particularly along the waterfront area. The Village Board has gone to great lengths to ensure both the integrity of the waterfront while meeting the needs of the expected tenants within the Project Area, most particularly, the parking needs of the wholesale club. The Village Board finds that the enhancement to open space along the waterfront in comparison to the present blighted and inaccessible conditions, together with the other increases in public open space areas within the Project Area, will result in a net positive impact for open space in the Project Area.

b. Visual Resources

Visual resources and views in the Project Area are defined by the dominant streetscapes and natural features, including the North and South Main Street retail corridor, the Liberty Square area, the Byram River waterfront, and the topographic high point at the end of Martin Place. The LWRP identified four views in the Project Area as significant. These four views are the following: (i) looking north from Townsend Street, (ii) looking north from the waterfront at the southerly edge of the Cove, (iii) looking south from a point on the waterfront south of Willet Avenue, and (iv) looking north from the high point at the end of Martin Place.

Views in the Project Area will be significantly enhanced following the completion of the Modified Project by the addition of landscaping, the introduction of compatible architecture to the downtown retail area, and the opening of access to the Byram River waterfront. Completion of the Modified Project will provide access to the Byram River waterfront, and provide opportunities for open views of the river that are currently obscured. The Applicant will place retail kiosks, trees, decorative lighting fixtures, fencing and benches along the waterfront to help make it an attractive destination.

Drawings included in the SDEIS depicted the side façade of the supermarket, and the South Main Street treatment of the adjacent parking area. A colorful, articulated brick wall with openings and/or landscaping will separate South Main Street from the parking area. The Village Board considers the treatment of this façade to be an important element in the South Main Street fabric. The Village considers the incorporation of window space fronting on Main Street, articulated façade design and landscaping to be key design components that must be incorporated as part of the Modified Project, and will be made conditions of the Village's site plan approval.

A retaining wall extends from the southeast corner of the wholesale club building east for approximately 500 feet, and has a maximum height of approximately 40 feet. It will be visible to pedestrians walking south on the riverfront esplanade and to customers of the wholesale club building. Subject to engineering criteria, the Village Board requires that the retaining wall be constructed as a series of landscaped steps rather than one sheer drop. The retaining wall may be "gabion basket," "cut rock," or of other suitable material, landscaped with appropriate vegetation, as will be determined during site plan review and approval.

A second retaining wall will be constructed to the south of the new driveway between Townsend Avenue and Traverse Avenue. It will be 300 feet in length and range in height from 10 to 12 feet. It will not be visible generally to the public.

The Village Board finds that the significant views identified by the LWRP will be enhanced by the completion of the Modified Project, and thus the Modified Project will not have a significant adverse impact on visual resources.

7. HISTORIC AND CULTURAL RESOURCES

a. Archeological Resources

In April 1990, a Stage 1A Archeological and Historical Sensitivity Evaluation was completed by Greenhouse Consultants, Inc. for the original Project. Portions of the area of the original Project, based upon their physical characteristics were, according to the report, archeologically sensitive and were similar to locations of known prehistoric sites within two miles of the site. The report recommended a Stage 1B study for specific areas within the project site.

Greenhouse Archeological Consultants completed the Stage 1B Survey in June 1990. This report concluded that "no significant archeological resources exist within blocks 66 or 90 of the project area. The only potentially significant archeological resource found during this testing was the well behind 22 Westchester Avenue (Lot 2, Block 100)." The recommendation to complete an excavation of the well floor was not considered practical, given the house's historical context, its unimpressive age and the expense to complete the work.

A Stage 1A archeological study for the Modified Project was completed by Eugene Boesch, Ph.D., archeological consultant in August 1998. This study primarily focused on potential archeological resources located within the current project limits, in areas that were not reviewed in the prior studies for the original Project. The Stage 1A investigation recommended that a program of subsurface testing by a qualified archeologist be performed in seven areas within the Project Area.

The Applicant will perform a Stage 1B archeological investigation based upon the recommendations of the Stage 1A report. This Stage IB work will include shovel testing and trench excavation with back-hoe equipment to identify areas and strata that have not been disturbed by twentieth century activities, and which may contain material of historical or prehistoric archeological importance. All material identified during the Stage 1B investigation will be properly documented and donated to local historical agencies or academic historic research institutions. The Stage 1B investigation shall be completed during demolition and site preparation, and prior to the commencement of construction of any new buildings, and shall be coordinated with the appropriate regulatory agencies.

The Village Board finds that with the required mitigation, the Modified Project will not have a significant adverse impact on archeological resources.

b. Historic Architectural Resources

In the early 1980's, historic resources in the Village were surveyed under an agreement between the Westchester County Community Development program and the New York State Office of Parks, Recreation and Historic Preservation ("OPRHP"). The OPRHP review concluded that a large downtown commercial historic district did not meet the eligibility criteria of a historic district because of "the streetscape's lack of architectural merit and extensive alterations to its buildings." Two smaller districts and six individual properties in the vicinity of the former project area were identified as potentially "significant" by the OPRHP. These properties and districts are not located in the current Project Area.

Two properties that were previously found to be eligible for the National Register, 22 Westchester Avenue and 27 Traverse Avenue, are located in the Project Area. The Federated Building, located at the southeast corner of Westchester Avenue and South Main Street was determined to be ineligible for the National Register because of substantial interior and exterior alterations. Although the OPRHP found the Federated Building ineligible, the office suggested preserving it as the core of the Village's commercial district.

The U.S. Department of Interior concurred with the OPRHP findings pursuant to a letter dated June 18, 1987. The letter states that "the State is working with the Village on measures to further the preservation of Port Chester's historic resources. The measures include avoiding or mitigating the demolition of three potentially eligible properties including 22 Westchester Avenue (also 27 Traverse Avenue, and 109 Adee Street)."

The Advisory Council on Historic Preservation in a letter dated July 8, 1987, indicated that "the National Register has determined that neither the Federated Building nor the surrounding area are eligible for the National Register...."

After the Advisory Council's determination, William Higgins & Company performed a historical and building fabric analysis for the building at 22 Westchester Avenue in July 1990 to determine its historical importance and its National Register eligibility. The report concluded that the structure does not meet the criteria for National Register eligibility. The OPRHP reviewed this documentation and concurred with its conclusion.

The current "Listings on the Westchester County Inventory of Historic Places and the National Register of Historic Places" (August 1998) was also evaluated to determine resources that were in the vicinity of the Project Area.

The Modified Project will result in the demolition of the National Register eligible structure at 27 Traverse Avenue, and the demolition of the apartment building at 22 Townsend Avenue, which is included on the Westchester County Historic

Preservation Survey. The use of these properties is required for the construction of the connecting roadway between Traverse Avenue and Townsend Avenue. The Village Board finds that alternative locations for this roadway are not feasible because of the location of the wholesale club building and land uses in adjoining areas. The Federated Building, which is not eligible for the National Register, will also be demolished as part of the Modified Project.

The Village Board finds that the required demolition of two historic properties is a significant adverse impact that cannot be mitigated. The Applicant will consult with the appropriate local and state historical agencies regarding the need for documentation of these three buildings prior to demolition

In response to comments from the Village Board, the public and involved and interested agencies, the historic Putnam and Mellor Fire House will be incorporated into the Modified Project and renovated, as more fully described in Section 1 of these Findings. This building is listed on the National and State Registers of Historic Places. The Applicant is required to obtain all necessary permits and approvals for the renovation. The Village Board suggests that the firehouse be used as a restaurant with the required parking reserved for the firehouse's use. Any proposed use of the firehouse is subject to site plan review and approval.

8. TRAFFIC AND TRANSPORTATION

The traffic study area analyzed for the Modified Project is defined by Mill Street/Delavan Avenue on the north, the Byram River on the east, I-95 and I-287 on the south and North and South Regent Street on the west. Mill Street/Delavan Avenue to I-95 in Connecticut is also included in the study area. The traffic study considered 23 signalized and 6 unsignalized intersections within this study area. The analysis considered impacts on traffic, parking and pedestrian services and examined 1998 Existing Conditions, Future No Build Conditions, Future Build Conditions and Future Build Conditions with Roadway Modifications. The Modified Project will result in a number of significant traffic, parking and pedestrian impacts, all of which are capable of mitigation.

The Future No Build and Future Build conditions include 1998 existing traffic volumes increased by 2% per year, plus the traffic from the proposed Home Depot project on Midland Avenue. The Home Depot will be a 119,400 square foot home improvement center scheduled to open in 1999.

Construction of the Modified Project is expected to be completed, and occupancy begun in the year 2000. Given the complex nature of the Modified Project, an evaluation was done to determine the implication on traffic in the event that full occupancy of the Modified Project does not occur for one or two years later (i.e., 2001 or 2002). After reviewing the analysis on several key intersections, the Village Board concludes that a delay in the build year will not result in a significant change in the results reported in the EIS, or require additional mitigation measures beyond those outlined in these Findings.

a. Methodology

Existing 24 hour traffic counts were collected in August 1998 for South Main Street, King Street and Midland Avenue. In addition, 24 hour traffic counts for Boston Post Road and Westchester Avenue were obtained from NYSDOT. Peak traffic flow on the road system in the Project Area occurs during the weekday afternoon commuting period between 4:00 PM and 6:00 PM.

To supplement the 24 hour counts, manual turning movement counts were collected at the study intersections in December 1997 and June 1998. The available counts were conducted in 15 minute intervals between the weekday hours of 4:00 PM and 6:00 PM, in addition to the Saturday hours of 11:00 AM and 4:00 PM. Peak traffic from the commercial area is expected on Saturday, and existing volumes in downtown Port Chester are also high on Saturday. The sum of the highest four consecutive 15 minute turning movement counts marked the peak hour volumes used in the traffic study.

NYSDOT and the Town of Greenwich Police Department provided information regarding accidents that have occurred in the study area for the latest three years. Traffic conditions at signalized intersections in the traffic study were analyzed using the methodology in the 1994 edition of the "Highway Capacity Manual." Level of Service ("LOS") for a signalized intersection is defined in terms of the average stopped delay per vehicle during a peak 15 minute analysis period. Six levels of service, from A (the best) to F (the worst) have been established as measures of average vehicle delay.

As part of the traffic study, local officials in the Town of Rye, the City of Rye, the Village of Rye Brook and the Town of Greenwich were contacted to determine if there are other planned developments in the vicinity of the Modified Project that should be considered in the traffic analysis. The only development identified was the proposed Home Depot store, described above.

The Modified Project's traffic impact was determined by comparing future traffic conditions without the Modified Project's traffic to traffic conditions with the Modified Project-generated traffic. Certain land uses that currently generate traffic in the Project Area will be removed or relocated as a result of the Modified Project. The estimated existing peak hour traffic volumes for these uses were deducted from the downtown area street system before considering the Future Build Condition with the Modified Project.

Trip generation estimates were prepared for the proposed Modified Project based on trip generation data in the Institute of Transportation Engineers' (ITE) "Trip Generation" report, Sixth Edition. This is a nationally recognized authoritative source of trip generation information for various land uses. The trip generation estimates for the Modified Project uses were reduced by 10 per cent to account for the availability of public transit, walk-in trips from nearby residential areas and potential "pass-by" trips – i.e., a stop at a commercial use made by a driver already in the flow of vehicles on the adjacent street system. The Modified Project will generate a net total of 2,496 trips per hour during the weekday PM peak hour and 3,619 trips per hour during the Saturday peak hour.

In order to determine the origins and destinations of vehicles entering and exiting the Modified Project, directional distribution analyses were performed based on a geographic distribution of population in the area. It was assumed that all site traffic will take one of the following routes to the Modified Project: Mill Street, North Main Street (US 1), King Street, Westchester Avenue, Boston Post Road/South Main Street (US 1), Midland Avenue and Grace Church Street. Two directional distributions were evaluated to establish the most suitable assignment of site generated traffic because of the size and variety of the proposed Modified Project uses. It was assumed that the proposed wholesale club and movie theater traffic uses exhibit a regional attraction of traffic, of which a portion will utilize I-95. The site traffic is not anticipated to utilize I-287.

All traffic analyses performed by the Applicant and submitted to the Village were independently reviewed and analyzed by the Village's traffic consultant, Edwards & Kelcey, as well as the Village's other consultants.

b. Traffic Impacts

The Modified Project will not result in a significant impact requiring mitigation at the following intersections: Mill Street/Delavan Avenue at Mead Avenue, Irving Avenue at Pearl Street, Grace Church Street at Midland Avenue, Boston Post Road at I-287 eastbound off ramp-95 southbound on ramp, Delavan Avenue at I-95 southbound on/off ramps, Delavan Avenue/Ritch Avenue at Byram Shore Road, Irving Avenue at Broad Street, Boston Post Road at Peck Avenue. The Village's traffic consultant, Edwards & Kelcey, reviewed the Applicant's traffic study, and concurs in this conclusion.

The Modified Project will result in significant impacts at the following intersections: North Main Street at Willet Avenue, North Main Street at Adee Street, King Street at North Regent Street/Putnam Avenue, Westchester Avenue at Broad Street, Purdy Avenue at Don Bosco Place, Mill Street at Abendroth Avenue, North Main Street at Highland Street and Westchester Avenue at Abendroth Avenue/Don Bosco Place. Edwards & Kelcey concurs in this conclusion. The Village Board finds that the Applicant must mitigate the traffic impacts at these intersections. The required traffic mitigation measures are described below.

The Applicant's traffic study identified eight intersections that have capacity deficiencies even without the Modified Project, although it indicated that the Modified Project has some impact on traffic conditions at these intersections. These intersections are the following: Mill Street at Water Street, King Street at Willet Avenue/Pearl Street, Westchester Avenue at Pearl Street, Westchester Avenue at North/South Regent Street, Midland Avenue at I-287 Ramps/Cottage Street, Boston Post Road at High Street, Midland Avenue at I-95 Interchange and Midland Avenue at Peck Avenue. Edwards & Kelcey reviewed this analysis, and concluded that seven of the eight intersections listed are impacted by the Modified Project. The Village Board finds that the Applicant must mitigate the traffic impacts at all of these eight intersections as itemized below.

Edwards & Kelcey noted that five Main Street intersections were analyzed by the Applicant, and included proposed improvement recommendations, but were not included in any further discussions. These five Main Street intersections represent those intersections identified for improvement in a NYSDOT study of the U.S. Route 1 corridor in Westchester County. Two of the intersections, Main Street at Westchester Avenue/King Street and South Main Street at Grace Church Street/Purdy Avenue are currently scheduled for improvements by NYSDOT. These improvements must be completed prior to receiving a certificate of occupancy for the respective unit of the Modified Project. The Applicant will also make the necessary improvements to the three other intersections: North Main Street with Mill Street, South Main Street at Slater Street and South Main Street at Pearl Street, as a condition of site plan approval.

c. Future Road Improvements in the Project Area

As part of the Modified Project, the street system in the Project Area will be reconstructed to provide for improved traffic flow, pedestrian access and safety. Liberty Square (Main Street at Westchester Avenue/King Street) will be the key gateway. Liberty Square will be rebuilt to allow a safe and efficient flow of traffic. In the SFEIS the Applicant proposed an alternate roadway modification plan for this intersection with additional landscaping. The Village Board finds that this alternate roadway plan provides for greater pedestrian safety and comfort, and shall be implemented, subject to NYSDOT approval.

The Applicant had originally proposed to realign Westchester Avenue. Since the gasoline station located at the intersection of Abendroth Avenue and Westchester Avenue will not be acquired, Westchester Avenue will no longer be realigned, but rather will end at Traverse Avenue. The Village will continue to monitor the traffic conditions in this location with respect to traffic circulation related to the existing gas station. [It may be necessary in the future to relocate this use to a more periphery location within the Project to enhance traffic and pedestrian circulation.]

Don Bosco Place between Purdy Avenue and Westchester Avenue will be reconstructed to provide one lane in each direction of travel with left turn lanes at all access drive intersections. This will provide for efficient traffic movement in the core of the Project Area. The additional landscaping provided along Westchester Avenue as shown in the SFEIS shall be implemented as part of this improvement.

South Main Street between Purdy Avenue/Grace Church Street and Westchester Avenue will be restriped to provide one lane in each direction of travel and a left turn lane for accessing the parking area adjacent to the proposed supermarket. A one-way westbound connector roadway will be provided between Townsend Avenue and Traverse Avenue. Townsend Avenue will remain a one-way northbound roadway, while Traverse will remain one-way southbound between Purdy Avenue and the new connector roadway, and two-way between the new connector roadway and relocated Westchester Avenue.

The Village Board finds that with the improvements to the roads in the Project Area, there will not be a significant adverse impact on traffic in the Project Area.

d. Traffic Mitigation Measures

The Applicant will make the following additional traffic and roadway improvements to mitigate identified traffic impacts. The Applicant will bear the cost for design and construction of roadway improvements. The completion of these traffic and roadway improvements shall be phased so that the traffic impacts of each unit are mitigated on a unit by unit basis in accordance with the roadway improvements set forth herein, provided that appropriate mitigation for major traffic generators (i.e., the warehouse club and supermarket) are provided prior to construction thereof. The phasing schedule will be included in the LDA, and is incorporated herein as if set forth in full.

North Main Street and Willet Avenue -- Restripe Willet Avenue west of the intersection to provide three lanes (an eastbound though/left turn lane, a separate eastbound right turn lane and a westbound lane), and modify traffic signal to provide an eastbound right turn arrow. Remove four parking spaces.

Westchester Avenue at Broad Street -- Modify traffic signal timing to provide a 90 second cycle length. Interconnect and coordinate the signal with the signal at Main Street at Westchester Avenue/King Street in addition to the signal at Westchester Avenue at Pearl Street. Remove 6 parking spaces.

North Main Street at Adee Street -- Eliminate 5 parking spaces, and restripe North Main Street south of the intersection to provide three lanes (a northbound through/right turn lane, a northbound left turn lane and a southbound lane). Restripe North Main Street north of the intersection to provide three lanes (a southbound through/right turn lane, a southbound left turn lane and a northbound lane). Restripe Adee Street east of the intersection to provide three lanes (a westbound through/right turn lane, a westbound left turn lane and an eastbound lane). Modify traffic signal to provide a leading northbound phase. Provide pedestrian crosswalks and pedestrian signals for all four legs of the intersection.

Westchester Avenue at Abendroth Avenue/Don Bosco Place -- Eliminate 7 parking spaces. Reconstruct Westchester Avenue west of the intersection to provide six lanes (an eastbound right turn lane, an eastbound through lane, an eastbound left turn lane and three westbound lanes). Reconstruct Westchester Avenue east of the intersection to provide three lanes (a westbound through/right turn lane, a flush median area, a westbound left turn lane and an eastbound lane). Reconstruct Don Bosco Place south of the intersection and stripe to provide three lanes (a northbound through/right turn lane, a northbound left turn lane and a southbound lane). Reconstruct Don Bosco Place north of the intersection and stripe to provide four lanes (a southbound right turn lane, a southbound through lane, a southbound left turn lane and a northbound lane). Install a new multi-phase semi-actuated traffic signal at the intersection. Interconnect and coordinate the signal. Interconnect and coordinate the signal with the signal at main Street at Westchester Avenue/King Street. Provide pedestrian crosswalks and pedestrian signals for all four legs of the intersection.

Edwards & Kelcey, in its review of the proposed mitigation at this intersection, indicated that while the future operation of this intersection with a signal is greatly improved over the operation without a signal, the eastbound and westbound left turn movements would experience long delays during the Saturday peak period.

The Village Board finds after reviewing the responses to Edwards & Kelcey's comments that there is no alternative signal phasing and timing that will improve the LOS for eastbound and westbound left turn movements at this intersection during the Saturday peak hour. Any modifications to the proposed signal will result in a degradation in overall intersection traffic operations. Significant queues are not expected to build up on the eastbound and westbound left turn lanes. The Village Board finds that the proposed traffic improvements will substantially improve the operation of this intersection to an acceptable level of service, with only minor impacts to the two turning lanes.

King Street at North Regent Street/Putnam Avenue -- Prohibit parking on both sides of King Street within 150 feet of the intersection. Widen King Street approximately 1.5 feet on each side for approximately 150 feet north of the intersection. Restripe King Street north of the intersection to provide three lanes (a southbound through/right turn lane, a southbound left turn lane and a northbound lane).

Purdy Avenue at Don Bosco Place -- Eliminate one parking space. Widen the north side of Purdy Avenue west of the intersection and restripe to provide three lanes (an eastbound through/right turn lane, an eastbound left turn lane and a westbound lane). Widen the north side of Purdy Avenue east of the intersection and restripe to provide three lanes (a westbound through/right turn lane, a westbound left turn lane and an eastbound lane). Reconstruct Don Bosco Place north of the intersection and stripe to provide three lanes (a southbound through/right turn lane, a southbound left turn lane and a northbound lane). Restripe Don Bosco Place south of the intersection to provide thee lanes (a northbound through/right turn lane, a northbound left turn lane and a southbound lane). Modify traffic signal to provide a westbound/eastbound left run phase.

Mill Street at Abendroth Avenue -- Install a three phase traffic signal at the intersection. Interconnect and coordinate the signal with the existing signal at North Main Street at Mill Street. Eliminate approximately 4 parking spaces at the intersection. Restripe Mill Street east of the intersection to provide three lanes (a westbound through lane, a westbound left turn lane and an eastbound lane). Restripe Mill Street west of the intersection to provide two lanes (an eastbound through/right turn lane and a westbound lane separated by a flush median are). Restripe Abendroth Avenue south of the intersection to provide three lanes (a northbound right turn lane, a northbound left turn lane and a southbound lane).

North Main Street at Highland Street -- Install a new multi-phase semi-actuated traffic signal at the intersection. Interconnect and coordinate the signal with the existing adjacent signals on North Main Street. Provide pedestrian crosswalks and pedestrian signals for all four legs of the intersection.

King Street at Willet Avenue/Pearl Street -- Restripe King Street north of intersection to provide three lanes (a southbound right turn lane, a southbound through/left turn lane and a northbound lane). Restripe Pearl Street west of the intersection to provide four lanes (an eastbound right turn lane, an eastbound through lane, an eastbound left turn lane and a westbound lane). Stripe Willet Avenue westbound approach to clearly delineate existing three lanes (westbound left turn lane, westbound through lane and westbound right turn lane). Adjust traffic signal timing to optimize traffic flow. Eliminate 6 parking spaces.

Westchester Avenue and North/South Regent Street -- Restripe Westchester Avenue east of the intersection to provide three lanes (a westbound through/right turn lane, a westbound left turn lane and an eastbound lane). Modify traffic signal.

Mill Street at Water Street -- Modify traffic signal to provide a leading eastbound phase.

Residents and officials from the Village and Byram (Greenwich, CT) indicated that significant delays and queues currently exist during peak travel periods on the eastbound Mill Street approach to the intersection of Mill Street at Water Street. In order to improve traffic operations on the eastbound approach, the above mitigation was proposed. The introduction of a third phase at the intersection will result in a decrease in the ratio of green time per cycle for the westbound Mill Street approach, thus causing a degradation in LOS from the Future No Build condition to the Future Build with Modifications Condition. Given the fact that intersection traffic operations will not improve with the implementation of other alternate signal phasing configurations, the Village Board finds that the added delay on the westbound approach under the Future Build with Modifications Condition is acceptable to mitigate the existing, unacceptable level of delay and queuing associated with traffic operations on the eastbound Mill Street approach.

Given a modification in signal timing, a LOS D under the Future Build with Modifications Condition can be achieved on the northbound Water Street approach, thus meeting the corresponding LOS under the Future No Build condition, during the PM peak hour and the Saturday peak hour.

Midland Avenue at Cottage Street -- North of the intersection widen Midland Avenue on west side and restripe to provide four lanes (a southbound through lane, two southbound left turn lanes and a northbound lane). South of the intersection widen Midland Avenue on east side and restripe to provide four lanes (a northbound right turn lane, a northbound through lane, a northbound left turn lane and a southbound lane). Widen I-287 ramps on north side and south side and restripe ramps to provide for two lanes of traffic in each direction. Rebuild traffic signal and provide four phases. Provide 120 second traffic signal cycle length.

Westchester Avenue at Pearl Street -- Prohibit parking on south side of Westchester Avenue within 100 feet of intersection. Restripe Westchester Avenue west of the intersection to provide three lanes (an eastbound through/right turn lane, an

eastbound left turn lane and a westbound lane). Restripe Westchester Avenue east of the intersection to provide three lanes (a westbound through/right turn lane, a westbound left turn lane and an eastbound lane). Modify traffic signal to provide a leading northbound phase. Modify traffic signal timing to provide a 95 second cycle length.

Boston Post Road at High Street -- Extend existing shopping center northbound right turn lane north of the intersection to the south through the intersection and connect to the I-95 exit ramp.

Midland Avenue at I-95 Interchange -- Restripe Midland Avenue to provide three lanes (a southbound lane, a southbound left turn lane at the I-95 southbound entrance ramp and a northbound lane).

Midland Avenue at Peck Avenue -- Install a fully activated traffic signal.

North Main Street at Mill Street -- Eliminate approximately 8 parking spaces at the intersection. Restripe North Main Street north of intersection to provide three lanes (a southbound through lane, a southbound left turn lane and a northbound lane). Restripe North Main Street south of intersection to provide two lanes (a northbound through/right turn lane and a southbound lane separated by a flush median area). Restripe Mill Street east of intersection to provide three lanes (a westbound right turn lane, a westbound left turn lane and an eastbound lane). Modify traffic signal to provide a leading southbound phase. Provide pedestrian crosswalks and pedestrian signals for all three legs of the intersection.

South Main Street at Slater Street -- Install a new two phase semi-actuated traffic signal at the intersection. Since this intersection is located in close proximity to the railroad bridge over South Main Street in this area, special attention during design will have to be directed to the visibility of the signal heads in the northbound direction.

South Main Street at Pearl -- Restripe Pearl Street west of intersection to provide three lanes (an eastbound right turn lane, an eastbound left turn lane and a westbound lane).

Main Street at Westchester Avenue/King Street

- Widen the east side of North Main Street south of the intersection and restripe to provide four lanes (a northbound right turn lane, a northbound through lane, a northbound left turn lane and a southbound lane).

- Widen the west side of North Main Street north of the intersection and restripe to provide four lanes (a southbound right turn lane, a southbound through lane, a southbound left turn lane, and a northbound lane).

- Resurface entire intersection, including 150 feet north and south of intersection and 50 feet west of intersection.

- Reconstruct Westchester Avenue east of the intersection to provide six lanes (a westbound right turn lane, a westbound through lane, a westbound left turn lane and three eastbound lanes).

- Restripe Westchester Avenue west of the intersection to provide three lanes (an eastbound through/right turn lane, an eastbound left turn lane and a westbound lane).

- Rebuild traffic signal to provide four phases (a northbound/southbound left turn phase, a northbound/southbound phase, an eastbound leading phase and an eastbound/westbound phase).

- Provide pedestrian crosswalks and pedestrian signals for all four legs of the intersection.

- Remove 12 parking spaces.

South Main Street at Grace Church Street/Purdy Avenue

- Restripe South Main Street north of the intersection to provide four lanes (a southbound right turn lane, a southbound through lane, a southbound left turn lane and a northbound lane).

- Restripe South Main Street west of the intersection to provide three lanes (an eastbound through/right turn lane, an eastbound left turn lane and a westbound lane).

- Restripe Grace Church Street to provide three lanes (a separate approach through/right turn lane, a separate approach left turn lane and a separate departure lane).

- Restripe Purdy Avenue to provide three lanes (a westbound through/right turn lane, a westbound left turn lane and an eastbound lane).

- Provide pedestrian crosswalks and pedestrian signals for all four legs of the intersection.

- Remove two parking spaces.

North Main Street at Willet Avenue

- Modify traffic signal to provide a leading/lagging northbound/southbound phase.

- Provide pedestrian crosswalks and pedestrian signals for all four legs of the intersection.

Westchester Avenue at Broad Street

- Restripe Westchester Avenue west of the intersection to provide three lanes (an eastbound through/right turn lane, an eastbound left turn lane and a westbound lane).

- Restripe Westchester Avenue east of the intersection to provide three lanes (a westbound through/right turn lane, a westbound left turn lane and an eastbound lane).

- Modify traffic signal to provide a leading southbound phase.

North Main Street at Adee Street

- Remove 8 parking spaces.

Westchester Avenue at North/South Regent Street

- Modify traffic signal to provide eastbound/westbound left turn phasing and northbound/southbound leading/lagging phasing.

Midland Avenue at I-287 Ramps/Cottage Street

- Widen I-287 Ramps on north side and south side and restripe ramps to provide for two lanes of traffic in each direction (a westbound through/left turn lane, a westbound right turn lane, and two eastbound entrance lanes).

Westchester Avenue at Pearl Street

- Remove 6 parking spaces.

- Modify traffic signal timing to provide a 90 second cycle length.

The Applicant shall obtain the all approvals required to implement the roadway improvements set forth in this Section 8(d) in connection with the construction of the unit to which such improvements have been assigned in the LDA, and shall complete the construction of such roadway improvements to the satisfaction of the appropriate Village official and/or other jurisdictional agency as a condition to receiving a certificate of occupancy for that particular unit.

e. Truck Traffic

Approximately 83 trucks per day will be generated by the proposed uses in the Modified Project. The Applicant is required to design the roadway system in the Project Area to accommodate truck traffic, which will be reviewed as part of the Village's site plan review. Particular attention will be given to truck traffic on Traverse Avenue.

There are a number of railroad overpasses in the Village that have restricted vertical clearances. The Village Board notes that there has been a continual problem with trucks entering the downtown and hitting these restricted overpasses, even though all of these railroad overpasses are properly signed. Lease agreements between the Applicant and each tenant of the Project will specify the routes that delivery trucks will follow to the Project Area, as well as mutually agreed upon times to avoid disruption with morning and evening train commuters. During the site plan approval process, the Planning Commission will examine the currently proposed truck exit from the wholesale club as the Board finds that a left turn onto Traverse Avenue might have an adverse impact on the public housing located on Traverse Avenue.

The Village Board finds that with the conditions on truck routes there will be no significant adverse impact on truck traffic in the Project Area.

f. Public Transportation

The Village is served by Westchester County bus routes as well as by Metro-North. The Project Area and the Port Chester train station are within walking distance of each other. Less than 5% of the trips generated from the Modified Project will be by public transportation.

The Applicant will be required, as part of the redevelopment program, to encourage the use of public transportation to the Project Area. The Applicant will install directional signage, generally consistent with the proposals in the Linkage Study, located throughout the area that will include information concerning public transportation, including the location of the Port Chester train station, the location of bus stops in the area, and generalized route and schedule information.

The Village Board finds that the Modified Project will not have a significant adverse impact on public transportation.

g. Site Access and Parking Facilities

General Project Parking -- The various uses in the Modified Project will be serviced by six separate parking facilities located throughout the Project Area. Access to these parking areas, in general, is characterized by multi-driveways. Direct access to the Project Area is provided by South Main Street on the west, Don Bosco Place and Abendroth Avenue through the central section of the Project Area and Traverse Avenue on the east. Traverse Avenue will be maintained as a one-way southbound roadway between Purdy Avenue and a new connector roadway to Townsend Avenue on the south side of the warehouse club building.

The proposed Modified Project will be served by a total of approximately 2,020 off-street parking spaces, which will be comprised of a combination of at-grade parking lot spaces and spaces within a new multi-level parking garage. In addition, 71 existing on-street spaces along Abendroth Avenue to the north of Westchester Avenue, and along the west side of South Main Street in addition to both sides of North Main Street, would be retained. A portion of these on-street parking spaces are expected to accommodate existing vehicles coming to the downtown area, which will continue to utilize the spaces in the future.

In order to provide sufficient parking for the proposed commercial uses, a parking garage containing approximately 775 spaces would be constructed on the block bounded by Don Bosco Place (aka Brick Oven Road) and Traverse Avenue south of Westchester Avenue. Access to the proposed garage will be from two access points on Don Bosco Place (Brick Oven Road) and two access points along Traverse Avenue. The garage will primarily serve new uses. A pedestrian bridge will connect the top level of the proposed garage to the second story of the building housing the movie theater. Access to the pedestrian bridge from each level of the garage will be provided by an elevator, and stairwells. Retail G will also have a direct connection to the top level of the garage. At-grade parking would also be provided in lots to the south and west of the parking structure, and to the north and east of the wholesale membership warehouse club.

The Applicant will own and maintain the parking lots in the Project Area. The lots will be public lots, free of charge and will be policed by the Village. The Applicant will maintain the lots, including striping, sweeping, snow removal and pavement repair. The Village Police Department will be able to utilize said parking areas to provide emergency service, crime prevention and public safety measures similar to activities available in other private parking facilities in the Village.

Edwards & Kelcey conducted, on behalf of the Village, an analysis of the future parking conditions. Edwards & Kelcey indicated that while the estimates of future parking demand (including the observed existing parking utilization) indicate that there will be enough parking in the area to support the total future demand, the location and utilization of the individual parking facilities is of concern. In response to these comments and others, the Applicant reduced the size of the theater by 1,000 seats to the currently proposed 4,000 seats, which reduces the parking demand.

The Village Board further finds that over 85% of the off-street parking spaces are within 600 feet of the proposed retail uses. This is less than two blocks in the downtown area and is adequate to accommodate the needs of the Modified Project. There is adequate parking immediately adjacent to the supermarket to accommodate the supermarket parking during all time periods. Any overflow in theater parking from the parking garage could be accommodated with the on-site parking throughout the redevelopment area. All this parking is located within a two block walking distance of the theater. In light of the foregoing, the Village Board finds that the location of the parking facilities will accommodate the needs of the Modified Project uses.

Typically a parking lot is considered full when it is 90% occupied. If a shopper cannot easily find a parking space, it will leave the site without stopping or park in other areas. Edwards & Kelcey proposed that there should be a 10% cushion of additional parking above that required for the Project's uses to insure adequate parking supply, or an appropriate reduction in the overall scale of the proposed Project.

At the Village's planning consultant's request, an analysis was performed of shared parking, based on the peak parking demand rates presented in a 1990 FEIS for a movie theater, for Friday and Saturday, respectively, which the Village's planning consultant considered to be a reasonable rate for this use. The peak parking demand in the Project Area will occur on a Saturday between 2:00 PM and 3:00 PM when a total of 2133 vehicles will be parked (2059 from the Modified Project + 74 existing vehicles parked). The peak parking demand on Friday will occur between 8:00 PM and 9:00 PM when a total of 1951 vehicles will be parked (1863 vehicles from the project + 88 existing vehicles parked). Overall the present analysis of future parking demand yields a 42 space deficit for Saturdays; however, the Modified Project parking supply does meet the estimated peak parking demand from the Modified Project, but not the 10% cushion as suggested by Edwards & Kelcey.

In order to accommodate peak worst case demand under the suggested standard, the project parking would have to be expanded by approximately 213 spaces (2133 x 10% = 213). However, commuter parking is negligible on Saturday. Since the Applicant's analysis of future Saturday parking demand includes, as a worse-case approach, percentage estimates of weekday commuter parking from the Village's parking survey, and since the majority of the deficit during the Saturday peak hour is attributable to commuter parking demand which is not likely to materialize, the Village Board considers the Modified Project parking supply adequate to meet actual peak parking demand.

Another concern raised during public scoping and review was the relationship between the warehouse club and the marina relative to parking. The Applicant has indicated that the warehouse club requires a minimum of 600 at-grade parking spaces in proximity to the facility. Parking allocation ends up being about 4.25 spaces per 1000 sf of retail floor area (including provision for employee parking), slightly less than was required for the New Rochelle warehouse store and other such facilities in the region.

Retail parking lots are generally sized to accommodate the holiday seasonal peak. The balance of the year, during peak periods (such as Saturday), parking fields are rarely used at full capacity. No survey data is available regarding summertime parking occupancy for a warehouse club. The Village Code suggests that four spaces per thousand are acceptable for Saturday usage. Assuming this will accommodate the seasonal peak as well, 175 spaces for marina and waterfront visitors can be reasonably expected to be available on summer weekends when activity is likely to be the highest. Marina parking demand is rarely greater than 0.5 spaces per berth. Marina parking demand in the vicinity of the warehouse club will be less than 56 cars, leaving parking for other waterfront visitation purposes well in excess of 100 spaces. During the winter peak, the marina and waterfront will not be a heavy destination eliminating parking shortfalls or

conflicts between the uses. Appropriate signage directing traffic to the location of parking on the waterfront will be further discussed at the time of site plan review.

Accordingly, the Village Board finds that the parking supply is adequate to meet the Modified Project's parking demand, and there will not be a significant adverse impact on parking in the Project Area.

Removal of On-Street Parking Spaces -- As part of the Modified Project, 64 on-street parking spaces will be eliminated to accommodate proposed roadway modifications. This represents a reduction from the plan in the SDEIS from 82 to 64. Several of the businesses at these locations, though, still have a concern regarding impacts on individual off-site businesses. Twenty-two of these 64 spaces are either within or immediately adjacent to the Project Area. The balance (42), include the following:

- 17 spaces along Westchester Avenue at three separate intersections. The Village has indicated that the removal of the five spaces in the vicinity of Westchester Avenue and the railroad overpass along with traffic improvements suggested in the Downtown Linkage Study allow for enhanced circulation. [The Village will require that the Applicant pay for an alternative off-street lot in the vicinity of East Broadway and Westchester Avenue where additional parking spaces could be accommodated to mitigate impacts along Westchester Avenue];

- 6 spaces at the intersection of King Street/Willett/Pearl Street. These spaces are relatively remote with respect to other business establishments, thus their removal does not have a significant impact on parking for existing businesses;

- 12 spaces in the vicinity of Mill Street/North Main Street/Abendroth Avenue. The Village will meet with merchants in this area to attempt to resolve parking issues. The Village is willing to provide additional off-street parking in this vicinity to mitigate the impact on parking for existing businesses to be paid for by the Village; and

- 4 spaces on Willett Avenue to the west of North Main Street, and 3 spaces on the east side of North Main Street, south of Adee Street. The proposed parking area associated with Retail Building E will be open to the public, which would provide at least partial mitigation for the removal of the on-street spaces.

The Village Board finds that parking removal at these key areas is essential to the improvement of traffic flow in the downtown area. Without the removal of these spaces traffic flow in the downtown area will become more congested and the traffic circulation will not operate efficiently. The Village Board further finds that with the proposed mitigation the Modified Project will not have a significant adverse impact on parking for existing businesses.

9. AIR QUALITY

The existing air quality in the Project Area vicinity is acceptable for the proposed Modified Project and poses no known threat to the health or welfare of the general public.

Air quality impacts associated with the Modified Project were assessed to determine whether the development will have a significant adverse impact on the surrounding population. Impacts from construction as well as impacts from project induced traffic were assessed.

a. Construction Impacts and Mitigation

Construction activities will have a potential impact on the local air quality through generation of fugitive or airborne dust. Fugitive dust is generated during demolition, ground clearing and excavation activities. Passage of delivery trucks and other vehicles over temporary dirt roads and other exposed surfaces also generates fugitive dust.

In order to control dust during construction activities, the Applicant will be required to perform all the mitigation measures outlined in the SDEIS. The area of the site that is subject to disturbance at any one time will be minimized. The Applicant will use mulch or other temporary covers on exposed soil areas, and limit the movement of equipment over exposed soil surfaces. During dry weather conditions, the Applicant will spray water on unpaved areas subject to heavy construction traffic.

Structural walls will be demolished utilizing measures other than toppling. Prior to demolition of structures, adequate wetting procedures shall be employed. When freezing temperatures preclude the use of water, alternative measures will be implemented to prevent the spread of dust. Haul vehicles will always be covered to prevent dust emissions while in transit.

The Village Board finds that with the implementation of standard dust control measures there will be no significant adverse impacts on air quality from construction of the Modified Project.

b. Vehicle Generated Impacts

The primary pollutants associated with vehicular exhaust emissions are nitrogen dioxide, hydrocarbons and carbon monoxide. State and federal ambient air quality standards (AAQS) have been developed for ambient carbon monoxide concentrations requisite to protect the health and welfare of the public. There are no short term health standards for nitrogen dioxide and hydrocarbons.

The impact of the Modified Project on air quality was evaluated along the primary access routes to and from the Project Area. Five intersections were evaluated using a screening air quality analysis. The intersection with the worst traffic impacts was selected for use in a detailed air quality analysis.

The prescreening analysis showed that the highest air quality impacts would be at the Westchester Avenue/Abendroth Avenue/Don Bosco Place intersection. This intersection was selected for the detailed Level 1 air quality analysis. Air quality impacts from the parking areas closest to this intersection were included in the analysis.

The Village Board finds that the result of this analysis demonstrates that the Modified Project will not result in significant adverse air quality impacts at the primary intersections accessing the Project Area to the general public.

The Applicant also evaluated the potential air quality impacts from the Modified Project to residents living in the multi-unit residential complex along Traverse Avenue, just east of the proposed parking garage. The Village Board finds that the analysis shows that the Modified Project will not result in significant adverse health impacts to these residents.

10. NOISE

The project-related noise sources are the anticipated increase in vehicular traffic throughout the downtown area of the Village. In the Prior EIS for the original Project, noise around the Project Area was analyzed. The Findings Statement adopted by the Village Board in 1991 for that project concluded that the changes in noise from the original Project "would generate an insignificant impact on the community during peak level conditions."

In order to characterize the current 1998 ambient noise environment in the Project Area, noise levels were sampled at and in the vicinity of the Project Area. The sites selected for data collection were chosen to be representative of the locations likely to experience the highest noise levels after Modified Project completion. Data was collected between 4 PM and 6 PM on a weekday (the peak hours of vehicular travel on area roadways) at four intersection locations. Data collection procedures outlined in Measurement of Highway-Related Noise, published by the Federal Highway Administration were utilized. Noise levels were measured using a Metrosonics 307d noise meter mounted on a tripod five feet above the ground. The monitoring was conducted on May 7, 1998.

After obtaining the current ambient noise levels, the projected noise levels with the completion of the Modified Project were evaluated. The calculated future Build condition noise level is not anticipated to result in any perceivable increase in traffic-related noise levels. The Village Board finds, therefore, that no significant adverse traffic-related noise impacts will result from the Modified Project.

11. CONSTRUCTION IMPACTS

The Modified Project is proposed to be constructed in four phases or "units," each of which will contain one or more of the proposed buildings and related infrastructure. The phasing of construction of each unit will be subject to various factors, including, land

acquisition, tenant obligations, financing and construction issues. The Applicant will have four years after the receipt of land use approvals to close all the units, and four years to complete construction from each closing date. The Village does not anticipate that the Applicant will require the full period to complete the Modified Project.

The Applicant's obligations and responsibilities with respect to the acquisition, financing and construction of the units, and of the public infrastructure related to each of the units, will be more fully described in the LDA. The LDA will be available to the public for review and a public hearing prior to its execution.

a. Construction Traffic

The Modified Project will result in the addition of construction traffic to local streets for the duration of the construction. Truck access is limited in the Village by several railroad overpasses with restricted vertical clearances. Prior to the start of construction, all contractors will be provided a construction traffic routing plan to avoid potential collisions with bridges, detours or traffic delays.

The Village Board finds that any impacts from construction traffic will be short-term, and that with proper signage there will be no significant adverse impacts from construction traffic.

b. Air Quality

Potential impacts on local air quality during construction include fugitive dust (particulate) emissions from land clearing operations and demolition. Fugitive dust emissions will be controlled by accepted measures, including watering of exposed areas and dust covers for trucks. Products of fuel combustion are also generated by construction equipment. These emissions are generally insignificant in comparison to vehicular emissions from adjacent roadways and businesses.

The Village Board concludes that there will not be any significant adverse impact on air quality during construction.

c. Noise

Ambient daytime noise levels will increase in the immediate vicinity of the site during construction. Noise will also be generated during the blasting of bedrock on the site. The Applicant will use alternative blasting methods such as mechanical rock removal techniques wherever possible to mitigate potential impacts associated with blasting. The Village Board will select the most minimally disruptive method for rock removal.

Construction activity will be limited to the hours of 7:00 AM and 6:00 PM, Monday through Saturday. Construction vehicle traffic to and from the site is not expected to create significant noise impacts and will be directed to major routes in the Village.

The Village Board concludes that there will not be any significant adverse noise impact from construction activities.

d. Erosion Control Measures

The Byram River is a potential destination for sediment through the stormwater drainage system. The Applicant is required to install soil erosion and sediment control practices in accordance with the Erosion and Sediment Control Best Management Practices Manual Series, Westchester County, 1991 (BMP) and the Village's municipal code. The plan shall be reviewed and approved prior to issuance of applicable demolition or building permits. A condition of site plan approval will be that the construction manager will be required to ensure that all sediment and erosion control measures are in place and functioning throughout the entire construction process.

e. Asbestos Removal

It is possible that asbestos containing material was used in the construction materials for most of the existing buildings in the Project Area. The Applicant will complete a survey of asbestos containing material during the evaluation of buildings identified for demolition prior to obtaining a demolition permit. Any asbestos identified in that survey will be properly removed and disposed of prior to obtaining a demolition permit for those buildings. Removal and disposal of asbestos containing material will conform to all state and federal regulations and requirements. The Applicant will obtain and retain all manifests showing disposal of the asbestos containing material.

12. ALTERNATIVES

The SDEIS analyzed a range of alternatives to the proposed action. In addition, the SFEIS analyzed additional alternatives, one that was submitted by a public commentator (the Westchester Marina), and the other submitted by the Applicant.

a. No Action Alternative -- The No Action Alternative is the decision not to develop the Modified Project. In the absence of the Modified Project, the adverse impacts of the Modified Project would not occur, but neither would the beneficial ones, especially renewal of the downtown and waterfront areas. The overall blighted character of the Project Area would continue to deteriorate and continue to exert a negative influence on the Village. This alternative would fail to meet any of the Modified Project's and the Village's objectives and would not be consistent with public policies concerning waterfront use or downtown revitalization.

With this alternative, the short and long-term effects of displacement would not occur. The benefits of the revitalization and economic development of the Village would also not occur. The increased employment would not be realized, nor would the benefits of increased revenues and value of taxable property. There would be no foreseeable change to the visual environment under this alternative.

Under this alternative, the traffic patterns in the Project Area would not change. The additional traffic and the additional improvements to correct the existing traffic problems would not be added to the local road network. Any potential increases in noise and vehicle emissions would not occur.

The Village Board finds that based upon this alternative's failure to fulfill the Modified Project's and the Village's objectives to revitalize the downtown and waterfront areas, this alternative should not be approved.

b. Alternative Parking Concepts -- An alternative was proposed in which additional parking would be provided within a partially or fully below grade parking garage structure. The development of a three level underground garage with the same parking capacity as the proposed garage would require construction below grade to a depth between 25 and 30 feet. Given that the depth to groundwater at the Project Area occurs between 5 and 10 feet in depth, the development of an underground garage is not feasible.

Alternative locations for surface parking are generally not feasible given other constraints on the location and layout of Modified Project buildings. Rearrangement of the same total number of surface parking spaces would not yield any beneficial impact.

The Village Board finds that this alternative should not be approved.

c. Reduced Scale Project -- Reduction in scale of the proposed wholesale membership warehouse club would not be economically viable given the related development and infrastructure costs of the Modified Project. Without an anchor of sufficient size, the balance of the Modified Project would not be successfully tenanted, and the redevelopment program would fail. The proposed supermarket is the prototypical size demanded by all potential users. This scale is considered critical by users in order to effectively succeed in the highly competitive market place for grocery and associated goods.

The number of cinema seats has been reduced by the Applicant to reduce vehicle trip generation and associated parking demand.

Because of the typical requirements of wholesale membership warehouse clubs, a significant reduction of on-grade parking for that use is not feasible. Some 100 surface spaces could be physically eliminated in the vicinity of the waterfront kiosks and restaurant, allowing for some increased landscaping of the waterfront promenade. However, this would result in the elimination of approximately 26,000 square feet of retail space, which would correspondingly reduce the amount of the PILOT revenue to the Village from the Modified Project.

The Village Board finds that the Modified Project incorporates mitigation of the traffic and aesthetic impacts to the greatest extent practicable, and that any benefits of reduced scale are outweighed by the net positive benefits of the proposed Modified Project.

d. Project that Complies with Existing Zoning and Urban Renewal Controls -- This would be the development of the original Project approved in 1991 and evaluated in the Prior EIS. No part of the original Project was ever implemented. Certain components of this proposal, especially the apartment units, are not consistent with the Village's current redevelopment objectives as expressed in the Development Agreement. A comparison of the two proposals is outlined in Section 1 of these Findings.

The proposed Modified Project is supported by major retail tenants ready to locate in the Village. This will result in the actual implementation of the plan and attaining the Village's redevelopment goals. The original Project has been unable to be developed for almost ten years, and there is no indication that it can be implemented now with ready and willing tenants. The Village Board finds that this alternative should not be approved as there is no indication that it is feasible.

e. Replacement of Wholesale Membership Warehouse Club with Reduced Scale Retail or Housing -- This alternative would have the same impacts as the No Action alternative since the project would not generate the critical volume of commercial demand that would induce other retail users to risk investment in the Village's downtown.

The Village Board finds that this alternative should not be approved.

f. Alternative Location for Warehouse Club Building -- The Village's Waterfront Commission requested that an alternative location for the warehouse club building in the area of the intersection of Don Bosco Place and Purdy Avenue be analyzed. Under this alternative the warehouse club and associated parking would be located further from the river than is currently proposed. This alternative provides an opportunity for more open space and a less intensive use in the waterfront area. Approximately 50 to 75 parking spaces would still be required in the vicinity of the waterfront south of the Cove to provide parking for the marina. This alternative would involve the relocation of another building to the proposed site of the warehouse club building.

This alternative would require the closure of Brick Oven Road and the wholesale redesign of the project. Midland Avenue, Brick Oven Road and Abendroth Avenue provide an important alternative route to Route 1 traffic. Route 1 has two height restricted underpasses less than 1/2 mile north and south of Liberty Square. Don Bosco Place, therefore, is important for deliveries and truck traffic. Closing Brick Oven Road would shift this traffic to Route 1 or Traverse Avenue, a largely residential street.

The proposed location of the warehouse club building was selected in part based upon parking considerations. This use requires at grade parking arranged in a configuration that allows ease of access to cars and other vehicles. Parking garages are not generally proposed with this use because of the need for shopping carts to transport goods from the store to customer vehicles. It would not be possible to provide sufficient parking spaces in the alternative warehouse club location without impacting the required

parking for other uses such as the supermarket and the parking garage (required for the cinema and other retail uses).

With these constraints and the marginal gain of less intensive use near the waterfront, the Village Board finds that this alternative should not be approved.

g. Filling the Cove to Provide Additional Open Space -- The Village Waterfront Commission suggested filling up to 75% of the Byram River Cove to provide additional green or open space within the Project Area. This would involve filling approximately .6 acres. The Cove is not currently used, though it has been used for commerce during must of Port Chester's history.

The area of the Cove is a littoral zone or a DEC designated tidal wetland. There is no visible vegetation associated with the tidal wetlands in the project. Filling the Cove would require regulatory review and permits from the DEC, U.S. Army Corps of Engineers, New York State Department of State and the Port Chester Waterfront Commission.

Both the Army Corps and the DEC indicated that this proposal would be difficult to approve, especially because of the impacts to water quality and habitat. It would have to be demonstrated that there are no reasonable alternatives for the filling in order to obtain approval. The regulatory review of this proposal would be time consuming and costly in terms of research, engineering and planning. There is no certainty that the proposal would be approved.

As the rehabilitation of the bulkhead is an early and critical element in the reconstruction and development of the waterfront, the project could be delayed by many years. The benefit provided by this small portion of additional greenspace is not justified at this juncture in terms of the time and expense involved in securing approval for the filling of the Cove, which might jeopardize the entire redevelopment effort. The Village Board finds that this alternative should not be approved, although the Village will continue to explore this action as a potential future Village project

h. Alternative Proposal by Westchester Marina -- The owner of the Westchester Marina developed an alternative conceptual plan for the waterfront that includes the restoration of the memorial in the form of a lighthouse, a pedestrian walkway that has a nautical theme, a cove with some antique historical ships, transient docks or a future ferry service for the purpose of transportation or sight seeing tours, retail shops and restaurants and a public park to accommodate pedestrians walking along the riverfront. This plan also changes the location of the cinema, parking structure and warehouse club. In this plan, wholesale membership club is shown on the corner of Brick Oven, Traverse and Purdy Avenues. Brick Oven Avenue would be closed. Two entry points and two exit points are provided to access the wholesale club. Vehicles traveling north could enter or exit via Midland Avenue or US 1 and park in that same direction. Vehicles traveling south or east could enter or exit via Westchester or Abendroth Avenues. As part of this alternative design, the Westchester Marina would remain in operation at its current location

This alternative is not economically feasible considering the objectives and capabilities of the Applicant, especially since the signing of an anchor tenant would be highly unlikely within this configuration. While the intensity of the uses is difficult to gauge on the concept plan, approximately 1325 off-street parking spaces are shown. Not enough parking has been provided in this alternative layout. Many visitors to the Project Area would need to find parking elsewhere in the downtown area. This plan also raises difficult questions regarding traffic circulation through the development area.

The Village Board finds that this alternative should not be approved as it is based on retail spaces that would not be readily marketable and tenanted. The Village's goal of redevelopment and revitalization of the downtown and waterfront areas would not be met under this alternative.

i. Alternative Layout -- In the SFEIS, the Applicant proposed an alternative layout that purports to respond to comments raised during review of the SDEIS. This alternative includes all of the changes described earlier in the Section on the Revised Project and Required Project Modifications, as well as the following proposed changes.

This alternative differs from the proposed Modified Project in a few ways: (a) incorporates a two level parking deck rather than a three-level parking garage, with a portion of the deck spanning Don Bosco Place; (b) retail space has been reconfigured within the cinema structure to incorporate a greater variety of sizes; and (c) a greater proportion of arriving delivery truck traffic destined for the retail space within the cinema structure would arrive via South Main Street rather than Don Bosco Place. Departing truck traffic would continue to use Don Bosco Place.

This alternative provides an equivalent number of parking spaces as compared to the proposed Modified Project, although the overall height of the parking structure would be reduced. With respect to traffic, the major difference with this alternative as compared to the proposed Modified Project is the routing of delivery vehicles through the Project Area. Arriving delivery trucks destined for retail spaces within the cinema structure would enter the loading area from South Main Street via a restricted right-turn-only movement in this alternative. Fewer arriving trucks would be expected to travel through the Westchester Avenue/Main Street intersection and the Westchester Avenue/Don Bosco Place/Abendroth Avenue intersection.

The Village Board finds that this alternative presents substantially similar impacts as are presented by the proposed action, subject to further review of site specific elements of the proposed plan, except that this alternative might present additional impacts with respect to ingress and egress from South Main Street, which will be subject to further review during site plan review and approval.

13. GROWTH INDUCING ASPECTS

The Modified Project is likely to induce additional development to the extent that reinvestment in the downtown area attracts interest as a residential and commercial area.

The Village recognizes that a successful commercial and retail project could be the catalyst for future development, including residential, in downtown Port Chester.

The Project Area is currently served by municipal water supply and sewer services. No increase in capacity is necessary to serve the proposed uses. No growth inducing impacts are expected as a result of the installation of the infrastructure for the Modified Project. The Modified Project will promote increased construction employment, and, on a cumulative basis, an increased long term demand for goods and services that will have a steady multiplier effect in the area.

The Modified Project will expand the Village retailing floor area by approximately 350,000 square feet and will provide approximately 1200 permanent jobs. The presence of new businesses, workers, and public spaces in the downtown at a site that is readily accessible via public and private transportation, is expected to increase local buying power and attract additional business and investment to the area. This growth will reverse the ongoing economic decline in the downtown, and is considered a desirable outcome of the Modified Project.

The Modified Project will provide new retail, entertainment and recreation opportunities, as well as aesthetic improvements that will benefit the existing residential population near the Project Area. These added benefits are likely to sustain or increase the occupancy rates of existing residential units and may provide a stimuli to new residential housing at select locations as the area becomes more attractive in which to live and visit.

14. UNAVOIDABLE SIGNIFICANT ADVERSE IMPACTS

The Village Board finds that the Modified Project will result in some adverse environmental impacts that cannot be avoided. Most of these impacts, though, can be mitigated as set forth in this Findings Statement. Some of these impacts will be short term associated with the construction, while others will be long term associated with the operation of the Modified Project.

The Village Board finds that the following are unavoidable short term impacts: (i) presence of construction and delivery vehicles in the Project Area and surrounding roads; (ii) soil disturbance; (iii) localized increase in noise levels and vibrations due to development-related activities; (iv) localized construction-related air emissions from construction vehicles and equipment and fugitive dust from development activities; (v) temporary disruption in access to and use of public marina facilities; (vi) temporary pedestrian and vehicular re-routing during construction; and (vii) possible need for rodent control measures during construction.

The Village Board finds that the following are unavoidable long term impacts: (i) displacement of 53 residential units, 32 hotel residential units, 40 businesses (and associated employment positions) currently located in the Project Area; (ii) the addition of project-generated traffic to local roadways with certain traffic movements at area intersections have added delays; (iii) slight increase in noise levels due to activity in the

Project Area; (iv) demolition of one National Register eligible historic structure; (v) demolition of one historic structure on the Westchester County Historic Survey; (vi) increased water consumption; (vii) increased sewage generation; and (viii) elimination of some on-street parking spaces in the vicinity of North Main Street and Willet Avenue.

Even with the potential unmitigated significant adverse impacts, the Village Board finds that the Modified Project should be approved because of the numerous social, economic and environmental benefits it will provide as detailed above.

15. IRREVERSIBLE IRRETRIEVABLE COMMITMENT OF RESOURCES

The Modified Project will commit this area of downtown to retail, cinema, restaurant, open space or parking uses. Once committed to these uses this area will be unavailable to other uses for the foreseeable future. Redevelopment will involve the commitment of a variety of natural resources. These include, but are not necessarily limited to, concrete, macadam, steel, timber, paint, and topsoil. Many of the materials accumulated for construction may at some time be recycled or reused. The operation of construction equipment will involve the consumption of fossil fuels and other finite energy sources. The operation of the Modified Project will require electricity and the use of fossil fuels.

The construction phase will require a substantial commitment of person hours of labor. The expended construction employment is a beneficial impact to the construction industry and the local economy. Other labor commitments will include the serves of the police, fire and other public services personnel.

The Modified Project will result in the irretrievable loss of two historic structures.

16. FINDINGS REQUIRED BY SEQRA

NOW THEREFORE BE IT RESOLVED, having considered the SDEIS and the SFEIS, including the comments on the SDEIS and SFEIS and responses thereto, and having considered the preceding written facts and conclusions, the Village Board of Trustees certifies that:

a. The requirements of SEQRA, including 6 NYCRR Part 617, have been met and fully satisfied;

b. Consistent with the social, economic and other essential considerations from among the reasonable alternatives thereto, the proposed action is one which minimizes or avoids significant adverse environmental effects to the maximum extent practicable, including the effects disclosed in the SFEIS and set forth in this Findings Statement; and

c. Consistent with the social, economic and other essential considerations, to the maximum extent practicable, the significant adverse environmental effects of the

proposed action revealed in the environmental impact statement process and set forth in this Findings Statement, have been minimized or avoided.

BE IT FURTHER RESOLVED that prior to the signing of the site plan, all outstanding professional review fees, environmental charges and other fees owed to the Village under the LDA shall be paid;

BE IT FURTHER RESOLVED that in evaluating this application, the Village Board has relied on information provided by the Applicant. If such information subsequently proves to be incomplete and/or inaccurate, the Village Board reserves the right in its discretion to modify this Findings Statement, and/or suspend and/or revoke the permit;

BE IT FURTHER RESOLVED that all requirements, conditions and mitigation measures related to the Project as established by the Village Board of Trustees in this Findings Statement shall constitute express conditions of any future Modified Project approvals and obligations of the Applicant thereunder, and shall be enforceable by this Village Board or its designated representatives in any Court or administrative tribunal of competent jurisdiction.

ROLL CALL

AYES:	Trustees Saline, Cotter, Colangelo, Ciccone, DiRoberto and Mayor Korff
NOES:	None
ABSENT:	Trustee Napoli
DATED:	April 12, 1999

RES - 01
BOT 1-17-2017

VILLAGE OF
PORT CHESTER
222 Grace Church Street, Port Chester, New York 10573

AGENDA MEMO

Department: Office of the Village Attorney

BOT Meeting Date: 1/17/2017

Item Type: Resolution

Sponsor's Name: Heather Krakowski, Recreation Supervisor

	Yes	No	Description	Yes	No
Fiscal Impact	☒	☐	Public Hearing Required	☐	☒
Funding Source: Account #:					
	Yes	No	**Strategic Plan Priority Area** N/A		
Agreement	☐	☒	**Manager Priorities**		
Strategic Plan Related	☐	☒	N/A		

Agenda Heading Title
(Will appear on the Agenda as indicated below)

RESOLUTION

AMENDING THE CODE OF THE VILLAGE OF PORT CHESTER CHAPTER 175 "FEES" WITH REGARD TO SETTING FEES FOR RECREATION ACTIVITIES ADMINISTERED BY THE VILLAGE

Summary

Background:

The Village has a comprehensive recreation program promoting multi-generational recreational, cultural and play opportunities for Village residents. This resolution will set and adjust the fee amounts to reflect the services it provides in administering these recreational activities.

Proposed Action

Adopt the resolution

Attachments

Resolution to set the Fees

RESOLUTION

AMENDING THE CODE OF THE VILLAGE OF PORT CHESTER CHAPTER 175 "FEES" WITH REGARD TO SETTING FEES FOR RECREATION ACTIVITIES ADMINISTERED BY THE VILLAGE

On motion of TRUSTEE , seconded by TRUSTEE

, the following resolution was adopted by the Board of Trustees of the Village of Port Chester, New York:

WHEREAS, the Village has a comprehensive recreation program promoting multi-generational recreational, cultural and play opportunities for Village residents; and

WHEREAS, the Village wishes to set and adjust the fee amounts to reflect the services it provides in administering these recreational activities. Now, therefore, be it

RESOLVED, that the Code of the Village of Port Chester, Chapter 175, Fees, be amended as follows:

Code Reference

Chapter 104, Recreation Department

Recreation Fees	§ **104-A**
Youth Tennis	$65
Hands on Clay Classes	$75
3rd-5th Grade Basketball	$75
Soccer (Fall, Summer, Spring)	$85
	$95(Non-Residents)
Winter Soccer	$75
Mini Camp (February)	$65
Floor Hockey	$65
Port Chester Day Camp	$660 Early Registration $780 Late Registration (Not including trip or extended day fees)

Port Chester Cub Camp	$525 Early Registration $625 Late Registration $625 Non Residents
Men's Softball	$950 per team w/ $100 deposit

Approved as to form:

_____

Anthony M. Cerreto, Village Attorney

ROLL CALL

AYES:

NOES:

ABSENT:

DATE:

RES - 02
BOT 1-17-2017

VILLAGE OF
PORT CHESTER
222 Grace Church Street, Port Chester, New York 10573

AGENDA MEMO

Department: Police Department

BOT Meeting Date: 1/17/2017

Item Type: Resolution

Sponsor's Name: Richard F. Conway, Chief of Police

Description	Yes	No	Description	Yes	No
Fiscal Impact	x	☐	Public Hearing Required	☐	x
Funding Source: DEA Account #: 001-0001-0695			BID # PT60949		
	Yes	No	**Strategic Plan Priority Area** Public Safety		
Agreement	x	☐	**Manager Priorities**		
Strategic Plan Related	x	☐	Emergency Preparedness		

Agenda Heading Title
(Will appear on the Agenda as indicated below)

Transfer of $11,656.40 from the DEA Asset Forfeiture Account to the Equipment Account for the Purchase of (2) Patrol PC Mobile computers with Printers and related mounting hardware

Summary

Background: The Department is seeking to improve it's vehicle computer operations through the purchase and installation of (2) Patrol PC Mobile Computers in RMPs 51 and 53

Proposed Action

That the Board of Trustees adopt the Resolution

RESOLUTION
BUDGET AMENDMENT – DEA FUNDS TO PURCHASE 2 PATROL PC MOBILE COMPUTERS WITH PRINTERS FOR
POLICE DEPARTMENT

On motion of TRUSTEE , seconded by TRUSTEE , the following resolution was adopted by the Board of Trustees of the Village of Port Chester, New York:

WHEREAS, the Police Chief is recommending the use of DEA Asset Forfeiture Funds to purchase 2 Patrol PC Mobile computers with printers and related mounting hardware for $11,656.40 from Patrol PC, 344 John Dietsch Blvd, Unit 1 & 2, North Attleboro, MA 02763, NJ vendor bid A81300T0106. Now, therefore be it

RESOLVED, that the Board of Trustees of the Village of Port Chester, New York hereby authorizes the Village Treasurer to modify the 2016-17 General Fund Budget as follows:

GENERAL FUND

Balance Sheet:		
001-001-0695	Deferred Revenue Police DEA	$(11,656.40)
Revenues:		
001-0001-2613	Use of Deferred DEA Revenue	$11,656.40
Appropriations:		
001-3120-0200	Police Service Equipment	$11,656.40

MADE IN USA
www.Patrol PC.com

Quote

Date: 1/3/2017

Expiration : 2/2/2017

To: Port Chester, NY PD
350 North Main St Port Chester, NY 10573
Attn: Chief Conway

Rep	Job	Shipping Method	Shipping Terms		Date	Terms	Due Date
Steve N		UPS	FOB North Attelboro			Net 30 Days	

Qty	Item #	Description	MSRP	Unit Price		Line Total
2	RH-M1-i5- 6FT	PatrolPC® RhinoTab® M1 Core i Intel Generation 5 - (12.1" Sunlight Readable Display - 1200NITS+, Projected Capacitive Touch Screen, Core i5-5300U 5th Gen 2.3-2.7GHz 3MB Cache, 2 core, HD5500 graphics, 2 USB 3.0, 2 Mini-PCIe half card slots, Internal Battery, Ambient Light Sensor, WiFi 802.11 2.45Ghz B/G/N/AC + Bluetooth, GPS, Front 2MP Camera, Rear 5MP Camera w/ flash, dual digital microphones, TPM v2.0, stereo speaker)	$4,771.00	$ 3,359.00		$ 6,718.00
		Add-ons / Upgrade				
2	RH-DOCK-V	RhinoTab® Dock Value with 1 10/100/1G Ethernet, 4 USB 3.0, 4 RF Pass-Thru, 2 Ports for external power control and ignition sense availability Q4 2016	$744.00	$ 524.00		$ 1,048.00
2	PPC-OS-WIN10-64	Windows 10 Pro 64 bit w/Win 10 Pro license key	$311.00	$ 219.45		$ 438.90
2	RH-CELL-VER	VERizon 4G LTE Internal Cellular Modem Sierra Wireless MC7354 w/internal antenna	$663.00	$ 467.25		$ 934.50
2	RH-ISCAN	Internal 2D Law Enforcement Imaging Scann	$526.00	$ 371.00		$ 742.00
1	RH-PWR-AC-120V	120VAC Power Adaptor	$112.00	$ 79.00		$ 79.00
2	TM-5126-FIU-16-COMBO	ON-DASH MOUNT with Single Arm / Double Pivot and G.R.I.P. Tilt/Swivel for Display/Tablet and Keyboard Mount with Double Arm and G.R.I.P. Tilt/Swivel for FORD POLICE INTERCEPTOR UTILITY(Must Provide Console Make and Model) (TM-5126-PIU/AP-5120-PPC) **(2) 2017 FORD PIU**	$801.00	$ 564.00		$ 1,128.00
2	KBA-BLTX-USNNR-US	Rugged Backlit Keyboard - TG3 KBA-BLTX 82 Key Backlit Red Illuminated Keyboard with Touchpad - 3 year manufacturer's warantee	$289.00	$ 204.00		$ 408.00

Quotation prepared by: STEVE NOLAN

Total Discount	
Subtotal	$ 11,496.40
Shipping Cost	$ 160.00
Total	$ 11,656.40

Unpaid balances accrue 1.5% interest per month



Thank you for your business!

PatrolPC® a division of Advanced Electronic Design Inc
344 John Dietsch Blvd Unit 1 & 2 North Attleboro, MA 02763 FAX: 508-699-2531

RES - 03
BOT 1-17-2017

VILLAGE OF
PORT CHESTER
222 Grace Church Street, Port Chester, New York 10573

AGENDA MEMO

Department: Police Department

BOT Meeting Date: 1/16/2017

Item Type: Resolution

Sponsor's Name: Richard F. Conway, Chief Police

Description	Yes	No	Description	Yes	No
Fiscal Impact	x	☐	Public Hearing Required	☐	x
Funding Source: Account #:			BID #		
			Strategic Plan Priority Area		
	Yes	**No**	Public Safety		
Agreement	☐	☐	**Manager Priorities**		
Strategic Plan Related	☐	x	Other		

Agenda Heading Title
(Will appear on the Agenda as indicated below)

Enter into a Retroactive IMA with the County of Westchester for Reimbursement of Manpower Costs Expended in Enforcing Driving While Intoxicated Laws

Summary

Background: This IMA would allow Westchester County to reimburse the Village for manpower costs up to $10,000. expended from October 1, 2016 through September 31, 2017 during enforcement of DWI Laws

Proposed Action

That the Board of Trustees adopt the Resolution

Attachments

AM-V20140804

RESOLUTION

AUTHORIZING AN INTERMUNICIPAL AGREEMENT WITH THE COUNTY OF WESTCHESTER WITH REGARD TO PARTICIPATION IN THE STOP DWI PROGRAM FOR 2016-2017

On motion of TRUSTEE , seconded by TRUSTEE

, the following resolution was adopted by the Board of Trustees of the Village of Port Chester, New York:

WHEREAS, the Westchester County STOP DWI Program ("Program") is an overtime, added patrol effort with participating municipal police departments to enforce the New York State Vehicle and Traffic Laws against intoxicated and impaired driving; and

WHEREAS, upon submission of documentation, the County reimburses the participating department for overtime expense not to exceed a prescribed amount; and

WHEREAS, the County has forwarded a proposed Intermunicipal Agreement (IMA) to the Village of Port Chester that would enable the Port Chester Police Department to continue its participation in the Program for the period October 1, 2016 through September 30, 2017, with reimbursement not to exceed $10,000; and

WHEREAS, the Chief of Police supports the Police Department's continued participation in the program. Now, therefore, be it

RESOLVED, that the Village Manager be and is hereby authorized to enter into an IMA with the County of Westchester to continue the Port Chester Police Department's participation in the Stop DWI Program for 2016-2017.

Approved as to Form:

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Anthony M. Cerreto, Village Attorney

RES - 04
BOT 1-17-2017

VILLAGE OF

PORT CHESTER

222 Grace Church Street, Port Chester, New York 1057

AGENDA MEMO

Department: Board of Trustees

BOT Meeting Date: 1/17/2017

Item Type: 03 Resolution

Sponsor's Name: BOT Member

Description		Description	
Fiscal Impact	☐	Public Hearing Required	☐
Funding Source	N/A	Bid	N/A
Account	N/A	Strategic Plan Priority Area	N/A
Agreement	☐	Manager Priorities	N/A
Stategic Plan Related	☐		

Agenda Heading Title

ACCEPTANCE AND APPROVAL OF JASON LABERTEAUX TO THE WASHINGTON ENGINE & HOSE CO. NO. 4

Summary

Acceptance and approval of Election of New Member Jason LaBerteaux to the Washington Engine & Hose Co. No. 4

Proposed Action

That the Board of Trustees adopt the Resolution

Attachment

RESOLUTION

ACCEPTANCE AND APPROVAL OF JASON LABERTEAUX TO THE WASHINGTON ENGINE & HOSE CO. NO. 4

On motion of TRUSTEE , seconded by TRUSTEE , the following resolution was adopted by the Board of Trustees of the Village of Port Chester, New York:

WHEREAS, at the December 2, 2016 meeting of Washington Engine & Hose Co. No. 4 the company held an election for a new active member; and

WHEREAS, Jason LaBerteaux has been elected to be a new active member.

Now, therefore, be it

RESOLVED, that the Board of Trustees hereby accepts and approves the election of Jason LaBerteaux to Washington Engine & Hose Co. No. 4, as an active member of the Port Chester Fire Department, conditioned upon passing the required medical examination.

Approved as to Form:

_____

Anthony M. Cerreto, Village Attorney

RES - 05
BOT 1-17-2017

VILLAGE OF

PORT CHESTER

222 Grace Church Street, Port Chester, New York 1057

AGENDA MEMO

Department: Board of Trustees

BOT Meeting Date: 1/17/2017

Item Type: 03 Resolution

Sponsor's Name: BOT Member

Description		Description	
Fiscal Impact	☐	Public Hearing Required	☐
Funding Source	N/A	Bid	N/A
Account	N/A	Strategic Plan Priority Area	N/A
Agreement	☐	Manager Priorities	N/A
Stategic Plan Related	☐		

Agenda Heading Title

ACCEPTANCE AND APPROVAL OF JUSTIN NERI TO THE MELLOR ENGINE & HOSE CO. NO. 3

Summary

Election of New Member Justin Neri to the Mellor Engine & Hose Co. No. 3

Proposed Action

That the Board of Trustees adopt the Resolution

Attachment

RESOLUTION

ACCEPTANCE AND APPROVAL OF JUSTIN NERI TO THE MELLOR ENGINE & HOSE CO. NO. 3

On motion of TRUSTEE , seconded by TRUSTEE , the following resolution was adopted by the Board of Trustees of the Village of Port Chester, New York:

WHEREAS, at the January 3, 2017 meeting of Mellor Engine & Hose Co. No. 3 the company held an election for a new active member; and

WHEREAS, Justin Neri has been elected to be a new active member. Now,

therefore, be it

RESOLVED, that the Board of Trustees hereby accepts and approves the election of Justin Neri to Mellor Engine & Hose Co. No. 3, as an active member of the Port Chester Fire Department, conditioned upon passing the required medical examination.

Approved as to Form:

_____

Anthony M. Cerreto, Village Attorney

RES - 06
BOT 1-17-2017

VILLAGE OF
PORT CHESTER
222 Grace Church Street, Port Chester, New York 1057

AGENDA MEMO

Department: Village Clerk

BOT Meeting Date: 1/17/2017

Item Type: 03 Resolution

Sponsor's Name: Village Clerk

Description	Description
Fiscal Impact ☐	Public Hearing Required ☐
Funding Source: N/A	Bid: N/A
Account: N/A	Strategic Plan Priority Area: N/A
Agreement ☐	Manager Priorities: N/A
Stategic Plan Related ☐	

Agenda Heading Title

DESIGNATION OF POLLING PLACES FOR 2017 ELECTION

Summary

For villages whose March elections are conducted by the Village of Port Chester, last day (Friday, January 20, 2017) for the board of trustees to submit to the county board of elections a list of polling places within the village.

Proposed Action

That the Board of Trustees adopt the Resolution

Attachment

RESOLUTION

DESIGNATION OF VILLAGE 2017 ELECTION

On a motion of TRUSTEE , seconded by TRUSTEE , the following resolution was adopted by the Board of Trustees of the Village of Port Chester, New York:

RESOLVED, that the annual Election for the Village of Port Chester, New York, to be called and held pursuant to the Charter of the Village of Port Chester, New York, be held on the 21 day of March, 2017, between the hours of 7:00 A.M. and 9:00 P.M., and that such Election shall be called and held at the following polling places within the Village of Port Chester, NY:

The Polling Place for the qualified voters of Port Chester who reside within the limits of the **Fifth Election District** of the Town of Rye shall be in the Don Bosco Center, Don Bosco Place, in said Village.

The Polling Place for the qualified voters of Port Chester who reside within the limits of the **Sixth Election District** of the Town of Rye shall be in the Don Bosco Center, Don Bosco Place, in said Village.

The Polling Place for the qualified voters of Port Chester who reside within the limits of the **Seventh Election District** of the Town of Rye shall be in the Don Bosco Center, Don Bosco Place, in said Village.

The Polling Place for the qualified voters of Port Chester who reside within the limits of the **Eighth Election District** of the Town of Rye shall be in the John F. Kennedy School, Olivia Street, in said Village.

The Polling Place for the qualified voters of Port Chester who reside within the limits of the **Ninth Election District** of the Town of Rye shall be in the John F. Kennedy School, Olivia Street, in said Village.

The Polling Place for the qualified voters of Port Chester who reside within the limits of the **Tenth Election District** of the Town of Rye shall be in the Corpus Christi School, South Regent Street, in said Village.

The Polling Place for the qualified voters of Port Chester who reside within the limits of the **Eleventh Election District** of the Town of Rye shall be in the Carver Center, 400 Westchester Avenue, in said Village.

The Polling Place for the qualified voters of Port Chester who reside within the limits of the **Twelfth Election District** of the Town of Rye shall be in the Park Avenue School, Park Avenue, in said Village.

The Polling Place for the qualified voters of Port Chester who reside within the limits of the **Thirteenth Election District** of the Town of Rye shall be in St. George Orthodox Church of Westchester, Irving Avenue, in said Village.

The Polling Place for the qualified voters of Port Chester who reside within the limits of the **Fourteenth Election District** of the Town of Rye shall be in St. George Orthodox Church of Westchester, Irving Avenue, in said Village.

The Polling Place for the qualified voters of Port Chester who reside within the limits of the **Fifteenth Election District** of the Town of Rye shall be in St. George Orthodox Church of Westchester, Irving Avenue, in said Village.

The Polling Place for the qualified voters of Port Chester who reside within the limits of the **Sixteenth Election District** of the Town of Rye shall be in the Don Bosco Center, Don Bosco Place, in said Village.

The Polling Place for the qualified voters of Port Chester who reside within the limits of the **Seventeenth Election District** of the Town of Rye shall be in the Brooksville Gardens Senior Citizens Apts., Terrace Avenue, in said Village.

The Polling Place for the qualified voters of Port Chester who reside within the limits of the **Eighteenth Election District** of the Town of Rye shall be in the Edison School, Rectory Street, in said Village.

The Polling Place for the qualified voters of Port Chester who reside within the limits of the **Nineteenth Election District** of the Town of Rye shall be in the Park Avenue School, Park Avenue, in said Village.

The Polling Place for the qualified voters of Port Chester who reside within the limits of the **Twenty-Fifth Election District** of the Town of Rye shall be in the King Street School, King Street, in said Village.

Approved as to Form:

_____
Anthony M. Cerreto, Village Attorney

ROLL CALL

AYES:
NOES:
ABSENT:

DATE: January 17, 2017

RES - 07
BOT 1-17-2017

VILLAGE OF
PORT CHESTER
222 Grace Church Street, Port Chester, New York 10573

AGENDA MEMO

Department: Police Department

BOT Meeting Date: 1/17/2017

Item Type: Resolution

Sponsor's Name: Richard F. Conway, Chief Police

Description	Yes	No	Description	Yes	No
Fiscal Impact	x	☐	Public Hearing Required	☐	x
Funding Source: N/A Account #:			BID #		
	Yes	No	**Strategic Plan Priority Area** Public Safety		
Agreement	☐	x	**Manager Priorities**		
Strategic Plan Related	☐	x	Emergency Preparedness		

Agenda Heading Title
(Will appear on the Agenda as indicated below)

RESOLUTION

CONDITIONAL OFFER OF EMPLOYMENT FOR POLICE OFFICER

Summary

With the retirement of Vincent Bellantoni in late 2016, the Department was left with a vacancy. In order to return to the full complement of 62 members we request the BOT authorize the hiring through resign reinstatement.

Proposed Action

That the Board of Trustees adopt the Resolution

Attachments

AM-V20140804

CONDITIONAL OFFER OF EMPLOYMENT FOR POLICE OFFICER

On motion of TRUSTEE , seconded by TRUSTEE , the following resolution was adopted by the Board of Trustees of the Village of Port Chester, New York:

RESOLVED, that the Board of Trustees extends a conditional offer of employment to as police officer of the Village of Port Chester, New York, with appointment to be effective upon approval of the Westchester County Department of Human Resources.

ROLL CALL

AYES:
NOES:
ABSENT:

DATE:

Village of Port Chester

Office of the Village Manager

MEMORANDUM

TO: Mayor and the Board of Trustees

FROM: Christopher D. Steers, Village Manager

DATE: January 17th, 2017

RE: Updates

INITIATIVES/PRIORITIES:

- **Economic Development: Strategic Actions** *(Opportunity Areas #1 Downtown TOD, #2 Downtown: Municipal Center, #3 Waterfront Redevelopment/Revitalization, #4 Fox Island, #5 United Hospital Site Redevelopment). We continue to move forward with various strategic planning initiatives (see Planning and Economic Development activities report for more detail)*.

1) **Opportunity Area #1:**

- **Retail D (Background & Status): (PENDING)** Redevelopment proposal to amend the Marina Urban Redevelopment (MUR) Plan and Section 345-67 of the Village Code to create a mixed use project. Zoning text amendments were adopted at the April 4, 2016 BOT meeting. The next step would be site plan approval at the BOT once the Applicant submits a proposal (pending). Note an application for IDA assistance has been accepted for processing.

- **MUR Colony Grill: (PENDING)** Proposal to construct an approximate 5,500 s.f. restaurant in the Marina Redevelopment Project Urban Renewal District (MUR). The Applicant provided plans for informal review on July 15, 2016. The Applicant presented the project at the August 15, 2016 meeting. At the September 6, 2016 meeting, the Board accepted the project as complete for review, referred it to the Planning Commission, Waterfront Commission, and Westchester County Board. Staff and Boswell Engineering are working with the Applicant to answer questions related to the construction of the building and its

potential impact on the bulkhead and parking lot. The project appeared before the Planning Commission at its September meeting, with a public hearing at the Planning Commission on October 24, 2016. The Waterfront Commission found the project to be consistent with the LWRP at its October 27, 2016 meeting. The Board will hold a public hearing for January 17, 2017.

- **Parking and Mobility Management Action Plan**: See attached report from the RBA Group.

2) **Opportunity Area #2:**

Police and Court Facility: **(PENDING)** At Trustee Brakewood's request a proforma/financial analysis was developed and presented to the subcommittee on J1/9/17. Refinements have been made and further discussion with the subcommittee is to occur tentatively this week. (Proforma/financial analysis attached).

3) **Opportunity Area #3:**

- **Bulkhead**: It is anticipated that by the January 17, 2017 Board of Trustees meeting, Boswell will have updated its design drawings for the bulkhead and will have submitted them to NYSDOS for their review.

  Next steps are:
  - NYSDOS would then review/approve for permitting. NYSDOS then distributes to NYSDEC, Army Corps of Engineers, and Connecticut DEEP for permitting review/approval – They have a maximum of 6 months.
  - Boswell is currently working on the environmental component of the permitting in advance of that review cycle.
  - Staff will continue to coordinate with Boswell in advancing the project.

  Staff is developing the outline of a proposed Waterfront Improvement District relating to potentially:

  - Failed Bulkhead replacement
  - Existing and replacement Bulkhead Maintenance
  - Electrical wire undergrounding
  - Streetscaping / waterfront amenities

Further the preliminary boundaries of the proposed Waterfront improvement District is as follows:



This image as well as the Bond Run analysis is attached for your review. Once the construction drawings are complete formal discussions on the district should be scheduled.

4) **Opportunity Area #5:** Redevelopment of the former United Hospital Site (Starwood).
   - Final Environmental Impact Statement was accepted as complete on 1/10/17.
   - Next steps would include a public hearing, Environmental Findings, and eventually a determination on the proposed zoning.

ACTIONS:

- **Amnesty Program:** See Village Manager / Village attorney joint memorandum. Amnesty Statistics attached.

- **Columbus Park Lighting:** the project has been re-BID as we continue to speak to the manufacturer on potential solutions.

- **LED Lighting Project:** The Inventory / field verification and mapping is complete. The Village's review and modifications to the mapping/lighting plan/standards and the final lighting conversion has been completed. Installations have been completed on Westchester Avenue and Grace Church Street.
    - As of Friday, a total of 225 fixtures have been installed. Attached is a one-page summary. The white dots represent installs completed. Yellow dots are to be installed, and blue dots are ConEd records we are double-checking if they have field matches.
    - Schedule: Lumen will be installing cobra heads every week until completed – pending weather (rain-out or snow accumulation). DPW is updated weekly. Crews typically work Monday thru Thursday, with Friday used as a weather make-up day to try and minimize weather impact.
    - If all holds out weather-wise, we should be 50% complete by Feb 1.
    - All cobra heads should be completed by the end of Feb – pending weather.
    - After the cobra heads are installed, they will proceed with the decoratives which should arrive the end of February. The decorative installations will take 2-3 weeks pending weather.
    - FYI, the web-map I took the screen shot from for the attached report can be viewed by you at:

      http://54.68.86.64/PortChesterReadOnly/

- **Operations**: We are currently recruiting for the IT position requested (***Technical Support Specialist***) and I have also requested that the Board approve an ***Administrative Assistant*** position that is desperately needed in the Finance Department. I will be bringing to the BOT at its next meeting requests for budget transfers relating to needed positions.

- **Parking and Mobility Management Action Plan**: Staff continues to coordinate stakeholder interviews. Reviewed draft memorandum on marina parking lot, which is to be submitted to Marina Parking Lot Sub-Committee; Marina Parking Lot Sub-Committee to meet next week. See update from RBA Group attached to Planning and Economic Development report.
    - Supplemental Information:
        - The Mayor's requested signs have been installed.
        - Completion of the six new meter enclosures is anticipated by this year end. Three out of six have been completed including pouring of concrete pads, relocation and installation of additional meters, and hardwiring of said meters for better reliability.
        - Overall 10 meters have been relocated to improve utilization.

- After a detailed review of signage around the Parking System staff identified a need for 297 additional signs. All signs have been ordered and received. Installation is 90% complete. Anticipated completion expected by year end to first of the year.
- The Village Parking System is still reviewing the roll out of the Pay by phone system. Last spring we completed a full update of the Master Operating System for the Meters which paved the way for the upgrade. We also repainted the parking space numbers which will be required for the system. The system requires users to download an app and create an account complete with Credit Card information. Once complete a user can make parking system purchases any time from Wi-Fi anywhere. The system roll out requires many moving parts to be coordinated and staff is still evaluating the implementation of same.

- **Six Month Update**: A presentation on the current status of revenues and expenses is on for this meeting. Presentation and data attached. Current projections indicate a potential to break even or have a deficit (loss of projected revenue) of approximately $370,000.00 due to revenue losses from the fire services receivables (VRB payments).

- **Strategic Planning:** The strategic planning workshop is scheduled for two – four hour sessions: at the Senior Center on **Friday February 3rd and Saturday February 4th** (early morning respectively). Please place on your calendar. The survey have been completed and the results have been compiled. A pending agenda has been completed and will be distributed to the BOT once finalized.

DEPARTMENT UPDATES:

- **Justice Court:**
  - Assist the Judge on the Bench during court sessions on Mondays, Thursdays and Fridays
  - Processed Criminal Disposition Reports (CDRs) after court
  - Traffic Night Court 12/13/16
  - Count daily cash taken in by every clerk
  - Take deposit to drop box at the bank
  - Completed court paperwork after court sessions
  - Update excel spreadsheets with Bail disbursements from court
  - Electronically transmitted 345 Criminal Dispositions Reports (CDRs) to New York State Division of Criminal Justices Services as of January 6, 2017
  - Reconciled Judge Troy Justice Account. Ending Bank Balance as of 12/31/16 - $50,684.53

- Prepared December 2016 Monthly Report to the N.Y. State Comptroller's Office- Justice Court Fund for Judge Troy - $55,708.00 to be reviewed and electronically submitted by Judge Troy
- Reconciled Judge Castaneda Account. Ending Bank Balance as of 12/31/16 – $66,276.00
- Prepared December 2016 Monthly Report to the N.Y. State Comptroller's Office- Justice Court Fund for Judge Castaneda $66,389.00 to be reviewed and electronically submitted by Judge Castaneda
- Reconciled Judge Sisca Justice Account. Ending Bank Balance as of 12/31/16 – $144,799.61
- Prepared December 2016 Monthly Report to the N.Y. State Comptroller's Office- Justice Court Fund for Judge Sisca - $139,045.75 to be reviewed and electronically submitted by Judge Sisca
- Reconciled the Bail Account. Ending bank balance as of 12/31/16 - $333,092.42
- Reconciled Tow Account. Ending Bank Balance as of 12/31/16 - $450.00
- Prepared vouchers and Payroll to be sent to the Finance Department

➢ **Treasurer's Office:**

- **Payroll Conversion**: The remaining Payroll implementation schedule has been modified as follows:

  - Week of 1/16/17: initial data conversion from KVS
  - Week of 2/6/17: onsite setup session
  - Week of 3/6/17: first onsite parallel
  - Week of 4/3/17: second onsite parallel
  - Week of 4/24/17: onsite go live

- Finalizing all year end entries.
- Prepared 6 month Update.

➢ **HR/Risk Management (**Information Only**)**:

- **Recruitment Efforts**:

  - Lisa Amato has been appointed as Office Assistant (Automated Assistant) for Code Enforcement. She will start January 17, 2017 and the appointment is subject to a probationary period.
  - Diego Cambareri has been appointed as part-time Intermediate Clerk with the Justice Court. He will start January 9, 2017 and the appointment is subject to a probationary period.

- The first round of interviews for the Technical Support Specialist was held before a panel representing various departments and the second round is being scheduled. The finalist will be subject to a criminal records check before being appointed from the civil service eligible list.
- A posting is up for General Repairer vacancy which was created by the promotion of the incumbent. An interview has been scheduled for January 11, 2017 for an individual seeking resignation/reinstatement for the one Police Officer vacancy.

- **Workers Compensation**:

  - Recorded job related injuries (4) as they occurred.
  - Responded to questions and provided information as requested by PERMA. Provide information to department heads on the status of injured workers.
  - Lt. Fleming and Officers Di Meglio and Washington have returned to limited duty.
  - Spain Agency has been in discussion with PERMA and expects to have the next two year contract renewal numbers available to the Village the first week in February.

- **PESH:**

  - Continue to provide abatement information to PESH regarding their inspections of Village Hall and DPW.
  - The training scheduled for December 5, 6 and 13 referenced in last month's report on Work Place Violence, Right to Know, Sexual Harassment and Hazard Awareness for first responders occurred.
  - We continue to work with Labor Counsel in preparation for the February 7 hearing on the 40 Cottage Street fire. Labor Counsel will explore possible settlement with PESH beginning next week consistent with guidance received from the Village.

- **Labor Relations:**

  - Pursuant to the terms of the labor agreement with CSEA compensation appeals may be submitted by members during the month of November. Ten were received and interviewed and the analysis and review continues. Any changes made would become effective with the new budget.
  - The first two of a number of hearings before PERB regarding improper practices claimed by Local 1071 of the IAFF against the Village as it relates to the elimination of their positions were held. Additional hearing dates have been scheduled for March and April. They have recently amended their claims. This action is being evaluated by Labor Counsel and Village staff.

- **Insurance:**

    - Three vehicular accidents involving fire apparatus, Sr. Center bus and vehicle are being processed by the carrier's adjusters. Injuries were sustained by the driver and other worker in the senior center vehicle while delivering meals.

- **Building Department:** See attached memorandum from the Building Inspector.

- **Code Enforcement Department:** See attached memorandum from the Code Enforcement Director.

- **Department of Public Works:** See attached memorandum from the General Foreman.

- **Engineering:** See attached memorandum from the Village Engineer.

- **Planning and Economic Development:** See attached memorandum from the Planning and Economic Development Director.

- **Police Department:** See attached memorandum from the Police Chief.

- **Recreation:** See attached memorandum from the Recreation Program.

- **Senior Center:** See attached memorandum from the Nutrition Program.

- **Village Attorney**: See attached memorandum from Tony Cerreto.

Attachments.

CC: Senior / Executive Staff
Maryanne Veltri, Office Assistant File

Muni Center Vs. Police/Court Facility
Pro Forma Financial Statement
January 9, 2017

	Municipal Center	Police/Court Facility
Estimated Revenues		
Rent (1)	$ 555,600	$ -
Building Maint., 222 Grace Church Street (2)	$ 392,880	$ -
Building Maint., 350 No. Main Street (2)	$ 230,796	$ 230,796
Debt Service, 222 Grace Church Street (3)	$ 996,324	$ -
Debt Service, 350 No. Main Street	$ 53,475	$ 53,475
Excess from Sale of 222 Grace Church after DS Rsrv.	$ 20,111	$ -
Excess from Sale of 350 No. Main Street after DS Rsrv.	$ 68,524	$ 68,524
Total Estimate Revenues	**$ 2,317,710**	**$ 352,795**
Estimated Expense		
Annual Lease including Rent (4)	$ 2,351,218	$ 1,585,854
Total Estimate Expense	**$ 2,351,218**	**$ 1,585,854**
Annual Funding Gap	**$ (33,508)**	**$ (1,233,059)**
Percentage to Tax Levy ($230,000 =1%)	**0.15%**	**5.36%**

Estimated Land Sale Less Outs. D.S.	
222 Grace Church Land Sale (5)	$ 8,000,000
Less Total Debt Service -Designated Reserved (6)	$ 7,597,780
Excess from Sale of Property after DS Rsrv.	**$ 402,220**
Estimated Land Sale Less Outs. D.S.	
350 N. Main St. Land Sale (5)	$ 1,800,000
Less Total Debt Service Designated Reserved (6)	$ 429,525
Excess from Sale of Property after DS Rsrv.	**$ 1,370,475**
Combined Profit from Sale of Properties	**$ 1,772,695**

Notes:

1. *NDC Pro forma*
2. *Project Budget for FY 2017-18 Building Maint.*
3. *Actual FY 2017-18 Debt Service provided by Village Treasurer/Financial Advisor*
4. *Based on NDC Pro forma*
5. *Based on 2015 appraisal*
6. *Provided by Village Treasurer/Financial Advisor*

Prepared by Treasurer's office 1/9/17


William St
E Broadway
S Main St
Purdy Ave
Brick Oven Rd
Traverse Ave
Townsend St
Martin Pl
Westchester Ave
Broad St
N Pearl St
King St
Willett Ave
Abendroth Ave
Adee St
N Main St
Highland St
Willett
Mill St

VILLAGE OF PORT CHESTER - BULK HEAD PROJECTIONS (WITH SEWER)

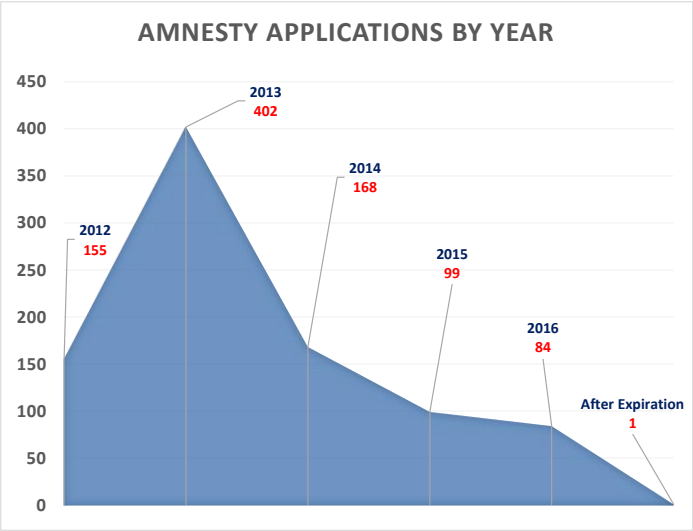
	General Fund			Sewer	Projected Bulkhead													
FY Ended May 31:	Total Outstanding	Current 5 Yr BANs	Est Dec 16 Issue (2)	Current & Est (3)	$4.0 million Bulkhead	Cumulative Total	$5.0 million Bulkhead	Cumulative Total	$6.0 million Bulkhead	Cumulative Total	$7.0 million Bulkhead	Cumulative Total	$8.0 million Bulkhead	Cumulative Total	$9.0 million Bulkhead	Cumulative Total	$10.0 million Bulkhead	Cumulative Total
2016	3,345,228.57			416,469		3,761,697		3,761,697		3,761,697		3,761,697		3,761,697		3,761,697		3,761,697
2017	3,343,746.35	68,422		505,154		3,917,322		3,917,322		3,917,322		3,917,322		3,917,322		3,917,322		3,917,322
2018	3,350,080.54	70,596 (1)	362,916	590,160	212,370	4,586,122	267,987	4,641,740	318,587	4,692,340	374,192	4,747,944	424,803	4,798,555	480,312	4,854,065	530,989	4,904,741
2019	3,333,972.78	69,597 (1)	365,750	739,817	211,382	4,720,518	266,733	4,775,870	317,105	4,826,242	372,444	4,881,580	427,827	4,936,963	478,070	4,987,207	533,519	5,042,655
2020	3,320,823.11	68,598 (1)	363,314	838,172	215,290	4,806,197	265,347	4,856,254	320,467	4,911,374	370,512	4,961,419	425,601	5,016,508	480,592	5,071,499	530,747	5,121,654
2021	3,312,597.53	67,599 (1)	365,588	879,929	214,021	4,839,734	263,796	4,889,510	318,587	4,944,301	373,350	4,999,063	423,110	5,048,823	477,772	5,103,486	532,645	5,158,358
2022	2,911,984.55		367,373	1,140,658	212,549	4,632,564	266,998	4,687,012	321,407	4,741,422	370,788	4,790,803	425,221	4,845,236	479,502	4,899,517	533,993	4,954,008
2023	2,645,060.05		363,683	1,114,274	210,889	4,333,905	264,907	4,387,923	318,886	4,441,902	372,898	4,495,914	426,900	4,549,917	480,751	4,603,767	529,811	4,652,828
2024	2,212,858.43		364,393	1,064,728	213,958	3,855,937	267,476	3,909,455	320,954	3,962,933	374,466	4,016,445	427,968	4,069,947	476,318	4,118,297	529,949	4,171,928
2025	2,206,589.24		364,574	1,063,710	211,746	3,846,619	264,711	3,899,584	317,636	3,952,509	370,595	4,005,468	423,544	4,058,417	476,420	4,111,293	529,498	4,164,371
2026	1,249,473.11		364,304	1,008,831	214,366	2,836,974	266,736	2,889,343	319,066	2,941,674	371,430	2,994,037	423,784	3,046,391	481,065	3,103,672	533,548	3,156,156
2027	636,987.70		363,602	865,595	211,742	2,077,926	263,478	2,129,662	320,175	2,186,359	371,905	2,238,089	423,625	2,289,809	480,182	2,346,366	532,032	2,398,216
2028	472,003.58		367,458	813,373	213,958	1,866,792	265,022	1,917,856	320,951	1,973,785	372,009	2,024,843	423,057	2,075,892	478,846	2,131,681	530,024	2,182,859
2029			365,726	789,387	210,898	1,366,010	266,248	1,421,360	316,361	1,471,473	371,705	1,526,817	427,039	1,582,152	477,012	1,632,125	532,476	1,687,589
2030			363,591	789,387	212,703	1,365,680	267,201	1,420,178	316,568	1,469,545	371,060	1,524,037	425,543	1,578,520	479,770	1,632,747	534,382	1,687,359
2031			366,111	789,387	214,293	1,369,790	267,911	1,423,408	316,508	1,472,005	370,120	1,525,617	423,723	1,579,220	477,070	1,632,567	530,802	1,686,299
2032			363,201	789,387	210,677	1,363,264	263,391	1,415,978	321,197	1,473,784	373,905	1,526,492	426,604	1,579,191	479,047	1,631,634	531,875	1,684,462
2033				789,387	211,981	1,001,367	263,771	1,053,157	320,538	1,109,924	372,322	1,161,708	424,096	1,213,483	480,616	1,270,002	532,520	1,321,906
2034				789,387	213,087	1,002,473	263,933	1,053,319	319,638	1,109,024	370,478	1,159,864	426,308	1,215,695	476,766	1,266,152	532,726	1,322,112
2035				789,387	213,990	1,003,376	263,872	1,053,258	318,492	1,107,879	373,368	1,162,755	428,114	1,217,501	477,608	1,266,994	532,483	1,321,870
2036				789,387	214,685	1,004,071	268,583	1,057,969	317,096	1,106,483	370,865	1,160,252	424,504	1,213,891	478,014	1,267,400	531,782	1,321,169
2037				789,387	215,167	1,004,553	267,935	1,057,322	320,445	1,109,831	373,084	1,162,471	425,594	1,214,980	477,974	1,267,360	530,613	1,319,999
2038				789,387	210,468	999,854	267,093	1,056,480	318,460	1,107,846	374,956	1,164,343	426,323	1,215,709	477,560	1,266,946	534,056	1,323,442
2039				789,387	210,713	1,000,100	266,054	1,055,440	321,264	1,110,650	371,475	1,160,862	426,685	1,216,072	476,766	1,266,152	531,977	1,321,363
2040				789,387	210,792	1,000,179	264,838	1,054,224	318,753	1,108,139	372,799	1,162,185	426,714	1,216,100	480,629	1,270,015	529,545	1,318,931
2041				789,387	210,722	1,000,109	268,468	1,057,854	321,083	1,110,469	373,829	1,163,215	426,444	1,215,830	479,059	1,268,445	531,805	1,321,191
2042				789,387	215,502	1,004,889	266,812	1,056,199	318,122	1,107,509	374,563	1,163,950	425,873	1,215,260	477,183	1,266,570	533,624	1,323,011
2043				789,387		789,387		789,387		789,387		789,387		789,387		789,387		789,387
2044				581,578		581,578		581,578		581,578		581,578		581,578		581,578		581,578
2045				581,578		581,578		581,578		581,578		581,578		581,578		581,578		581,578
2046				581,578		581,578		581,578		581,578		581,578		581,578		581,578		581,578
Totals	32,341,406	344,812	5,471,580	22,092,284	5,317,941	65,568,022	6,649,292	66,899,374	7,978,341	68,228,422	9,309,111	69,559,192	10,638,997	70,889,079	11,964,898	72,214,979	13,297,416	73,547,497

(1) BAN interest estimated at 1.5%
(2) Current general fund BANs bonded in 2015
(3) Bonds issued in 2018 for 2013 ($1.7) and 2015 ($2.0) sewer BANs. BANs isued for 2015-16 through 2018-19 sewer projects. Bonds issued in 2021 for remaining sewer BANs.

Amnesty Program Statistics

Permit Amnesty Program as of 01/06/2017	Applications Received By Year
Applications Submitted in 2012	155
Applications Submitted in 2013	402
Applications Submitted in 2014	168
Applications Submitted in 2015	99
Applications Submitted in 2016 (June Expiration)	84
Applications Submitted in 2016 (AFTER Expiration)	1

Total Applications: **908**



Permit Amnesty Program as of 01/06/2017	Amnesty Applications Summary
Total Amnesty Applications Received	908
Applications Not Processed (Missing Information- application returned to Applicant)	6
Applicants Who Have Not Scheduled A Consultation with the Building Department	78
Applicants Who Have Active Amnesty Building Permits	86
Applicants who were issued an Amnesty Building permit. The building permit has since expired.	25
Applicants who have had a consultation however have not applied for an Amnesty Building Permit as of this date.	156
Applicants who had an initial consult, have taken no action, and have since expired from the Amnesty Program.	87
Applicants Who Have Completed The Amnesty Process	470

Total Permits Issued: **439**

Total Certificates of Occupancy Issued: **330**

Total Applications Non-Compliant: **352**

Permit Amnesty Program as of 01/06/2017

Number of Residential Units/Use As Reported by Applicants

Total Number of Amnesty Applications Pertaining to Residential Unit/Use	Dwellings As Reported by Applicant	Total Number of Individual Residential Units Within Dwellings as Reported By Applicants	Individual Residential Units Approved per Permit/CO	Individual Residential Units Lost per Permit/CO	Individual Residential Units Pending Applications
30	2 Family Dwellings	60	29	3	28
34	3 Family Dwellings	102	28	5	69
18	4 Family Dwellings	72	51	5	16
13	5 Family Dwellings	65	22	3	40
12	6 Family Dwellings	72	5	1	66
1	7 Family Dwellings	7	6	1	0
3	8 Family Dwellings	24	8	0	16
1	9 Family Dwellings	9	0	0	9
1	11 Family Dwellings	11	0	0	11
Totals: **113**		**422**	**149**	**18**	**255**

Total Number of Individual Residential Units Within Dwellings as Reported By Applicants	422
Total Individual Residential Units Approved per Permit/CO	149
Total Individual Residential Units Lost (THUS FAR) as per Permit/CO	18
Total Individual Residential Units Pending Application Process	255

44 of the 113 applications have been completed or have active permits.

Status of Existing Applications With Discrepancies of Use (Number of Residential Units) 01/06/2017

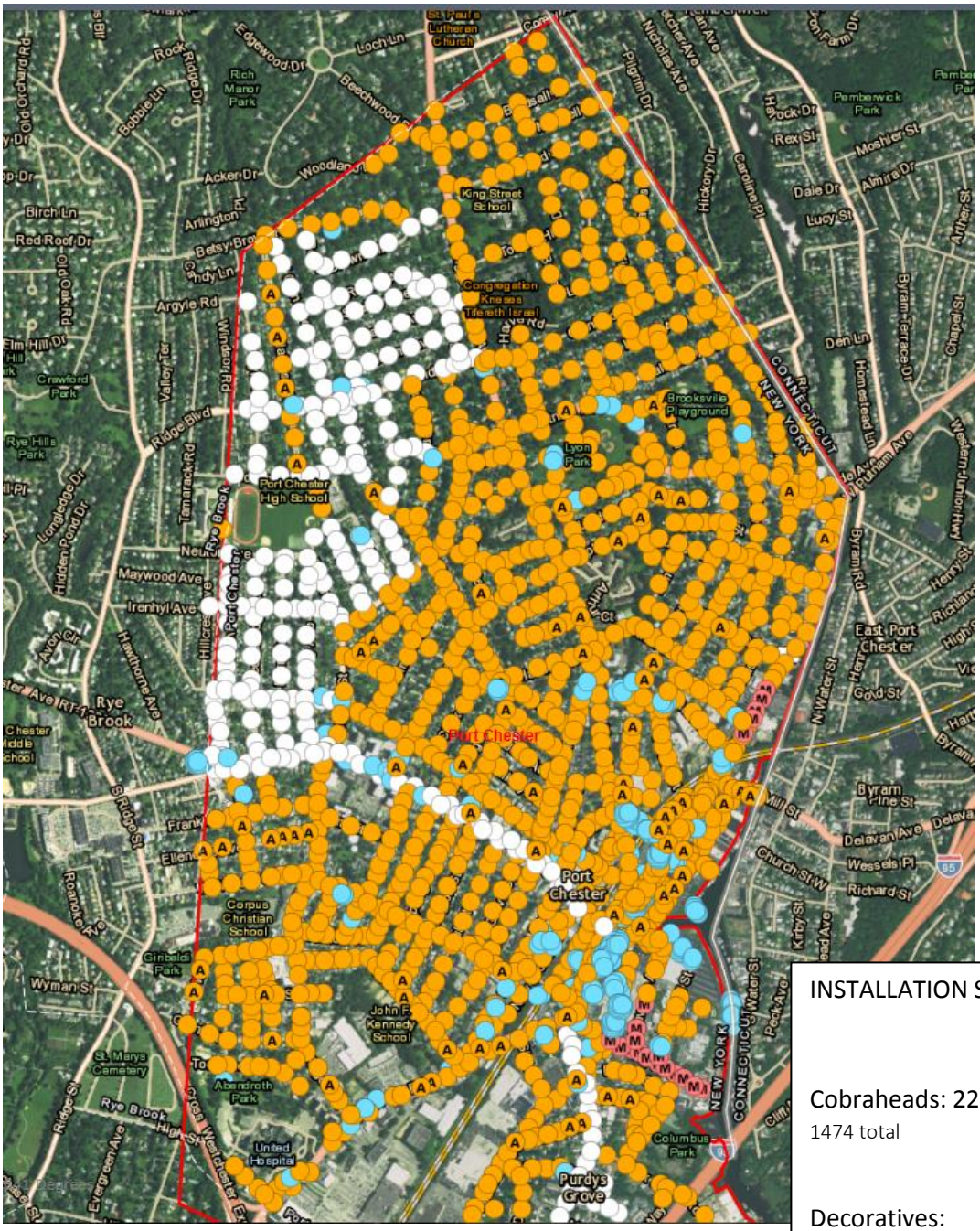
	Number of Residential Dwellings/ Use as Reported by Applicant	Authorized Use(Determined by Pre-existing, Permit issued, or CO issued	Need Consult	Active Permits	Expired Permit	Had Consult	Expired Applicants	Completed	TOTAL APPLICATIONS
	2 Family	1 Family	2	9	1	9	3	6	30
	3 Family	1 Family	0	1	0	3	1	1	6
	3 Family	2 Family	2	5	0	9	8	4	28
	4 Family	1 Family	0	2	0	0	0	0	2
	4 Family	2 family	0	0	0	2	1	1	4
	4 Family	3 Family	2	2	0	4	1	3	12
	5 Family	2 Family	0	0	0	3	0	1	4
	5 Family	3 Family	1	0	0	0	0	0	1
	5 Family	4 Family	2	0	1	2	0	3	8
	6 Family	2 Family	0	0	0	3	0	0	3
	6 Family	3 Family	0	0	0	1	0	0	1
	6 Family	4 Family	0	1	0	1	0	0	2
	6 Family	5 Family	0	0	0	4	1	1	6
	7 Family	6 Family	0	0	0	0	0	1	1
	8 Family	6 Family	0	0	0	1	0	0	1
	8 Family	7 Family	0	0	0	1	0	1	2
	9 Family	8 Family	0	0	0	1	0	0	1
	11 Family	8 Family	0	0	0	1	0	0	1
Totals			9	20	2	45	15	22	113

Total Number of Indiviual Residential Units Within Dwellings as Reported By Applicants	422
Total Number of Indiviual Residential Units Within Dwellings as Authorized By Amnesty Reports	270
Total Difference of Individual Residential Units	152
Total Individual Residential Units Lost (THUS FAR) as per Completed Amnesty	18
Adjusted Difference of Individual Residential Units THUS FAR	134

LUMEN LIGHT SOLUTIONS

VILLAGE OF PORT CHESTER

WEEK ENDING January 6, 2016



INSTALLATION STATUS

Cobraheads: 225 installed = 15%

1474 total

Decoratives:

98 total to be installed after cobrahead completion

Village of Port Chester, NY
5-year projections

	Actual May 31, 2013	Actual May 31, 2014	Actual May 31, 2015	Actual May 31, 2016	Estimated May 31, 2017	Projected May 31, 2018	May 31, 2019	May 31, 2020	May 31, 2021	May 31, 2022
REVENUES										
Property taxes	$ 21,814,719	$ 21,907,073	$ 22,554,486	$ 22,956,141	$ 22,993,840	$ 23,065,121	$ 23,526,423	$ 23,996,952	$ 24,476,891	$ 24,966,429
Other tax items	947,152	875,940	895,612	976,250	915,918	934,236	943,579	953,015	962,545	972,170
Non-property tax items	4,796,189	5,081,774	5,103,503	5,190,877	5,233,000	5,303,990	5,376,250	5,493,673	5,569,000	5,645,692
Departmental income	3,638,549	3,980,711	4,644,411	4,129,205	4,251,020	4,394,687	4,467,336	4,540,217	4,614,494	4,691,416
Use of money and property	348,598	381,765	340,364	404,946	392,517	392,517	392,517	392,517	392,517	392,517
Licenses and permits	277,534	338,712	365,368	359,668	287,337	294,085	298,719	304,693	310,151	316,354
Fines and forfeitures	2,018,405	2,369,743	2,414,696	2,356,147	2,405,000	2,429,050	2,453,341	2,477,874	2,502,653	2,527,679
Miscellaneous	357,525	113,157	264,254	145,674	268,409	281,829	290,284	296,090	299,051	302,041
State aid	686,534	756,328	725,806	808,016	857,193	859,338	860,432	861,537	866,153	870,815
Federal aid	672,049	111,185	97,163	128,327	145,204	145,204	145,204	145,204	145,204	145,204
Total revenues	35,557,254	35,916,388	37,405,663	37,455,251	37,749,438	38,100,058	38,754,084	39,461,771	40,138,658	40,830,317
EXPENDITURES										
Current:										
General government support	5,429,137	5,614,602	5,638,401	5,691,986	6,680,905	6,836,873	6,991,438	7,145,356	7,298,338	7,447,759
Public safety	11,056,160	11,393,629	11,216,401	12,041,853	11,434,438	11,658,527	11,897,537	12,141,558	12,390,694	12,645,054
Health	261,723	261,723	261,723	261,723	270,854	276,271	281,797	287,432	293,181	299,045
Transportation	1,553,720	1,738,358	1,776,076	1,572,579	1,700,640	1,747,308	1,788,219	1,826,412	1,865,509	1,905,533
Economic opportunity and development	316,642	398,744	393,584	385,189	422,749	432,339	442,150	452,188	462,457	472,964
Culture and recreation	1,954,344	1,987,204	1,971,817	2,044,278	2,124,477	2,149,664	2,175,432	2,201,796	2,228,768	2,256,364
Home and community services	2,219,400	2,258,872	2,325,764	2,306,355	2,480,749	2,538,381	2,597,383	2,657,789	2,719,632	2,782,946
Employee benefits	10,090,461	10,051,720	9,954,226	10,016,756	10,063,915	10,151,110	10,489,764	10,801,480	11,082,304	11,354,196
Debt service:										
Principal	2,340,000	2,430,000	2,585,000	2,795,650	2,875,000	2,875,000	2,950,000	3,010,000	3,075,000	3,155,000
Interest	1,140,907	1,064,191	889,558	886,089	996,810	768,299	699,379	623,554	542,791	455,927
Total expenditures	36,362,494	37,199,043	37,012,550	38,002,458	39,050,537	39,433,772	40,313,100	41,147,564	41,958,674	42,774,788
(Deficiency) of revenues (under) expenditures	(805,240)	(1,282,655)	393,113	(547,207)	(1,301,099)	(1,333,714)	(1,559,016)	(1,685,793)	(1,820,016)	(1,944,471)
OTHER FINANCING SOURCES (USES)										
Transfers in	206,005	1,121,442	900,000	1,273,592	1,113,474	1,280,495	1,306,105	1,332,227	1,358,872	1,386,049
Transfers out	(467,360)	(460,600)	(890,933)	(707,000)	(176,600)	(116,556)	(117,722)	(118,899)	(120,088)	(121,289)
Other	-	-	-	-	-	-	-	-	-	-
Total other financing sources (uses)	(261,355)	660,842	9,067	566,592	936,874	1,163,939	1,188,383	1,213,328	1,238,784	1,264,760
Net change in fund balances (projected: appropriate fund balance)	(1,066,595)	(621,813)	402,180	19,385	(364,225)	(169,775)	(370,633)	(472,465)	(581,233)	(679,711)
Fund balances–beginning	8,713,106	7,646,511	7,024,698	7,426,878	7,446,263	7,082,038	6,912,262	6,541,630	6,069,165	5,487,932
Fund balances–ending	$ 7,646,511	$ 7,024,698	$ 7,426,878	$ 7,446,263	$ 7,082,038	$ 6,912,262	$ 6,541,630	$ 6,069,165	$ 5,487,932	$ 4,808,221

Village of Port Chester, NY
5-year projections

	Actual May 31, 2013	Actual May 31, 2014	Actual May 31, 2015	Actual May 31, 2016	Estimated May 31, 2017	Projected May 31, 2018	May 31, 2019	May 31, 2020	May 31, 2021	May 31, 2022
Expenditures break-down:										
Personal services										
General government support	$ 2,114,641	$ 2,204,047	$ 2,238,928	$ 2,557,732	$ 2,767,657	$ 2,836,848	$ 2,907,770	$ 2,980,464	$ 3,054,975	$ 3,131,350
Public safety	9,814,736	10,018,271	9,912,938	10,609,635	10,110,992	10,320,368	10,535,992	10,756,159	10,980,966	11,210,511
Health	-	-	-	-	-	-	-	-	-	-
Transportation	984,605	1,078,768	1,082,102	921,446	1,076,290	1,103,197	1,130,777	1,159,047	1,188,023	1,217,723
Economic opportunity and development	138,280	197,961	212,668	215,428	236,955	242,879	248,951	255,175	261,554	268,093
Culture and recreation	614,042	656,826	572,005	598,167	630,952	646,726	662,894	679,466	696,453	713,864
Home and community services	1,524,817	1,636,303	1,681,151	1,701,236	1,746,212	1,789,867	1,834,614	1,880,479	1,927,491	1,975,679
Total personal services	15,191,121	15,792,176	15,699,792	16,603,644	16,569,058	16,939,886	17,320,998	17,710,790	18,109,463	18,517,220
Equipment										
General government support	60,963	38,143	41,932	40,916	63,500	67,205	68,162	69,136	70,148	71,158
Public safety	111,313	287,626	243,090	215,219	167,703	167,803	167,905	168,009	168,115	168,223
Health	-	-	-	-	-	-	-	-	-	-
Transportation	48,556	48,370	57,416	71,631	68,400	68,442	68,485	68,529	68,573	68,619
Economic opportunity and development	1,436	22,153	2,377	2,763	2,500	2,500	2,500	2,500	2,500	2,500
Culture and recreation	22,551	17,354	24,947	16,993	15,000	15,000	15,000	15,000	15,000	15,000
Home and community services	17,161	28,716	16,990	12,738	29,000	29,000	29,000	29,000	29,000	29,000
Total equipment	261,980	442,362	386,752	360,260	346,103	349,950	351,052	352,174	353,336	354,500
Contractual										
General government support	2,631,390	2,698,402	2,812,922	2,677,225	3,306,948	3,368,138	3,431,815	3,496,377	3,561,848	3,621,657
Public safety	1,051,320	998,515	992,033	1,159,175	1,072,867	1,087,480	1,109,107	1,131,165	1,153,664	1,176,612
Health	261,723	261,723	261,723	261,723	270,854	276,271	281,797	287,432	293,181	299,045
Transportation	190,492	243,208	288,839	252,357	205,950	208,169	210,432	212,741	215,096	217,498
Economic opportunity and development	176,926	178,630	178,539	166,998	183,294	186,960	190,699	194,513	198,403	202,371
Culture and recreation	1,267,002	1,260,901	1,331,812	1,378,824	1,422,825	1,431,124	1,439,588	1,448,220	1,457,024	1,466,002
Home and community services	672,161	587,898	627,623	592,381	705,537	719,514	733,769	748,310	763,140	778,267
Total contractual	6,251,014	6,229,277	6,493,491	6,488,683	7,168,275	7,277,656	7,397,207	7,518,758	7,642,356	7,761,453
Total utilities	1,087,011	1,189,317	1,003,731	851,376	1,031,376	1,071,871	1,104,701	1,130,808	1,153,424	1,176,493
Employee benefits	10,090,461	10,051,720	9,954,226	10,016,756	10,063,915	10,151,110	10,489,764	10,801,480	11,082,304	11,354,196
Debt service:										
Principal	2,340,000	2,430,000	2,585,000	2,795,650	2,875,000	2,875,000	2,950,000	3,010,000	3,075,000	3,155,000
Interest	1,140,907	1,064,191	889,558	886,089	996,810	768,299	699,379	623,554	542,791	455,927
Total expenditures	$ 36,362,494	$ 37,199,043	$ 37,012,550	$ 38,002,458	$ 39,050,537	$ 39,433,772	$ 40,313,100	$ 41,147,564	$ 41,958,674	$ 42,774,788
Total transfers	$ (467,360)	$ (460,600)	$ (890,933)	$ (707,000)	$ (176,600)	$ (116,556)	$ (117,722)	$ (118,899)	$ (120,088)	$ (121,289)
	-	-	-	-	-	-	-	-	-	-
Expenditures/Transfers out	$ 36,829,854	$ 37,659,643	$ 37,903,483	$ 38,709,458	$ 39,227,137	$ 39,550,328	$ 40,430,822	$ 41,266,463	$ 42,078,762	$ 42,896,077

Village of Port Chester
General Fund Financial Analysis
June 1, 2016 to November 30, 2016

	Budgets			Variance with Mod Bdgt		FY 2015-16	FY 2014-15
	Adopted	Modified	Actual	Amount	%	Actual	Actual
REVENUES							
Real Property Tax	$22,993,840	$ 22,993,840	$ 22,993,840	$ -	100.00%	$ 22,956,141	$ 22,554,486
Real Prop Tax Items	$ 915,918	$ 915,918	$ 881,913	$ 34,005	96.29%	$ 910,841	$ 842,239
Non-Property Tax Items	$ 5,233,000	$ 5,233,000	$ 1,321,376	$ 3,911,624	25.25%	$ 1,373,500	$ 1,323,435
Departmental Income	$ 4,168,788	$ 4,168,788	$ 2,058,670	$ 2,110,118	49.38%	$ 1,996,939	$ 2,314,076
Use of Money & Property	$ 392,467	$ 392,467	$ 212,360	$ 180,107	54.11%	$ 205,978	$ 231,100
Licenses & Permits	$ 286,597	$ 286,597	$ 135,161	$ 151,436	47.16%	$ 176,122	$ 186,770
Fines & Forfeitures	$ 2,404,000	$ 2,487,343	$ 845,819	$ 1,641,524	34.00%	$ 1,032,800	$ 886,536
Miscellaneous Revenues	$ 86,100	$ 86,100	$ 236,765	$ (150,665)	274.99%	$ 66,647	$ 110,427
State Aid	$ 857,081	$ 857,081	$ 430,847	$ 426,234	50.27%	$ 442,055	$ 440,729
Federal Aid	$ 145,204	$ 145,204	$ 2,647	$ 142,557	1.82%	$ 10,693	$ 30,957
Total Revenues	$37,482,995	$ 37,566,338	$ 29,119,398	$ 8,446,940	77.51%	$ 29,171,716	$ 28,920,755
EXPENDITURES							
General Government Support	$ 6,868,562	$ 6,383,801	$ 2,830,788	$ 3,553,013	44.34%	$ 2,501,060	$ 2,650,713
Public Safety	$11,119,906	$ 11,482,749	$ 5,514,385	$ 5,968,364	48.02%	$ 5,686,489	$ 5,179,651
Health	$ 261,723	$ 261,723	$ 152,672	$ 109,051	58.33%	$ 152,672	$ 152,672
Transportation	$ 1,558,056	$ 1,579,749	$ 747,776	$ 831,973	47.34%	$ 609,010	$ 676,180
Economic Assist. & Opportunity	$ 417,979	$ 422,749	$ 185,678	$ 237,071	43.92%	$ 166,555	$ 182,316
Culture & Recreation	$ 2,129,216	$ 2,140,567	$ 1,165,288	$ 975,279	54.44%	$ 1,169,384	$ 1,110,495
Home & Community Services	$ 2,373,196	$ 2,480,749	$ 1,036,548	$ 1,444,201	41.78%	$ 1,059,690	$ 995,003
Employee Benefits	$ 9,919,421	$ 10,050,234	$ 7,580,172	$ 2,470,062	75.42%	$ 7,301,828	$ 7,441,179
Debt Service	$ 3,871,810	$ 3,871,810	$ 2,326,986	$ 1,544,824	60.10%	$ 2,330,814	$ 2,356,492
Total Expenditures	$38,519,869	$ 38,674,131	$ 21,540,293	$ 17,133,837	55.70%	$ 20,977,502	$ 20,744,701
Excess (Deficiency) of Revenues Over Expenditures	$ (1,036,874)	$ (1,107,793)	$ 7,579,105	$ (8,686,897)		$ 8,194,214	$ 8,176,054
Other Financing Sources (Uses)							
Transfers In	$ 1,113,474	$ 1,113,474	$ -	$ 1,113,474	0.00%	$ 400,000	$ -
Transfers Out	$ (176,600)	$ (176,600)	$ -	$ (176,600)	0.00%	$ -	$ -
Total Financing Sources (Uses)	$ 936,874	$ 936,874	$ -	$ 936,874	0.00%	$ 400,000	$ -
Net Change in Fund Bal (Deficit)	**$ (100,000)**	**$ (170,919)**	**$ 7,579,105**	**$ (7,750,023)**		**$ 8,594,214**	**$ 8,176,054**

General Fund
Major Revenue Increases/Decreases
June 1, 2016 to November 30, 2016

	Budgets			Variance with Mod Bdgt		FY 2015-16			FY 2014-15
	Adopted	Modified	Actual	Amount	%	Actual		%	Actual
Sales Tax Revenue	4,300,000	4,300,000	1,039,568	3,260,432	24.18%	1,063,131	1	-2.22%	1,036,030
Parking Meter Fees	1,450,000	1,450,000	800,104	649,896	55.18%	745,078	2	7.39%	680,934
Taxi Owner's License Fee	37,250	37,250	27,145	10,105	72.87%	34,125	3	-20.45%	36,810
Permits/Sidewalk Obstruction	35,000	35,000	5,510	29,490	15.74%	42,810	4	-87.13%	44,410
Fines & Forfeited Bail	2,400,000	2,400,000	760,526	1,639,474	31.69%	1,016,364	5	-25.17%	689,890
Insurance Recovery	10,000	10,000	56,069	(46,069)	560.69%	20,432	6	174.42%	6,441
Workers Comp Recovery	75,000	75,000	175,013	(100,013)	233.35%	45,290	7	286.43%	72,052

Notes:

1. Sales Tax decreased by 2.2% over FY 2015-16
2. Parking Meter Revenues increased by 7.39% due to more users in FY 2016-17
3. Taxi Owner's License Fees decreased by 20.45% due to fewer new cars and transfers in FY 2016-17
4. Permits/Sidewalk Obstruction decreased by 87.13% over the prior year due to less obstruction. The Castle & 14 University Place in FY2015-16
5. Fines & Forfeited Bail decreased by 25.17% due to October's revenues of $194,451 was not received until December. A 6% decrease
6. Insurance Recovery increased by 174.42% due to settlement for Reliance Ins. Liquidation.
7. Workers Comp Recovery increased by 286.43% due to greater number of reimbursement from Perma for employees on workers comp.

General Fund
Expenditures Analysis
June 1, 2016 to November 30, 2016

	Budgets			Variance with Mod Bdgt		FY 2015-16			FY 2014-15
	Adopted	Modified	Actual	Amount	%	Actual		%	Actual
EXPENDITURES									
General Government Support	6,868,562	6,383,801	2,830,788	3,553,013	44.34%	2,501,060	1	13.18%	2,650,713
Public Safety	11,119,906	11,482,749	5,514,385	5,968,364	48.02%	5,686,489	2	-3.03%	5,179,651
Health	261,723	261,723	152,672	109,051	58.33%	152,672	3	0.00%	152,672
Transportation	1,558,056	1,579,749	747,776	831,973	47.34%	609,010	4	22.79%	676,180
Economic Assist. & Opportunity	417,979	422,749	185,678	237,071	43.92%	166,555	5	11.48%	182,316
Culture & Recreation	2,129,216	2,140,567	1,165,288	975,279	54.44%	1,169,384	6	-0.35%	1,110,495
Home & Community Services	2,373,196	2,480,749	1,036,548	1,444,201	41.78%	1,059,690	7	-2.18%	995,003
Employee Benefits	9,919,421	10,050,234	7,580,172	2,470,062	75.42%	7,301,828	8	3.81%	7,441,179
Debt Service	3,871,810	3,871,810	2,326,986	1,544,824	60.10%	2,330,814	9	-0.16%	2,356,492
Total Expenditures	38,519,869	38,674,131	21,540,293	17,133,838	55.70%	20,977,502		2.68%	20,744,701

Notes:

1. General Government increased by 13.18% over FY 2015-16 due to increase labor attorney cost and new engineering department.
4. Transportation cost increased due by 22.79% due to the final retirement payout for former DPW foreman.
5. Economic Assistance & Opportunity cost increased by 11.48 % due to the adding of transportation on Saturdays for seniors nutrition program.
8. Employee Benefits increased by 3.81% due to the increase in NYS Police & Fire Retirement cost, workers comp Section 32 claims & health ins. cost.

Village of Port Chester
Sewer Fund Financial Analysis
June 1, 2016 to November 30, 2016

	Budgets			Variance with Mod Bdgt		FY 2015-16	FY 2014-15
	Adopted	Modified	Actual	Amount	%	Actual	Actual
REVENUES							
Departmental Income	$ 1,562,538	$ 1,562,538	$ 428,316	$ 1,134,222	27.41%	$ 404,691	$ 619,160
Use of Money & Property	$ 100	$ 100	$ 98	$ 2	98.00%	$ 59	$ 268
Miscellaneous Revenues	$ -	$ -	$ 180	$ (180)	0.00%	$ 220	$ 40
Total Revenues	$ 1,562,638	$ 1,562,638	$ 428,594	$ 1,134,044	27.43%	$ 404,970	$ 619,468
EXPENDITURES							
Home & Community Services	$ 679,164	$ 679,164	$ 150,541	$ 528,623	22.17%	$ 115,423	$ 67,988
Total Expenditures	$ 679,164	$ 679,164	$ 150,541	$ 528,623	22.17%	$ 115,423	$ 67,988
Excess (Deficiency) of Revenues Over Expenditures	$ 883,474	$ 883,474	$ 278,053	$ 605,421	31.47%	$ 289,547	$ 551,480
OTHER FINANCING SOURCES (USES)							
Transfers Out	$ (883,474)	$ (883,474)	$ -	$ (883,474)	0.00%	$ (400,000)	$ -
Total Financing Sources (Uses)	$ (883,474)	$ (883,474)	$ -	$ (883,474)	0.00%	$ (400,000)	$ -
Net Change in Fund Bal (Deficit)	**$ -**	**$ -**	**$ 278,053**	**$ (278,053)**	**0.00%**	**$ (110,453)**	**$ 551,480**

Village of Port Chester
General Fund Financial Analysis
June 1, 2016 to November 30, 2016

		Budgets			Variance with Mod Bdgt		FY 2015-16	FY 2014-15
		Adopted	Modified	Actual	Amount	%	Actual	Actual
1.1.1001	Property Tax	$ 22,993,840	$ 22,993,840	$ 22,993,840	$ -	100.00%	$ 22,956,141	$ 22,554,486
Real Property Tax		**$ 22,993,840**	**$ 22,993,840**	**$ 22,993,840**	**$ -**	**100.00%**	**$ 22,956,141**	**$ 22,554,486**
1.1.1030	Special Assmt-Demo	$ -	$ -	$ -	$ -	0.00%	$ 30,070	$ -
1.1.1081	PILOT	$ 861,928	$ 861,928	$ 847,865	$ 14,063	98.37%	$ 843,397	$ 802,794
1.1.1087	Sdwlk Bttmt Prog PH 1	$ 8,648	$ 8,648	$ 8,648	$ -	100.00%	$ 8,943	$ 9,237
1.1.1088	Sdwlk Bttmt Prog PH 2	$ 17,342	$ 17,342	$ 17,342	$ -	100.00%	$ 17,842	$ 18,244
1.1.1090	Int. & Pen-Real Prop Tax	$ 28,000	$ 28,000	$ 8,058	$ 19,942	28.78%	$ 10,589	$ 11,964
Real Property Tax Items		**$ 915,918**	**$ 915,918**	**$ 881,913**	**$ 34,005**	96.29%	**$ 910,841**	**$ 842,239**
1.1.1120	Sales Tax Rev	$ 4,300,000	$ 4,300,000	$ 1,039,568	$ 3,260,432	24.18%	$ 1,063,131	$ 1,036,030
1.1.1128	Gross Receipts-Electric	$ 390,000	$ 390,000	$ 87,022	$ 302,978	22.31%	$ 87,780	$ 88,693
1.1.1129	Gross Receipts-Telephone	$ 22,500	$ 22,500	$ 6,103	$ 16,397	27.12%	$ 9,584	$ 9,488
1.1.1130	Gross Receipts-Water	$ 65,500	$ 65,500	$ 16,701	$ 48,799	25.50%	$ 16,194	$ 16,230
1.1.1131	Gross Receipts-Cable TV	$ 455,000	$ 455,000	$ 171,982	$ 283,018	37.80%	$ 196,811	$ 172,994
Non Property Tax Items		**$ 5,233,000**	**$ 5,233,000**	**$ 1,321,376**	**$ 3,911,624**	**25.25%**	**$ 1,373,500**	**$ 1,323,435**
1.1.1256	Zoning Books & Maps Fees	$ 150	$ 150	$ 100	$ 50	66.67%	$ 25	$ 250
1.1.1258	Café License	$ 900	$ 900	$ -	$ 900	0.00%	$ 100	$ 100
1.1.1260	Registrar of Vital Statistics	$ 14,000	$ 14,000	$ 6,515	$ 7,485	46.54%	$ 7,270	$ 7,110
1.1.1520	Police Report Fees	$ 6,000	$ 6,000	$ 2,164	$ 3,836	36.07%	$ 1,817	$ 2,635
1.1.1522	Reim Prisoner Transp Fees	$ 75,000	$ 75,000	$ 21,588	$ 53,412	28.78%	$ 24,799	$ 24,625
1.1.1524	DWI Reimbursement	$ 8,000	$ 8,000	$ -	$ 8,000	0.00%	$ -	$ -
1.1.1525	Towing & Abandoned Veh	$ 8,000	$ 8,000	$ 4,555	$ 3,445	56.94%	$ 3,475	$ 5,135
1.1.1526	Scofflaw Admin Fees	$ -	$ -	$ 450	$ (450)	0.00%	$ -	$ -
1.1.1540	Fire Inspection Fees	$ 185,000	$ 185,000	$ 83,100	$ 101,900	44.92%	$ 105,100	$ 102,250
1.1.1543	Stop Work Order Fee	$ 1,000	$ 1,000	$ -	$ 1,000	0.00%	$ 7,992	$ 888
1.1.1550	Public Pound -Dog Control	$ -	$ -	$ 210	$ (210)	0.00%	$ -	$ -
1.1.1560	Safety Insp/Bldg Permits	$ 360,000	$ 360,000	$ 226,462	$ 133,538	62.91%	$ 210,483	$ 224,204
1.1.1561	Safety Insp/Searches	$ 78,000	$ 78,000	$ 38,180	$ 39,820	48.95%	$ 46,205	$ 40,475
1.1.1562	Safety Insp/CO Temp	$ 40,000	$ 40,000	$ 78,250	$ (38,250)	195.63%	$ 60,000	$ 21,700
1.1.1563	Safety Insp/Occupancy	$ 60,000	$ 60,000	$ 54,675	$ 5,325	91.13%	$ 58,364	$ 31,958
1.1.1565	Re-Inspection Fees-Bldg P.	$ 3,000	$ 3,000	$ 2,675	$ 325	89.17%	$ 5,750	$ 2,275
1.1.1567	Permits/Tanks	$ 2,500	$ 2,500	$ 2,850	$ (350)	114.00%	$ 230	$ 2,230
1.1.1568	Permits/Fire Alarm	$ 1,100	$ 1,100	$ 825	$ 275	75.00%	$ 1,050	$ 800
1.1.1589	Other Pub Safety Inc.	$ -	$ -	$ -	$ -	0.00%	$ -	$ 439,000
1.1.1740	Parking Meter Fees	$ 1,450,000	$ 1,450,000	$ 800,104	$ 649,896	55.18%	$ 745,078	$ 680,934
1.1.1741	Decal Fees	$ 62,000	$ 62,000	$ 6,859	$ 55,141	11.06%	$ 8,028	$ 11,714
1.1.2019	IIIC-1 Local Nutrition Contri	$ 15,500	$ 15,500	$ 8,960	$ 6,540	57.81%	$ 7,564	$ 8,499
1.1.2020	IIIC-2 Local Nutrition Contri	$ 521	$ 521	$ 424	$ 97	81.38%	$ 473	$ 403
1.1.2021	IIIB Local Nutrition Contri	$ 1,200	$ 1,200	$ 691	$ 509	57.58%	$ 653	$ 548
1.1.2022	SNAP-Local Nutrition Contri	$ 1,400	$ 1,400	$ 901	$ 499	64.36%	$ 822	$ 679
1.1.2040	Marina Charges	$ 39,000	$ 39,000	$ 5,320	$ 33,680	13.64%	$ 1,050	$ 700
1.1.2000	Youth Baseball Prog	$ 2,000	$ 2,000	$ 1,080	$ 920	54.00%	$ 1,110	$ 2,040
1.1.2002	Soft Ball & other Adult Prog	$ 6,000	$ 6,000	$ -	$ 6,000	0.00%	$ -	$ -
1.1.2004	Instructional Programs	$ 9,000	$ 9,000	$ 4,620	$ 4,380	51.33%	$ 6,485	$ 5,315
1.1.2005	BOCCE	$ 500	$ 500	$ -	$ 500	0.00%	$ -	$ -
1.1.2008	Day Camp Fees	$ 107,000	$ 107,000	$ 126,990	$ (19,990)	118.68%	$ 122,995	$ 114,130
1.1.2009	Cub Camp Fees	$ 7,000	$ 7,000	$ 8,000	$ (1,000)	114.29%	$ 14,300	$ 13,655
1.1.2011	Park Fees-Rec	$ 11,000	$ 11,000	$ 12,857	$ (1,857)	116.88%	$ 8,315	$ 5,450
1.1.2013	Rec Brochure Advertisements	$ 800	$ 800	$ -	$ 800	0.00%	$ -	$ -
1.1.2014	Soccer Revenue	$ 26,000	$ 26,000	$ 9,825	$ 16,175	37.79%	$ 15,880	$ 12,570
1.1.2110	Board of Appeals	$ 14,500	$ 14,500	$ 4,300	$ 10,200	29.66%	$ 10,900	$ 10,800
1.1.2111	Spec Exception Use	$ 3,000	$ 3,000	$ 1,500	$ 1,500	50.00%	$ 2,250	$ 1,500
1.1.2112	Subdivision	$ 1,000	$ 1,000	$ -	$ 1,000	0.00%	$ -	$ -
1.1.2113	Site Applications	$ 24,000	$ 24,000	$ 21,925	$ 2,075	91.35%	$ 12,525	$ 22,200
1.1.2114	Map Change	$ 1,000	$ 1,000	$ -	$ 1,000	0.00%	$ 1,000	$ -
1.1.2115	Planning Fees	$ 50,000	$ 50,000	$ -	$ 50,000	0.00%	$ -	$ -
1.1.2120	Architectural Board of Review	$ 3,600	$ 3,600	$ 1,700	$ 1,900	47.22%	$ 3,950	$ 2,550
1.1.2121	Environmental Fees	$ 1,000	$ 1,000	$ -	$ 1,000	0.00%	$ 1,000	$ -
1.1.2130	Refuse & Garbage Charges	$ 22,700	$ 22,700	$ 12,508	$ 10,192	55.10%	$ 17,926	$ 1,319
1.1.2131	Scrap Metal Recovery	$ 10,000	$ 10,000	$ 6,211	$ 3,789	62.11%	$ 2,187	$ 5,464
1.1.2132	Green Waste Tip Fees	$ 380,000	$ 380,000	$ 151,081	$ 228,919	39.76%	$ 129,683	$ 154,581

		Budgets			Variance with Mod Bdgt		FY 2015-16	FY 2014-15
		Adopted	Modified	Actual	Amount	%	Actual	Actual
1.1.2165	ETPA Charges	$ 4,000	$ 4,000	$ -	$ 4,000	0.00%	$ 30	$ 10
1.1.2262	Fire Protection/Rye Brook	$ 990,417	$ 990,417	$ 330,139	$ 660,278	33.33%	$ 323,666	$ 317,319
1.1.2302	Snow-Removal Other Gov.	$ 7,000	$ 7,000	$ -	$ 7,000	0.00%	$ -	$ -
1.1.2303	Snow Removal NYS	$ 20,000	$ 20,000	$ -	$ 20,000	0.00%	$ -	$ -
1.1.2304	Gasoline-Other Government	$ 27,000	$ 27,000	$ 11,432	$ 15,568	42.34%	$ 12,717	$ 16,494
1.1.2305	Diesel-Other Government	$ 28,000	$ 28,000	$ 8,644	$ 19,356	30.87%	$ 13,692	$ 19,567
Departmental Income		**$ 4,168,788**	**$ 4,168,788**	**$ 2,058,670**	**$ 2,110,118**	**49.38%**	**$ 1,996,939**	**$ 2,314,076**
1.1.2081	AT&T/Bell Cell Tower Lease	$ 76,000	$ 76,000	$ 38,000	$ 38,000	50.00%	$ 38,000	$ 38,000
1.1.2082	Nextel-H/S Antenna Lease	$ 40,317	$ 40,317	$ 24,224	$ 16,093	60.08%	$ 20,159	$ 13,048
1.1.2401	Interest Earnings	$ 6,000	$ 6,000	$ 2,163	$ 3,837	36.05%	$ 2,317	$ 3,438
1.1.2409	Rental-Village Hall	$ 250,000	$ 250,000	$ 130,884	$ 119,116	52.35%	$ 123,987	$ 157,325
1.1.2410	Rental of Real Property	$ 150	$ 150	$ 200	$ (50)	133.33%	$ 30	$ -
1.1.2411	Park Property Rental	$ 3,000	$ 3,000	$ 1,306	$ 1,694	43.53%	$ 5,902	$ 3,706
1.1.2412	Yacht Club Rent	$ 17,000	$ 17,000	$ 15,583	$ 1,417	91.66%	$ 15,583	$ 15,583
Use of Money & Property		**$ 392,467**	**$ 392,467**	**$ 212,360**	**$ 180,107**	**54.11%**	**$ 205,978**	**$ 231,100**
1.1.2503	Rooming House Business Lic.	$ 1,242	$ 1,242	$ 313	$ 929	25.20%	$ -	$ 1,242
1.1.2506	Hawker & Peddler	$ 2,400	$ 2,400	$ 200	$ 2,200	8.33%	$ 760	$ 1,145
1.1.2511	Taxi Owners Lic Fee	$ 37,250	$ 37,250	$ 27,145	$ 10,105	72.87%	$ 34,125	$ 36,810
1.1.2512	Taxi Company's Lic Fee	$ 2,475	$ 2,475	$ -	$ 2,475	0.00%	$ -	$ -
1.1.2540	Bingo/Receipts	$ 1,500	$ 1,500	$ 779	$ 721	51.93%	$ 845	$ 767
1.1.2541	Bingo/Licenses	$ 300	$ 300	$ 52	$ 248	17.33%	$ -	$ -
1.1.2542	Games of Chance	$ 80	$ 80	$ 160	$ (80)	200.00%	$ 10	$ -
1.1.2545	Dancing/Ent Licenses	$ 9,600	$ 9,600	$ 3,230	$ 6,370	33.65%	$ 1,800	$ 2,390
1.1.2546	Auto Dev/Laundry Licenses	$ 4,050	$ 4,050	$ -	$ 4,050	0.00%	$ 560	$ -
1.1.2547	Amusement Dev/Video Licenses	$ 3,500	$ 3,500	$ -	$ 3,500	0.00%	$ 85	$ 680
1.1.2589	Misc Document Copy Fees	$ 1,200	$ 1,200	$ 813	$ 387	67.75%	$ 952	$ 676
1.1.2590	Permits/Electrical	$ 32,000	$ 32,000	$ 17,100	$ 14,900	53.44%	$ 18,050	$ 18,950
1.1.2591	Permits/Plumbing	$ 37,000	$ 37,000	$ 30,395	$ 6,605	82.15%	$ 22,585	$ 19,120
1.1.2592	Permits/Demolition	$ 1,000	$ 1,000	$ -	$ 1,000	0.00%	$ -	$ -
1.1.2593	Permits/Signs	$ 5,000	$ 5,000	$ 2,100	$ 2,900	42.00%	$ 3,300	$ 4,350
1.1.2594	Permits/Sidewalk Obstruction	$ 35,000	$ 35,000	$ 5,510	$ 29,490	15.74%	$ 42,810	$ 44,410
1.1.2595	Permits/Curb Cuts	$ 100	$ 100	$ 60	$ 40	60.00%	$ 480	$ 185
1.1.2596	Permits/Street Openings	$ 63,000	$ 63,000	$ 33,060	$ 29,940	52.48%	$ 34,674	$ 39,200
1.1.2598	Permits/Roll-Off Boxes	$ 1,500	$ 1,500	$ 527	$ 973	35.13%	$ 242	$ 2,663
1.1.2599	Permits/Sidewalk Openings	$ 10,300	$ 10,300	$ 4,597	$ 5,703	44.63%	$ 6,934	$ 6,422
1.1.2600	Alarm Permits	$ 24,000	$ 24,000	$ 1,980	$ 22,020	8.25%	$ 2,320	$ 1,360
1.1.2601	Alarm Permits-Fines	$ 11,000	$ 11,000	$ 2,400	$ 8,600	21.82%	$ 2,100	$ 2,750
1.1.2602	Filming Production Permits	$ 2,100	$ 2,100	$ 3,840	$ (1,740)	182.86%	$ 2,265	$ 2,150
1.1.2603	Permits/Fire Sprinkler	$ 1,000	$ 1,000	$ 900	$ 100	90.00%	$ 1,225	$ 1,500
Licenses & Permits		**$ 286,597**	**$ 286,597**	**$ 135,161**	**$ 151,436**	**47.16%**	**$ 176,122**	**$ 186,770**
1.1.2610	Fines Fees & Forfeited Bail	$ 2,400,000	$ 2,400,000	$ 760,526	$ 1,639,474	31.69%	$ 1,016,364	$ 689,890
1.1.2613	Use of Def Rev-DEA	$ -	$ 83,343	$ 83,343	$ -	100.00%	$ 14,561	$ 195,171
1.1.2614	Justice Crt County Translator	$ 4,000	$ 4,000	$ 1,950	$ 2,050	48.75%	$ 1,875	$ 1,475
Fines & Forfeitures		**$ 2,404,000**	**$ 2,487,343**	**$ 845,819**	**$ 1,641,524**	**34.00%**	**$ 1,032,800**	**$ 886,536**
1.1.2665	Sale of Surplus Equipment	$ -	$ -	$ 3,535	$ (3,535)	0.00%	$ -	$ -
1.1.2680	Insurance Recoveries	$ 10,000	$ 10,000	$ 56,039	$ (46,039)	560.39%	$ 20,432	$ 6,441
1.1.2681	Workers Comp Recoveries	$ 75,000	$ 75,000	$ 175,013	$ (100,013)	233.35%	$ 45,290	$ 72,052
1.1.2690	Other Comp. for Loss	$ -	$ -	$ -	$ -	0.00%	$ -	$ 30,832
1.1.2705	Gifts & Donations	$ -	$ -	$ 835	$ (835)	0.00%	$ -	$ -
1.1.2772	Misc. Revenues	$ 1,000	$ 1,000	$ 1,343	$ (343)	134.30%	$ 925	$ 1,042
1.1.2773	Police Fingerprint/Misc	$ 100	$ 100	$ -	$ 100	0.00%	$ -	$ 60
Miscellaneous		**$ 86,100**	**$ 86,100**	**$ 236,765**	**$ (150,665)**	**274.99%**	**$ 66,647**	**$ 110,427**
1.1.3001	State Per Capita Aid	$ 399,935	$ 399,935	$ 399,935	$ -	100.00%	$ 399,935	$ 399,935
1.1.3005	Mortgage Tax	$ 350,000	$ 350,000	$ -	$ 350,000	0.00%	$ -	$ -
1.1.3089	State Aid-Other	$ 30,800	$ 30,800	$ 30,912	$ (112)	100.36%	$ 30,832	$ 30,794
1.1.3389	NYS Other Public Safety Items	$ 10,000	$ 10,000	$ -	$ 10,000	0.00%	$ 11,288	$ 10,000
1.1.3776	State-Snap Nutrition Prog.	$ 51,102	$ 51,102		$ 51,102	0.00%	$ -	$ -
1.1.3778	Nutrition Transp Grant	$ 4,044	$ 4,044	$ -	$ 4,044	0.00%	$ -	$ -
1.1.3820	Youth & Rec Serv Prog	$ 6,200	$ 6,200	$ -	$ 6,200	0.00%	$ -	$ -
1.1.3826	County Bus Shelter Prog	$ 5,000	$ 5,000	$ -	$ 5,000	0.00%	$ -	$ -
State Aid		**$ 857,081**	**$ 857,081**	**$ 430,847**	**$ 426,234**	**50.27%**	**$ 442,055**	**$ 440,729**
1.1.4389	Other Public Safety	$ 10,000	$ 10,000	$ 2,647	$ 7,353	26.47%	$ 5,693	$ 6,410

		Budgets			Variance with Mod Bdgt		FY 2015-16	FY 2014-15
		Adopted	Modified	Actual	Amount	%	Actual	Actual
1.1.4771	Federal Nutrition-3C-1	$ 60,113	$ 60,113	$ -	$ 60,113	0.00%	$ -	$ 21,473
1.1.4772	Federal Com Fund 3C-1	$ 37,865	$ 37,865	$ -	$ 37,865	0.00%	$ -	$ -
1.1.4773	Federal Nutrition 3C-2	$ 6,403	$ 6,403	$ -	$ 6,403	0.00%	$ 5,000	$ 3,074
1.1.4774	Federal Com Fund -3C-2	$ 3,876	$ 3,876	$ -	$ 3,876	0.00%	$ -	$ -
1.1.4775	Federal Nutrition 3B	$ 13,747	$ 13,747	$ -	$ 13,747	0.00%	$ -	$ -
1.1.4776	Fed Snap Commodity Funding	$ 13,200	$ 13,200	$ -	$ 13,200	0.00%	$ -	$ -
Federal Aid		**$ 145,204**	**$ 145,204**	**$ 2,647**	**$ 142,557**	**1.82%**	**$ 10,693**	**$ 30,957**
Total Revenues		$ 37,482,995	$ 37,566,338	$ 29,119,398	$ 8,446,940	77.51%	$ 29,171,716	$ 28,920,755
EXPENDITURES								
1.1010.100	Personnel Services	$ 31,200	$ 31,200	$ 12,300	$ 18,900	39.42%	$ 15,000	$ 15,000
1.1010.403	Education & Training	$ 1,500	$ 1,500	$ -	$ 1,500	0.00%	$ -	$ -
1.1010.406	Office Supplies	$ 500	$ 500	$ 400	$ 100	80.00%	$ 81	$ -
1.1110.100	Personnel Services	$ 682,677	$ 711,035	$ 318,768	$ 392,267	44.83%	$ 347,277	$ 309,815
1.1110.101	Personnel-Overtime	$ 20,000	$ 20,000	$ 6,695	$ 13,305	33.48%	$ 8,294	$ 4,355
1.1110.105	Out of Title	$ 1,500	$ 1,500	$ 1,238	$ 262	82.53%	$ 1,399	$ 1,281
1.1110.111	Personnel-Part Time	$ 26,455	$ 26,455	$ 8,873	$ 17,582	33.54%	$ 10,556	$ 6,465
1.1110.400	Contractual Expense	$ 1,500	$ 1,500	$ 239	$ 1,261	15.93%	$ 847	$ 1,077
1.1110.403	Education & Training	$ 10,500	$ 10,539	$ 5,841	$ 4,698	55.42%	$ 4,838	$ 4,162
1.1110.406	Office Supplies	$ 5,000	$ 5,000	$ 1,562	$ 3,438	31.24%	$ 2,609	$ 680
1.1110.407	Interpreter	$ 40,000	$ 40,000	$ 20,675	$ 19,325	51.69%	$ 20,575	$ 15,150
1.1110.408	O/S Court Reporter	$ 10,000	$ 10,000	$ 2,555	$ 7,445	25.55%	$ 6,900	$ 15,375
1.1110.410	Printing	$ 1,500	$ 1,500	$ 1,291	$ 209	86.07%	$ -	$ 520
1.1110.462	Software & Systems Support	$ 1,035	$ 1,035	$ 1,087	$ (52)	105.02%	$ 1,035	$ 950
1.1110.491	Ticket Collecting Charges	$ 200,000	$ 200,000	$ 72,365	$ 127,635	36.18%	$ 85,909	$ 85,657
1.1110.492	Auditors Fees	$ 1,200	$ 1,200	$ -	$ 1,200	0.00%	$ -	$ 1,200
1.1110.499	Jury Term	$ 600	$ 600		$ 600	0.00%	$ -	$ -
1.1210.100	Personnel Services	$ 12,633	$ 12,633	$ 5,976	$ 6,657	47.30%	$ 6,074	$ 6,074
1.1210.403	Education & Training	$ 1,000	$ 1,000	$ -	$ 1,000	0.00%	$ -	$ -
1.1210.406	Office Supplies	$ 2,000	$ 2,000	$ 858	$ 1,142	42.90%	$ 733	$ 1,329
1.1230.100	Personnel-Services	$ 325,163	$ 327,342	$ 142,507	$ 184,835	43.53%	$ 147,759	$ 145,748
1.1230.101	Personnel-Overtime	$ 2,000	$ 2,000	$ 1,267	$ 733	63.35%	$ 1,182	$ 1,313
1.1230.108	Personnel-Seasonal	$ 10,000	$ 10,000	$ 4,808	$ 5,192	48.08%	$ -	$ -
1.1230.111	Personnel-Part Time	$ 13,500	$ 13,500	$ 14,588	$ (1,088)	108.06%	$ 8,739	$ -
1.1230.197	Vacation Buyout-PS	$ -	$ -	$ 7,308	$ (7,308)	0.00%	$ -	$ -
1.1230.400	Contractual Expense	$ 8,500	$ 29,400		$ 29,400	0.00%	$ 4,957	$ 4,713
1.1230.403	Education & Training	$ 6,500	$ 6,500	$ 2,225	$ 4,275	34.23%	$ 2,532	$ 1,368
1.1230.406	Office Supplies	$ 3,200	$ 3,200	$ 1,661	$ 1,539	51.91%	$ 1,866	$ 1,990
1.1240.100	Personnel Services	$ -	$ -	$ 33,552	$ (33,552)	0.00%	$ -	$ -
1.1240.111	Personnel- Part Time	$ 70,000	$ 70,000	$ -	$ 70,000	0.00%	$ 30,000	$ 47,938
1.1240.404	Employee Training-Village Wide	$ 9,500	$ 9,500	$ 84	$ 9,416	0.88%	$ -	$ 625
1.1320.100	Personnel Services	$ 354,434	$ 361,742	$ 165,248	$ 196,494	45.68%	$ 170,820	$ 159,172
1.1320.101	Personnel-Overtime	$ 10,000	$ 10,000	$ 2,364	$ 7,636	23.64%	$ 657	$ 1,679
1.1320.105	Out of Title	$ 1,500	$ 1,500		$ 1,500	0.00%	$ 1,263	$ -
1.1320.111	Personnel-Part Time	$ 24,000	$ 24,000	$ 11,193	$ 12,807	46.64%	$ 15,356	$ 10,362
1.1320.197	Vacation Buyout-PS	$ -	$ -	$ 5,111	$ (5,111)	0.00%	$ -	$ -
1.1320.200	Equipment	$ 1,000	$ 1,000	$ -	$ 1,000	0.00%	$ -	$ 5,733
1.1320.400	Contractual Expense	$ 10,000	$ 12,917	$ 2,083	$ 10,834	16.13%	$ -	$ -
1.1320.403	Education & Training	$ 7,000	$ 7,000	$ 1,753	$ 5,247	25.04%	$ 1,075	$ 4,494
1.1320.406	Office Supplies	$ 5,500	$ 5,500	$ 1,867	$ 3,633	33.95%	$ 933	$ 2,202
1.1320.422	Lease & Maintenance Contracts	$ 2,000	$ 2,000	$ 876	$ 1,124	43.80%	$ 800	$ 868
1.1320.462	Software & Systems Support	$ 52,400	$ 57,953	$ 35,690	$ 22,263	61.58%	$ 27,895	$ 15,335
1.1320.477	Bond/BAN Filing Fees	$ 20,000	$ 20,000	$ -	$ 20,000	0.00%	$ -	$ 300
1.1320.492	Auditors Fees	$ 45,800	$ 45,800	$ 28,500	$ 17,300	62.23%	$ 26,000	$ 40,340
1.1350.445	Tax Collection Fee	$ 118,500	$ 118,500	$ -	$ 118,500	0.00%	$ -	$ -
1.1410.100	Personnel Services	$ 149,832	$ 152,222	$ 73,545	$ 78,677	48.31%	$ 83,083	$ 71,957
1.1410.101	Personnel-Overtime	$ 1,500	$ 1,500		$ 1,500	0.00%	$ -	$ 1,183
1.1410.111	Personnel-Part Time	$ 17,850	$ 17,850	$ 7,815	$ 10,035	43.78%	$ -	$ 10,912
1.1410.200	Equipment	$ 5,000	$ 5,000		$ 5,000	0.00%	$ 2,302	$ 4,500
1.1410.400	Contractual Expense	$ 2,000	$ 2,000	$ -	$ 2,000	0.00%	$ -	$ -
1.1410.403	Education & Training	$ 3,500	$ 3,500	$ 1,411	$ 2,089	40.31%	$ -	$ 941
1.1410.405	Decals	$ 500	$ 500	$ -	$ 500	0.00%	$ -	$ -
1.1410.406	Office Supplies	$ 8,500	$ 8,500	$ 2,622	$ 5,878	30.85%	$ 4,506	$ 3,143
1.1410.407	Interpreter	$ 500	$ 500	$ -	$ 500	0.00%	$ -	$ -
1.1410.411	Code Book Subscriptions	$ 5,000	$ 5,000	$ -	$ 5,000	0.00%	$ 3,037	$ -
1.1410.476	Publication of Notices	$ 25,000	$ 25,000	$ 12,754	$ 12,246	51.02%	$ 24,507	$ 10,706
1.1420.100	Personnel Services	$ 205,487	$ 205,487	$ 99,903	$ 105,584	48.62%	$ 80,355	$ 76,632

		Budgets			Variance with Mod Bdgt		FY 2015-16	FY 2014-15
		Adopted	Modified	Actual	Amount	%	Actual	Actual
1.1420.197	Vacation Buyout-PS	$ -	$ -	$ 11,191	$ (11,191)	0.00%	$ -	$ -
1.1420.400	Contractual Expense	$ 25,000	$ 25,000	$ 6,138	$ 18,862	24.55%	$ 4,305	$ 4,271
1.1420.401	Specialized Litigation	$ 5,000	$ 5,000	$ -	$ 5,000	0.00%	$ -	$ -
1.1420.403	Education & Training	$ 4,000	$ 4,000	$ -	$ 4,000	0.00%	$ 500	$ 905
1.1420.406	Office Supplies	$ 2,200	$ 2,200	$ 332	$ 1,868	15.09%	$ 1,734	$ 670
1.1420.468	Labor Counsel	$ 50,000	$ 50,000	$ 147,906	$ (97,906)	295.81%	$ 17,008	$ 53,244
1.1420.493	Contractual Prosecutorial Srv.	$ 90,000	$ 90,000	$ 37,500	$ 52,500	41.67%	$ 44,500	$ 38,000
1.1420.498	Law Books/Computer	$ 7,000	$ 7,000	$ 3,694	$ 3,306	52.77%	$ 2,068	$ 2,871
1.1440.100	Personnel Services	$ 135,000	$ 135,000	$ 63,865	$ 71,135	47.31%	$ -	$ -
1.1440.400	Contractual Expense	$ 20,000	$ 20,000	$ 7,964	$ 12,036	39.82%	$ 22,895	$ 19,933
1.1440.406	Office Supplies	$ -	$ -	$ 121	$ (121)	0.00%	$ -	$ -
1.1450.100	Personnel Services	$ -	$ -	$ -	$ -	0.00%	$ 13,462	$ -
1.1450.101	Personnel-Overtime	$ 2,000	$ 2,000	$ -	$ 2,000	0.00%	$ -	$ -
1.1450.111	Personnel-Part Time	$ 2,000	$ 2,000		$ 2,000	0.00%	$ -	$ -
1.1450.400	Contractual Expense	$ 2,000	$ 2,000	$ -	$ 2,000	0.00%	$ 585	$ -
1.1450.406	Office Supplies	$ 2,000	$ 2,000	$ -	$ 2,000	0.00%	$ 298	$ -
1.1450.410	Printing	$ 10,000	$ 10,000	$ -	$ 10,000	0.00%	$ -	$ -
1.1450.423	Election Insp/Techs	$ 25,000	$ 25,000	$ -	$ 25,000	0.00%	$ -	$ -
1.1450.424	Election Rentals	$ 6,000	$ 6,000		$ 6,000	0.00%	$ -	$ -
1.1450.425	Election Moving	$ 9,500	$ 9,500	$ -	$ 9,500	0.00%	$ -	$ -
1.1450.476	Publication of Notices	$ 7,000	$ 7,000	$ -	$ 7,000	0.00%	$ 1,377	$ 190
1.1460.111	Personnel-Part Time	$ 12,000	$ 12,000	$ 9,495	$ 2,505	79.13%	$ 14,542	$ 1,590
1.1460.400	Contractual Expense	$ 9,000	$ 10,025	$ -	$ 10,025	0.00%	$ 3,719	$ 589
1.1620.100	Personnel Services	$ 81,576	$ 84,283	$ 38,309	$ 45,974	45.45%	$ 38,362	$ 36,397
1.1620.101	Personnel-Overtime	$ -	$ -	$ 4,255	$ (4,255)	0.00%	$ -	$ -
1.1620.111	Personnel-Part Time	$ -	$ -	$ -	$ -	0.00%	$ -	$ 18,570
1.1620.200	Equipment	$ 3,500	$ 3,500	$ -	$ 3,500	0.00%	$ -	$ -
1.1620.400	Contractual Expense	$ 14,000	$ 14,000	$ 2,953	$ 11,047	21.09%	$ 5,238	$ 4,056
1.1620.413	Light & Power	$ 23,000	$ 23,000	$ 12,790	$ 10,210	55.61%	$ 13,095	$ 11,891
1.1620.415	Water Charges	$ 2,600	$ 2,600	$ 867	$ 1,733	33.35%	$ 1,030	$ 441
1.1620.416	Heating Fuel	$ 20,000	$ 20,000	$ 1,319	$ 18,681	6.60%	$ 764	$ 3,565
1.1620.417	Bldg Repairs & Maintenance	$ 68,000	$ 73,225	$ 35,555	$ 37,670	48.56%	$ 26,270	$ 33,831
1.1620.422	Lease & Maintenance Contracts	$ 6,500	$ 6,500	$ 1,830	$ 4,670	28.15%	$ 1,830	$ -
1.1620.446	Postage-350 N. Main St.	$ 4,000	$ 4,000	$ -	$ 4,000	0.00%	$ -	$ 4,000
1.1621.100	Personnel Services	$ 86,447	$ 89,128	$ 40,048	$ 49,080	44.93%	$ 32,034	$ 18,632
1.1621.101	Personnel-Overtime	$ -	$ -	$ 463	$ (463)	0.00%	$ -	$ -
1.1621.200	Equipment	$ 15,000	$ 15,000	$ -	$ 15,000	0.00%	$ 496	$ -
1.1621.400	Contractual Expense	$ 27,000	$ 27,000	$ 6,271	$ 20,729	23.23%	$ 9,689	$ 13,902
1.1621.401	Materials & Supplies	$ 16,000	$ 16,000	$ 7,487	$ 8,513	46.79%	$ 6,363	$ 8,344
1.1621.413	Light & Power	$ 100,000	$ 100,000	$ 43,810	$ 56,190	43.81%	$ 42,407	$ 42,690
1.1621.414	Natural Gas Charges	$ 21,000	$ 21,000	$ 1,295	$ 19,705	6.17%	$ 1,259	$ 1,984
1.1621.415	Water Charges	$ 8,700	$ 8,700	$ 2,263	$ 6,437	26.01%	$ 3,948	$ 3,798
1.1621.417	Bldg Repairs & Maintenance	$ 40,000	$ 40,000	$ 23,965	$ 16,035	59.91%	$ 18,571	$ 14,311
1.1621.439	Postage-222 Grace Church St.	$ 15,000	$ 15,000	$ 1,221	$ 13,779	8.14%	$ 2,804	$ 2,376
1.1640.100	Personnel Services	$ 361,428	$ 373,169	$ 169,166	$ 204,003	45.33%	$ 168,771	$ 136,492
1..1640.101	Personnel-Overtime	$ 15,000	$ 15,000	$ 8,238	$ 6,762	54.92%	$ 4,438	$ 3,360
1.1640.250	Other Equipment	$ 4,000	$ 4,000	$ 1,987	$ 2,013	49.68%	$ 567	$ 2,959
1.1640.405	Tires	$ 70,000	$ 70,000	$ 32,914	$ 37,086	47.02%	$ 36,663	$ 32,355
1.1640.406	Officer Supplies	$ 5,000	$ 5,000	$ 2,921	$ 2,079	58.42%	$ 2,629	$ 2,609
1.1640.413	Light & Power	$ 22,000	$ 22,000	$ 6,565	$ 15,435	29.84%	$ 7,991	$ 8,041
1.1640.415	Water Charges	$ 2,500	$ 2,500	$ 1,025	$ 1,475	41.00%	$ 1,185	$ 1,202
1.1640.416	Heating Fuel	$ 13,000	$ 13,000	$ 912	$ 12,088	7.02%	$ 598	$ 1,516
1.1640.417	Bldg Repairs & Maintenance	$ 22,000	$ 22,000	$ 10,464	$ 11,536	47.56%	$ 10,819	$ 16,685
1.1640.418	Transportation	$ 300	$ 300	$ -	$ 300	0.00%	$ 103	$ 225
1.1640.420	Gasoline Usage	$ 150,000	$ 150,000	$ 58,296	$ 91,704	38.86%	$ 70,376	$ 68,695
1.1640.421	Motor Oil & Lubricants	$ 35,000	$ 35,000	$ 12,280	$ 22,720	35.09%	$ 18,770	$ 14,055
1.1640.431	Parts for Vehicle Equip.	$ 210,000	$ 210,000	$ 97,159	$ 112,841	46.27%	$ 110,840	$ 82,516
1.1640.432	Collision & Painting Charges	$ 20,000	$ 20,000	$ 5,604	$ 14,396	28.02%	$ -	$ 1,713
1.1640.444	Uniforms	$ 7,000	$ 7,000	$ 4,438	$ 2,562	63.40%	$ 2,439	$ 2,596
1.1640.462	Software & Systems Support	$ 5,200	$ 5,200	$ 2,823	$ 2,377	54.29%	$ 2,787	$ 677
1.1640.503	Diesel Fuel	$ 145,000	$ 145,000	$ 42,637	$ 102,363	29.40%	$ 54,288	$ 71,214
1.1650.100	Personnel Services	$ 7,500	$ 7,500	$ 161	$ 7,339	2.15%	$ 2,516	$ 2,466
1.1650.200	Equipment	$ 35,000	$ 35,000	$ 14,878	$ 20,122	42.51%	$ 16,141	$ 11,573
1.1650.400	Contractual Expense	$ 24,000	$ 24,000	$ 11,165	$ 12,835	46.52%	$ 11,445	$ 11,375
1.1650.402	Voice & Data Systems	$ 118,000	$ 118,000	$ 54,506	$ 63,494	46.19%	$ 56,430	$ 50,931
1.1650.411	Computer Services	$ 60,000	$ 60,000	$ 22,459	$ 37,541	37.43%	$ 20,103	$ 14,617
1.1650.462	Website -Systems Support	$ 16,500	$ 24,167	$ 13,503	$ 10,664	55.87%	$ 9,670	$ 8,641
1.1910.400	Contractual Expense	$ 613,000	$ 613,000	$ 480,224	$ 132,776	78.34%	$ 304,985	$ 459,382

		Budgets			Variance with Mod Bdgt		FY 2015-16	FY 2014-15
		Adopted	Modified	Actual	Amount	%	Actual	Actual
1.1920.400	Contractual Expense	$ 13,500	$ 13,500	$ 12,042	$ 1,458	89.20%	$ 12,642	$ 11,542
1.1930.400	Contractual Expense	$ 50,000	$ 50,000	$ 63,943	$ (13,943)	127.89%	$ 21,136	$ 14,799
1.1950.479	Taxes-Village Property	$ 122,500	$ 122,500	$ 36,606	$ 85,894	29.88%	$ 37,818	$ 37,353
1.1960.480	Refunds on Real Prop. Tax	$ 55,000	$ 55,000	$ -	$ 55,000	0.00%	$ 4,168	$ 120,101
1.1980.474	MTA Payroll Tax	$ 56,000	$ 56,000	$ 29,507	$ 26,493	52.69%	$ 27,838	$ 26,728
1.1990.400		$ 1,057,145	$ 471,694	$ -	$ 471,694	0.00%	$ -	$ -
General Government Support		**$ 6,868,562**	**$ 6,383,801**	**$ 2,830,788**	**$ 3,553,013**	**44.34%**	**$ 2,501,060**	**$ 2,650,713**
1.3120.100	Personnel Services	$ 6,860,156	$ 6,860,156	$ 3,149,537	$ 3,710,619	45.91%	$ 3,067,712	$ 2,755,810
1.3120.101	Personnel-Overtime	$ 512,500	$ 712,500	$ 544,527	$ 167,973	76.42%	$ 497,405	$ 427,580
1.3120.102	Longevity	$ 106,000	$ 106,000	$ 42,350	$ 63,650	39.95%	$ 44,200	$ 36,316
1.3120.105	Out of Title	$ 22,615	$ 22,615	$ 10,332	$ 12,283	45.69%	$ 12,760	$ 15,605
1.3120.106	Holiday Pay	$ 170,000	$ 170,000	$ 152,563	$ 17,437	89.74%	$ 162,410	$ 147,526
1.3120.124	Sick Incentive	$ 15,000	$ 15,000	$ -	$ 15,000	0.00%	$ 687	$ 850
1.3120.125	Overtime-Village court	$ 10,500	$ 10,500	$ 15,231	$ (4,731)	145.06%	$ 4,263	$ 2,338
1.3120.126	Overtime-County Court	$ 25,000	$ 25,000	$ 12,727	$ 12,273	50.91%	$ 10,226	$ 14,138
1.3120.143	In Service Training	$ 187,000	$ 187,000	$ 112,712	$ 74,288	60.27%	$ 43,398	$ 44,353
1.3120.197	Vacation Buyout	$ 60,000	$ 60,000	$ 12,750	$ 47,250	21.25%	$ 56,340	$ 32,372
1.3120.198	Super Holiday Pay	$ 42,000	$ 42,000	$ -	$ 42,000	0.00%	$ -	$ -
1.3120.199	Final Retirement Payout	$ 100,000	$ 100,000	$ 43,911	$ 56,089	43.91%	$ 120,842	$ 50,165
1.3120.200	Equipment	$ 13,000	$ 17,450	$ 11,402	$ 6,048	65.34%	$ 27,900	$ 12,463
13120.203	Vehicles	$ -	$ 52,536	$ -	$ 52,536	0.00%	$ -	$ 87,757
1.3120.220	Service Equipment	$ 2,000	$ 29,520	$ 9,732	$ 19,788	32.97%	$ 8,973	$ -
1.3120.402	Telephone	$ 29,500	$ 30,040	$ 12,984	$ 17,056	43.22%	$ 16,691	$ 11,341
1.3120.404	PD-Health Club Reimbursement	$ 15,500	$ 15,500	$ 4,018	$ 11,482	25.92%	$ 4,063	$ 3,000
1.3120.406	Office Supplies	$ 16,000	$ 16,000	$ 9,439	$ 6,561	58.99%	$ 7,588	$ 10,431
1.3120.409	Service Supplies	$ 30,000	$ 30,000	$ 21,348	$ 8,652	71.16%	$ 12,478	$ 10,124
1.3120.411	Computer Services	$ 30,000	$ 30,000	$ 18,650	$ 11,350	62.17%	$ 11,850	$ 18,031
1.3120.412	Medical Services	$ 3,500	$ 3,500	$ 1,731	$ 1,769	49.46%	$ 709	$ 1,835
1.3120.418	Transportation	$ 900	$ 900	$ -	$ 900	0.00%	$ 749	$ 464
1.3120.422	Lease & Maintenance Contracts	$ 20,000	$ 20,000	$ 4,542	$ 15,458	22.71%	$ 6,963	$ 3,584
1.3120.428	Investigations	$ 10,000	$ 10,000	$ 6,413	$ 3,587	64.13%	$ 5,525	$ 4,504
1.3120.431	Parts for Vehicle Equip.	$ 71,000	$ 71,000	$ 24,899	$ 46,101	35.07%	$ 23,532	$ 26,531
1.3120.432	Collision & Painting Charges	$ 16,500	$ 16,500	$ 17,886	$ (1,386)	108.40%	$ 6,847	$ 2,657
1.3120.435	Vehicle Tow Charges	$ 1,400	$ 1,400	$ 330	$ 1,070	23.57%	$ 320	$ 817
1.3120.441	Police Schooling	$ 10,000	$ 10,000	$ 8,597	$ 1,403	85.97%	$ 9,194	$ 894
1.3120.442	Professional Development	$ 15,000	$ 15,000	$ 1,140	$ 13,860	7.60%	$ 2,703	$ 11,702
1.3120.444	Uniforms	$ 85,000	$ 85,000	$ 16,629	$ 68,371	19.56%	$ 21,153	$ 22,775
1.3120.482	Radio Repairs	$ 5,000	$ 5,000	$ 4,899	$ 101	97.98%	$ 1,703	$ 1,115
1.3120.497	911/Nixle	$ 8,000	$ 8,000	$ 7,982	$ 18	99.78%	$ 7,750	$ 7,301
1.3127.100	Personnel Services	$ 145,315	$ 150,092	$ 68,745	$ 81,347	45.80%	$ 69,647	$ 69,641
1.3127.101	Personnel-Overtime	$ 1,000	$ 1,000	$ 76	$ 924	7.60%	$ -	$ -
1.3127.110	Park Patrol-Part Time	$ 13,000	$ 13,000	$ 3,131	$ 9,869	24.08%	$ 11,734	$ 5,968
1.3127.111	Personnel-Part Time	$ 100,000	$ 100,000	$ 37,925	$ 62,075	37.93%	$ 32,125	$ 27,565
1.3127.112	School Crossing Guards	$ 98,000	$ 98,000	$ 32,971	$ 65,029	33.64%	$ 38,749	$ 38,560
1.3127.138	Court Security-Part Time	$ 50,000	$ 50,000	$ 20,501	$ 29,499	41.00%	$ 22,029	$ 14,270
1.3127.197	Vacation Buyout	$ 1,700	$ 1,700	$ -	$ 1,700	0.00%	$ -	$ -
1.3127.400	Contractual Exp-Auxiliary	$ 500	$ 500	$ -	$ 500	0.00%	$ -	$ -
1.3127.444	Uniforms-PEO	$ 1,400	$ 1,400	$ -	$ 1,400	0.00%	$ 90	$ 399
1.3127.565	Uniforms-Park Patrol	$ 300	$ 300	$ -	$ 300	0.00%	$ -	$ -
1.3127.566	Uniforms-Court Security	$ 1,500	$ 1,500	$ 1,267	$ 233	84.47%	$ 74	$ -
1.3127.567	Uniforms-Auxiliary Police	$ 4,500	$ 4,500	$ 2,169	$ 2,331	48.20%	$ 336	$ 679
1.3150.100	Personnel Services	$ -	$ -	$ -	$ -	0.00%		
1.3150.484	Jail-Food	$ 2,000	$ 2,000	$ 817	$ 1,183	40.85%	$ 1,157	$ 617
1.3320.100	Personnel Services	$ 112,506	$ 116,145	$ 54,748	$ 61,397	47.14%	$ 52,100	$ 45,630
1.3320.201	Parking Meters/Paystation Eqpt	$ 5,000	$ 5,000	$ 1,247	$ 3,753	24.94%	$ -	$ -
1.3320.400	Meters/Paystations Maintenance	$ 227,000	$ 227,000	$ 148,349	$ 78,651	65.35%	$ 88,555	$ 83,693
1.3320.401	Materials & Supplies	$ 52,000	$ 55,516	$ 20,374	$ 35,142	36.70%	$ 15,642	$ 18,373
1.3410.100	Personnel Services	$ -	$ -	$ -	$ -	0.00%	$ 226,231	$ 246,515
1.3410.101	Personnel-Overtime	$ -	$ -	$ -	$ -	0.00%	$ 30,846	$ 35,599
1.3410.102	Longevity	$ -	$ -	$ -	$ -	0.00%	$ -	$ 4,994
1.3410.106	Holiday Pay	$ -	$ -	$ -	$ -	0.00%	$ -	$ 15,290
1.3410.114	Firemen Clerk Duty	$ -	$ -	$ -	$ -	0.00%	$ 2,000	$ 2,000
1.3410.143	In Service Training	$ -	$ -	$ -	$ -	0.00%	$ 7,028	$ 1,576
1.3410.144	Employees Uniform Allowance	$ -	$ -	$ -	$ -	0.00%	$ 2,396	$ 4,000
1.3410.145	EMT Stipend	$ -	$ -	$ -	$ -	0.00%	$ -	$ 1,000
1.3410.199	Final Retirement Payout	$ -	$ -	$ -	$ -	0.00%	$ -	$ 119,753
1.3410.200	Equipment	$ 59,475	$ 66,630	$ 58,001	$ 8,629	87.05%	$ 44,482	$ 2,691

		Budgets			Variance with Mod Bdgt		FY 2015-16	FY 2014-15
		Adopted	Modified	Actual	Amount	%	Actual	Actual
1.3410.201	Small Tools & Supplies	$ 12,187	$ 12,187	$ 5,284	$ 6,903	43.36%	$ 2,682	$ 3,449
1.3410.202	Fire House Supplies	$ 5,850	$ 5,850	$ 542	$ 5,308	9.26%	$ 184	$ 1,474
1.3410.203	Vehicles	$ -	$ -	$ -	$ -	0.00%	$ 52,641	$ -
1.3410.252	Hose Replacement Program	$ 3,705	$ 3,705	$ 1,960	$ 1,745	52.90%	$ -	$ -
1.3410.400	Contractual Expense	$ 4,387	$ 4,387	$ 1,839	$ 2,548	41.92%	$ 6,441	$ -
1.3410.403	Education & Training	$ 2,438	$ 2,438	$ -	$ 2,438	0.00%	$ 1,021	$ 198
1.3410.406	Office Supplies	$ 2,535	$ 2,535	$ 906	$ 1,629	35.74%	$ 887	$ 132
1.3410.413	Light & Power	$ 41,438	$ 41,438	$ 19,711	$ 21,727	47.57%	$ 17,984	$ 17,897
1.3410.414	Natural Gas Charges	$ 16,575	$ 16,575	$ 1,965	$ 14,610	11.86%	$ 1,162	$ 2,041
1.3410.415	Water Charges	$ 5,363	$ 5,363	$ 2,333	$ 3,030	43.50%	$ 3,185	$ 2,441
1.3410.416	Heating Fuel	$ 19,500	$ 19,500	$ 892	$ 18,608	4.57%	$ 1,000	$ 42
1.3410.417	Bldg Repairs & Maintenance	$ 68,250	$ 68,250	$ 17,232	$ 51,018	25.25%	$ 37,648	$ 13,305
1.3410.429	Chief's Assc. Fee/Emergency Plan	$ 1,463	$ 1,463	$ 581	$ 882	39.71%	$ 365	$ 175
1.3410.430	Fire Inspection	$ 19,500	$ 19,500	$ 20,325	$ (825)	104.23%	$ 18,850	$ 17,800
1.3410.431	Parts for Vehicle Equip.	$ 53,625	$ 63,307	$ 47,011	$ 16,296	74.26%	$ 33,883	$ 32,609
1.3410.432	Collision & Painting Charges	$ 19,500	$ 19,500	$ -	$ 19,500	0.00%	$ 22,776	$ -
1.3410.442	Volunteer Training	$ 10,000	$ 10,000	$ 4,780	$ 5,220	47.80%	$ 5,930	$ 8,500
1.3410.443	Paid Uniform Allowance/Maint	$ -	$ -	$ -	$ -	0.00%	$ 3,437	$ 913
1.3410.444	Uniforms Volunteer	$ 3,500	$ 3,500	$ -	$ 3,500	0.00%	$ 3,705	$ 60
1.3410.445	Turnout Gear-Volunteer	$ 70,000	$ 70,000	$ 38,571	$ 31,429	55.10%	$ 9,869	$ 13,172
1.3141.447	Turnout Gear-Paid	$ -	$ -	$ -	$ -	0.00%	$ 4,048	$ -
1.3410.451	Scott Air Pac Maint. Program	$ 14,625	$ 14,625	$ -	$ 14,625	0.00%	$ 9,137	$ 3,402
1.3410.452	Hose & Ladder Testing	$ 12,675	$ 13,904	$ 1,500	$ 12,404	10.79%	$ -	$ 1,500
1.3410.481	Physicals	$ 13,650	$ 13,650	$ 4,467	$ 9,183	32.73%	$ 1,154	$ 4,514
1.3410.482	Radio Contact & Repairs	$ 20,475	$ 20,475	$ 15,135	$ 5,340	73.92%	$ 10,310	$ 6,694
1.3410.504	Fire Prevention	$ 5,850	$ 5,850	$ -	$ 5,850	0.00%	$ -	$ -
1.3410.511	Hepatitis B Vaccinations	$ 8,775	$ 8,775	$ -	$ 8,775	0.00%	$ -	$ -
1.3410.512	Rehabilitation	$ 4,875	$ 4,875	$ 1,586	$ 3,289	32.53%	$ 2,983	$ 781
1.3510.400	Contractual Expense	$ 10,000	$ 10,000	$ 2,171	$ 7,829	21.71%	$ 9,022	$ 395
1.3620.100	Personnel Services	$ 481,984	$ 494,752	$ 225,138	$ 269,614	45.51%	$ 225,225	$ 183,513
1.3620.101	Personnel-Overtime	$ 18,000	$ 18,000	$ 12,320	$ 5,680	68.44%	$ 11,702	$ 11,593
1.3620.111	Personnel-Part Time	$ 104,950	$ 104,950	$ 7,515	$ 97,435	7.16%	$ 19,872	$ 26,190
1.3620.200	Equipment	$ 5,000	$ 7,726	$ 2,726	$ 5,000	35.28%	$ -	$ -
1.3620.403	Education & Training	$ 12,000	$ 12,000	$ 2,707	$ 9,293	22.56%	$ 5,179	$ 2,276
1.3620.406	Office Supplies	$ 8,300	$ 8,300	$ 3,004	$ 5,296	36.19%	$ 2,879	$ 1,973
1.3620.422	Lease & Maintenance Contracts	$ 1,200	$ 1,200	$ 128	$ 1,072	10.67%	$ -	$ -
1.3620.440	Postage-Building Dept.	$ 2,500	$ 2,500	$ -	$ 2,500	0.00%	$ -	$ -
1.3620.462	Software & Systems Support	$ 4,500	$ 11,425	$ -	$ 11,425	0.00%	$ 2,504	$ 1,129
1.3620.485	Code Enforcement	$ 4,500	$ 7,042	$ 121	$ 6,921	1.72%	$ 550	$ -
1.3650.400	Contractual Expense	$ -	$ -	$ 28,000	$ (28,000)	0.00%	$ -	$ -
1.3989.100	Personnel Services	$ 573,964	$ 589,877	$ 247,813	$ 342,064	42.01%	$ 263,886	$ 268,569
1.3989.101	Personnel-Overtime	$ 23,000	$ 23,000	$ 17,733	$ 5,267	77.10%	$ 19,537	$ 14,712
1.3989.105	Out of Title	$ -	$ -	$ 2,048	$ (2,048)	0.00%	$ -	$ -
1.3989.111	Personnel-Part Time	$ 32,000	$ 32,000	$ 34,755	$ (2,755)	108.61%	$ 25,387	$ 21,665
1.3989.200	Equipment	$ 4,500	$ 4,500	$ -	$ 4,500	0.00%	$ -	$ 6,343
1.3989.400	Contractual Expense	$ 2,000	$ 2,000	$ -	$ 2,000	0.00%	$ 540	$ 600
1.3989.403	Education & Training	$ 3,000	$ 3,000	$ 390	$ 2,610	13.00%	$ 658	$ 125
1.3989.406	Office Supplies	$ 8,000	$ 8,000	$ 4,597	$ 3,403	57.46%	$ 3,282	$ 5,148
1.3989.410	Printing	$ 1,500	$ 1,500	$ -	$ 1,500	0.00%	$ 325	$ -
1.3989.440	Postage-Code Enforcement	$ 2,000	$ 2,000	$ -	$ 2,000	0.00%	$ -	$ -
1.3989.447	Turnout Gear	$ -	$ -	$ 3,009	$ (3,009)	0.00%	$ -	$ -
1.3989.462	Software & Systems Support	$ 4,500	$ 11,425		$ 11,425	0.00%	$ 2,504	$ 1,129
1.3989.485	Code Enforcement	$ 3,500	$ 3,500	$ 4,008	$ (508)	114.51%	$ -	$ -
Public Safety		**$ 11,119,906**	**$ 11,482,749**	**$ 5,514,385**	**$ 5,968,364**	**48.02%**	**$ 5,686,489**	**$ 5,179,651**
					$ -			
1.4540.436	Ambulance-Volunteer	$ 261,723	$ 261,723	$ 152,672	$ 109,051	58.33%	$ 152,672	$ 152,672
Health		**$ 261,723**	**$ 261,723**	**$ 152,672**	**$ 109,051**	**58.33%**	**$ 152,672**	**$ 152,672**
					$ -			
1.5010.100	Personnel Services	$ 266,810	$ 270,854	$ 91,160	$ 179,694	33.66%	$ 127,393	$ 126,291
1.5010.111	Personnel-Part time	$ 13,650	$ 13,650	$ 6,465	$ 7,185	47.36%	$ 6,300	$ 5,318
1.5010.199	Final Retirement Payout	$ -	$ -	$ 123,674	$ (123,674)	#DIV/0!	$ -	$ -
1.5010.200	Equipment	$ 1,500	$ 1,500	$ 111	$ 1,389	7.40%	$ -	$ 755
1.5010.403	Education & Training	$ 750	$ 750	$ 693	$ 57	92.40%	$ -	$ 125
1.5010.406	Office Supplies	$ 1,700	$ 1,700	$ 158	$ 1,542	9.29%	$ 1,209	$ 449
1.5110.100	Personnel Services	$ 454,049	$ 469,518	$ 259,380	$ 210,138	55.24%	$ 212,493	$ 243,828
1.5110.101	Personnel-Overtime	$ 40,000	$ 40,000	$ 36,531	$ 3,469	91.33%	$ 22,586	$ 13,392
1.5110.105	Out of Title	$ 6,000	$ 6,000	$ 3,773	$ 2,227	62.88%	$ 3,291	$ 4,161
1.5110.199	Final Retirement Payout	$ -	$ -	$ -	$ -	0.00%	$ -	$ 56,745

		Budgets			Variance with Mod Bdgt		FY 2015-16	FY 2014-15
		Adopted	Modified	Actual	Amount	%	Actual	Actual
1.5110.201	Small Tools & Supplies	$ 2,100	$ 2,100	$ 603	$ 1,497	28.71%	$ -	$ -
1.5110.401	Materials & Supplies	$ 60,000	$ 60,000	$ 35,731	$ 24,269	59.55%	$ 28,023	$ 35,191
1.5110.444	Uniforms	$ 22,000	$ 22,000	$ 3,102	$ 18,898	14.10%	$ 4,123	$ 1,955
1.5110.472	Trees	$ 10,000	$ 10,000	$ 786	$ 9,214	7.86%	$ 5,491	$ -
1.5110.481	Physicals	$ 2,000	$ 2,000	$ 522	$ 1,478	26.10%	$ 395	$ 354
1.5110.482	Radio Contract & Repairs	$ 5,000	$ 5,000	$ 694	$ 4,306	13.88%	$ 2,352	$ -
1.5140.101	Personnel-Overtime	$ 80,000	$ 80,000	$ 96	$ 79,904	0.12%	$ -	$ -
1.5140.201	Small Tools & Supplies	$ 300	$ 300	$ -	$ 300	0.00%	$ -	$ -
1.5140.400	Contractual Expense	$ 5,000	$ 5,000	$ -	$ 5,000	0.00%	$ -	$ -
1.5140.487	Snow-Sand & Salt	$ 90,000	$ 90,000	$ 2,088	$ 87,912	2.32%	$ 2,028	$ 2,214
1.5180.200	Equipment	$ 4,500	$ 4,500	$ -	$ 4,500	0.00%	$ 323	$ -
1.5180.201	Small Tools & Supplies	$ 30,000	$ 30,000	$ 6,067	$ 23,933	20.22%	$ 11,152	$ 3,328
1.5180.238	Traffic Signal Maintenance	$ 30,000	$ 30,000	$ 11,250	$ 18,750	37.50%	$ 16,020	$ 11,250
1.5180.413	Light & Power	$ 350,000	$ 350,000	$ 127,606	$ 222,394	36.46%	$ 128,139	$ 132,429
1.5190.100	Personnel Services	$ 66,697	$ 68,877	$ 31,451	$ 37,426	45.66%	$ 31,691	$ 31,691
1.5190.101	Personnel-Overtime	$ 6,500	$ 6,500	$ 3,435	$ 3,065	52.85%	$ 3,451	$ 4,304
1.5190.434	Replacement Brooms-Sweeper	$ 9,500	$ 9,500	$ 2,400	$ 7,100	25.26%	$ 2,550	$ 2,400
Transportation		**$ 1,558,056**	**$ 1,579,749**	**$ 747,776**	**$ 831,973**	**47.34%**	**$ 609,010**	**$ 676,180**
1.6720.111	Personnel-Part Time	$ 13,650	$ 13,650	$ 5,687	$ 7,963	41.66%	$ 6,469	$ 7,290
1.6720.200	Equipment	$ 2,500	$ 2,500	$ -	$ 2,500	0.00%	$ -	$ -
1.6720.401	Materials & Supplies	$ 6,000	$ 6,000	$ 2,149	$ 3,851	35.82%	$ 1,659	$ 2,211
1.6720.426	Nutrition Food Contract	$ 100,500	$ 100,500	$ 40,353	$ 60,147	40.15%	$ 40,602	$ 39,750
1.6720.459	Aging-Arts Workshops	$ 8,000	$ 8,000	$ 4,458	$ 3,542	55.73%	$ 3,640	$ 5,500
1.6730.100	Personnel Services	$ 92,740	$ 95,777	$ 43,873	$ 51,904	45.81%	$ 44,212	$ 44,212
1.6730.101	Personnel-Overtime	$ 400	$ 400	$ 229	$ 171	57.25%	$ -	$ -
1.6730.111	Personnel-Part Time	$ 18,000	$ 18,000	$ 6,666	$ 11,334	37.03%	$ 6,188	$ 6,501
1.6730.401	Materials & Supplies	$ 2,000	$ 2,000	$ -	$ 2,000	0.00%	$ -	$ -
1.6730.426	Nutrition Food Contract	$ 31,250	$ 31,250	$ 14,087	$ 17,163	45.08%	$ 11,617	$ 14,520
1.6730.490	Bus Rentals	$ 13,000	$ 13,000	$ 7,185	$ 5,815	55.27%	$ 3,320	$ 8,600
1.6740.111	Personnel-Part Time	$ 10,010	$ 10,010	$ 3,300	$ 6,710	32.97%	$ 4,477	$ 5,038
1.6740.401	Materials & Supplies	$ 1,000	$ 1,000	$ -	$ 1,000	0.00%	$ 26	$ 399
1.6740.426	Nutrition Food Contract	$ 17,500	$ 17,500	$ 9,820	$ 7,680	56.11%	$ 5,194	$ 8,625
1.6750.100	Personnel Services	$ 54,135	$ 55,868	$ 25,610	$ 30,258	45.84%	$ 24,486	$ 24,175
1.6750.101	Personnel-Overtime	$ 400	$ 400	$ 476	$ (76)	119.00%	$ -	$ -
1.6750.111	Personnel-Part Time	$ 42,850	$ 42,850	$ 21,785	$ 21,065	50.84%	$ 14,665	$ 15,495
1.6750.466	Call A Cab	$ 4,044	$ 4,044	$ -	$ 4,044	0.00%	$ -	$ -
Economic Opportunity & Development		**$ 417,979**	**$ 422,749**	**$ 185,678**	**$ 237,071**	**43.92%**	**$ 166,555**	**$ 182,316**
1.7110.100	Personnel Services	$ 116,055	$ 119,667	$ 24,766	$ 94,901	20.70%	$ 53,923	$ 52,287
1.7110.101	Personnel-Overtime	$ 25,000	$ 25,000	$ 13,097	$ 11,903	52.39%	$ 11,584	$ 17,611
1.7110.108	Personnel-Seasonal	$ 125,000	$ 125,000	$ 74,250	$ 50,750	59.40%	$ 81,042	$ 59,067
1.7110.109	Personnel-Park Attendants	$ 60,000	$ 60,000	$ 46,222	$ 13,778	77.04%	$ 36,771	$ 39,732
1.7110.250	Other Equipment	$ 15,000	$ 15,000	$ 13,605	$ 1,395	90.70%	$ 11,407	$ 8,332
1.7110.400	Contractual Expense	$ 32,000	$ 32,000	$ 8,681	$ 23,319	27.13%	$ 13,387	$ 7,401
1.7110.401	Materials	$ 45,000	$ 45,000	$ 34,410	$ 10,590	76.47%	$ 16,222	$ 25,381
1.7110.413	Light & Power	$ 25,000	$ 25,000	$ 7,990	$ 17,010	31.96%	$ 7,822	$ 8,869
1.7110.414	Natural Gas Charges	$ 4,700	$ 4,700	$ 292	$ 4,408	6.21%	$ 296	$ 296
1.7110.415	Water Charges	$ 26,000	$ 26,000	$ 19,797	$ 6,203	76.14%	$ 24,528	$ 15,863
1.7110.417	Building Repairs & Maintenance	$ 9,500	$ 9,500	$ 4,283	$ 5,217	45.08%	$ 6,309	$ 1,830
1.7230.110	Harbor Master-Part Time	$ 10,000	$ 10,000	$ -	$ 10,000	0.00%	$ -	$ -
1.7230.400	Contractual Expense	$ 5,500	$ 5,500	$ 1,956	$ 3,544	35.56%	$ 1,956	$ 1,956
1.7230.401	Materials	$ 15,000	$ 15,000	$ 11,234	$ 3,766	74.89%	$ 9,202	$ 2,022
1.7310.100	Personnel Services	$ 139,336	$ 140,985	$ 64,385	$ 76,600	45.67%	$ 64,206	$ 62,533
1.7310.101	Personnel-Overtime	$ 4,000	$ 4,000	$ 1,511	$ 2,489	37.78%	$ 1,448	$ 1,591
1.7310.197	Vacation Buyout	$ -	$ -	$ 3,257	$ (3,257)	0.00%	$ -	$ -
1.7310.400	Contractual Expense	$ 1,500	$ 1,500	$ -	$ 1,500	0.00%	$ 342	$ -
1.710.401	Materials & Supplies	$ 300	$ 300	$ 41	$ 259	13.67%	$ 23	$ 57
1.7310.403	Education & Training	$ 800	$ 800	$ 195	$ 605	24.38%	$ 195	$ 195
1.7310.406	Office Supplies	$ 4,000	$ 4,000	$ 1,913	$ 2,087	47.83%	$ 692	$ 1,520
1.7310.410	Printing	$ 7,000	$ 7,000	$ 3,460	$ 3,540	49.43%	$ 3,456	$ 3,441
1.7310.432	Day Camp	$ 66,500	$ 66,500	$ 61,264	$ 5,236	92.13%	$ 63,896	$ 54,816
1.7310.434	Youth Services-Reading	$ 11,000	$ 11,000	$ 3,126	$ 7,874	28.42%	$ 170	$ 1,060
1.7310.435	Rec Service-Performing Arts	$ 11,000	$ 11,000	$ 918	$ 10,082	8.35%	$ 3,650	$ 1,014
1.7310.437	Council of the Arts	$ 32,000	$ 32,000	$ 25,000	$ 7,000	78.13%	$ 25,000	$ 27,000
1.7310.455	Handicap Consortium	$ 22,000	$ 22,000	$ -	$ 22,000	0.00%	$ -	$ -
1.7310.460	Youth Baseball Leagues	$ 22,000	$ 22,000	$ 10,638	$ 11,362	48.35%	$ 10,284	$ 6,000
1.7310.483	Clay Art Center	$ 5,000	$ 5,000	$ 5,000	$ -	100.00%	$ 5,000	$ 5,000

		Budgets			Variance with Mod Bdgt		FY 2015-16	FY 2014-15
		Adopted	Modified	Actual	Amount	%	Actual	Actual
1.7310.490	New Youth Programs	$ 13,000	$ 13,000	$ 1,875	$ 11,125	14.42%	$ 1,149	$ 1,080
1.7310.502	Soccer	$ 31,000	$ 31,000	$ 31,000	$ -	100.00%	$ 31,000	$ 31,000
1.7310.509	Special Citizen Camp	$ 16,000	$ 16,000	$ 13,877	$ 2,123	86.73%	$ 14,901	$ 14,801
1.7310.510	Columbus Park Playground	$ 6,000	$ 6,000	$ 4,391	$ 1,609	73.18%	$ 3,913	$ 4,601
1.7310.514	Cub Camp	$ 6,000	$ 6,000	$ 4,534	$ 1,466	75.57%	$ 3,904	$ 4,057
1.7330.149	Columbus Spray Part-P/T	$ 17,000	$ 17,000	$ 15,503	$ 1,497	91.19%	$ 16,608	$ 14,382
1.7330.150	Day Camp Personnel	$ 85,000	$ 85,000	$ 75,177	$ 9,823	88.44%	$ 72,524	$ 70,258
1.7330.151	Basketball	$ 1,000	$ 1,000	$ 140	$ 860	14.00%	$ 120	$ 167
1.7330.152	Special Citizen Day Camp	$ 10,500	$ 10,500	$ 10,700	$ (200)	101.90%	$ 10,500	$ 10,500
1.7330.170	Youth Soccer-All 4 Seasons	$ 25,000	$ 25,000	$ 14,860	$ 10,140	59.44%	$ 19,957	$ 13,495
1.7330.172	New Youth Programs	$ 10,000	$ 10,000	$ 2,689	$ 7,311	26.89%	$ 3,413	$ 7,161
1.7330.174	Cub Camp-P/T	$ 7,800	$ 7,800	$ 7,548	$ 252	96.77%	$ 7,882	$ 6,850
1.7410.400	Contractual Expense	$ 1,002,525	$ 1,009,382	$ 501,262	$ 508,120	49.66%	$ 491,572	$ 484,090
1.7550.550	Memorial Day	$ 1,000	$ 1,000	$ -	$ 1,000	0.00%	$ -	$ -
1.7550.551	4th of July	$ 5,500	$ 5,500	$ 5,500	$ -	100.00%	$ 5,500	$ 5,000
1.7550.552	Columbus Day	$ 2,500	$ 2,500	$ 2,500	$ -	100.00%	$ 2,500	$ 2,500
1.7550.553	December Holiday Events	$ 3,000	$ 3,000	$ 1,847	$ 1,153	61.57%	$ -	$ 1,091
1.7550.554	Easter Egg Hunt	$ 1,500	$ 1,500		$ 1,500	0.00%	$ -	$ -
1.7550.555	Special Events	$ 7,500	$ 6,733	$ 386	$ 6,347	5.73%	$ 400	$ 3,605
1.7550.556	Halloween	$ 2,500	$ 2,500	$ 2,185	$ 315	87.40%	$ 2,057	$ 2,169
1.7550.557	Concert Expenses	$ 6,000	$ 6,000	$ 4,775	$ 1,225	79.58%	$ 4,830	$ 6,720
1.7550.559	Veterans Day	$ 1,000	$ 1,000	$ 1,000	$ -	100.00%	$ 1,000	$ 1,000
1.7550.562	Port Chester Day	$ 12,000	$ 12,000	$ 14,039	$ (2,039)	116.99%	$ 13,376	$ 13,801
1.7550.568	Waterfront	$ 5,000	$ 5,000	$ 672	$ 4,328	13.44%	$ 2,422	$ 895
1.7620.456	Softball & Other Adult Prog.	$ 5,000	$ 5,000	$ -	$ 5,000	0.00%	$ 533	$ 126
1.7620.459	Senior Programs	$ 1,500	$ 1,500	$ 600	$ 900	40.00%	$ 670	$ 1,160
1.7630.161	Softball	$ 4,200	$ 4,200	$ 6,937	$ (2,737)	165.17%	$ 5,842	$ 5,112
Culture & Recreation		**$ 2,129,216**	**$ 2,140,567**	**$ 1,165,288**	**$ 975,279**	**54.44%**	**$ 1,169,384**	**$ 1,110,495**
1.8010.115	Planning Commission	$ 1,500	$ 1,500	$ 273	$ 1,227	18.20%	$ 152	$ -
1.8010.116	Recreation Commission	$ 400	$ 400	$ 174	$ 226	43.50%	$ 252	$ 81
1.8010.117	Park Commission	$ 900	$ 900	$ 464	$ 436	51.56%	$ 519	$ 678
1.8010.118	Traffic Commission	$ 500	$ 500	$ 232	$ 268	46.40%	$ 231	$ 346
1.8010.119	Architectural Commission	$ 2,000	$ 2,000	$ 523	$ 1,477	26.15%	$ 1,045	$ 938
1.8010.121	Taxi Commission	$ 500	$ 500	$ -	$ 500	0.00%	$ -	$ -
1.8010.122	Zoning Board	$ 500	$ 500	$ 136	$ 364	27.20%	$ 55	$ -
1.8010.139	Waterfront Commission	$ 500	$ 500	$ 112	$ 388	22.40%	$ -	$ 131
1.8010.400	Contractual Expense	$ 1,500	$ 1,500	$ 480	$ 1,020	32.00%	$ -	$ 20
1.8010.406	Office supplies	$ 700	$ 700	$ 111	$ 589	15.86%	$ 120	$ 152
1.8010.462	Software & Systems Support	$ 1,500	$ 1,500	$ -	$ 1,500	0.00%	$ -	$ 1,129
1.8010.498	Zoning Veh & Traffic Books	$ 600	$ 600	$ -	$ 600	0.00%	$ -	$ -
1.8020.100	Personnel Services	$ 250,928	$ 254,123	$ 123,906	$ 130,217	48.76%	$ 110,880	$ 107,092
1.8020.200	Equipment	$ 5,000	$ 5,000	$ 1,512	$ 3,488	30.24%	$ -	$ (949)
1.8020.400	Contractual Expense	$ 60,000	$ 125,225	$ 18,171	$ 107,054	14.51%	$ 11,250	$ -
1.8020.400	Consultants	$ 3,000	$ 3,000	$ -	$ 3,000	0.00%	$ 315	$ 480
1.8020.403	Education & Training	$ 6,500	$ 6,500	$ 486	$ 6,014	7.48%	$ 1,035	$ 2,424
1.8020.406	Office Supplies	$ 4,000	$ 4,000	$ 797	$ 3,203	19.93%	$ 1,406	$ 1,236
1.8020.440	Postage-Planning Dept.	$ 500	$ 500	$ -	$ 500	0.00%	$ -	$ -
1.8020.462	Software & Systems Support	$ 4,500	$ 4,500	$ -	$ 4,500	0.00%	$ 2,258	$ 1,129
1.8050.400	Contractual Expense	$ 4,412	$ 4,412	$ -	$ 4,412	0.00%	$ -	$ -
1.8120.475	Stormwater	$ 4,500	$ 4,500	$ -	$ 4,500	0.00%	$ 3,695	$ -
1.8160.100	Personnel Services	$ 1,202,156	$ 1,241,289	$ 563,478	$ 677,811	45.39%	$ 581,194	$ 560,021
1.8160.101	Personnel-Overtime	$ 74,000	$ 74,000	$ 47,519	$ 26,481	64.21%	$ 46,477	$ 39,113
1.8160.106	Holiday Pay	$ 70,000	$ 70,000	$ 25,916	$ 44,084	37.02%	$ 16,048	$ 18,555
1.8160.108	Personnel-Seasonal	$ 100,000	$ 100,000	$ 74,484	$ 25,516	74.48%	$ 64,314	$ 72,336
1.8160.199	Final Retirement Payout	$ -	$ -	$ -	$ -	0.00%	$ 36,955	$ -
1.8160.237	Work Barrels	$ 4,000	$ 4,000	$ 3,742	$ 258	93.55%	$ 1,730	$ 2,712
1.8160.250	Other Equipment	$ 20,000	$ 20,000	$ 4,451	$ 15,549	22.26%	$ 6,179	$ 1,375
1.8160.401	Materials & Supplies	$ 2,700	$ 2,700	$ 1,998	$ 702	74.00%	$ 2,317	$ 1,201
1.8160.418	Transportation	$ 400	$ 400	$ -	$ 400	0.00%	$ 135	$ 189
1.8160.481	Physicals	$ 500	$ 500	$ 405	$ 95	81.00%	$ 213	$ 353
1.8180.448	Dump Fees-Solid Waste	$ 380,000	$ 380,000	$ 125,589	$ 254,411	33.05%	$ 129,960	$ 123,650
1.8180.449	Dump Fees-Organic	$ 165,000	$ 165,000	$ 41,589	$ 123,411	25.21%	$ 40,955	$ 60,611
Home & Community Services		**$ 2,373,196**	**$ 2,480,749**	**$ 1,036,548**	**$ 1,444,201**	**41.78%**	**$ 1,059,690**	**$ 995,003**
					$ -			
1.9000.801	State Retirement	$ 1,005,000	$ 1,005,000	$ 985,274	$ 19,726	98.04%	$ 1,071,230	$ 1,236,515
1.9010.801	State Retirement	$ 1,769,680	$ 1,888,605	$ 1,888,605	$ -	100.00%	$ 1,794,690	$ 1,902,383
1.9020.825	Police Pension Fund	$ 6,720	$ 6,720	$ 2,800	$ 3,920	41.67%	$ 3,360	$ 3,360

		Budgets			Variance with Mod Bdgt		FY 2015-16	FY 2014-15
		Adopted	Modified	Actual	Amount	%	Actual	Actual
1.9030.802	Social Security	$ 850,795	$ 860,430	$ 400,263	$ 460,167	46.52%	$ 425,571	$ 428,056
1.9030.810	Medicare (Employer Share)	$ 229,194	$ 231,447	$ 110,954	$ 120,493	47.94%	$ 113,393	$ 109,636
1.9040.803	Workers Compensation	$ 1,450,000	$ 1,450,000	$ 1,403,788	$ 46,212	96.81%	$ 1,364,557	$ 1,345,508
1.9050.805	Unemployment Insurance	$ 30,000	$ 30,000	$ 31,370	$ (1,370)	104.57%	$ 15,891	$ 19,386
1.9060.807	Hospital & Medical Ins.	$ 4,047,466	$ 4,047,466	$ 2,492,475	$ 1,554,991	61.58%	$ 2,249,517	$ 2,136,484
1.9060.809	Hospital & Medical Buyout	$ 130,000	$ 130,000	$ 54,766	$ 75,234	42.13%	$ 60,298	$ 60,034
1.9060.811	Medical Reimbursement	$ 170,100	$ 170,100	$ 85,926	$ 84,174	50.51%	$ 81,148	$ 81,185
1.9060.813	Employee Assistance Program	$ 7,200	$ 7,200	$ 7,110	$ 90	98.75%	$ 7,065	$ 7,065
1.9060.818	Self Pay Medical Insurance	$ -	$ -	$ (2,295)	$ 2,295	0.00%	$ 5,066	$ 4,393
1.9060.821	Self-Pay Finger Print	$ -	$ -	$ 1,700	$ (1,700)	0.00%	$ 370	$ 1,475
1.9060.822	Health Club Reimbursement	$ 7,000	$ 7,000	$ -	$ 7,000	0.00%	$ -	$ -
1.9070.804	Life Insurance	$ 22,567	$ 22,567	$ 9,046	$ 13,521	40.09%	$ 9,791	$ 10,443
1.9070.808	Dental Insurance	$ 153,147	$ 153,147	$ 87,915	$ 65,232	57.41%	$ 78,887	$ 74,667
1.9070.812	Vision Plan	$ 12,802	$ 12,802	$ 7,555	$ 5,247	59.01%	$ 5,511	$ 6,748
1.9070.819	Self-Pay Dental Ins.	$ -	$ -	$ (2,177)	$ 2,177	0.00%	$ 386	$ (749)
1.9080.826	Sec. 207A Payments	$ 27,750	$ 27,750	$ 15,097	$ 12,653	54.40%	$ 15,097	$ 14,590
Employee Benefits		**$ 9,919,421**	**$ 10,050,234**	**$ 7,580,172**	**$ 2,470,062**	**75.42%**	**$ 7,301,828**	**$ 7,441,179**
1.9901.600	Bond Principal	$ 2,875,000	$ 2,875,000	$ 1,935,000	$ 940,000	67.30%	$ 1,875,000	$ 1,930,000
1.9901.700	Bond Interest	$ 768,302	$ 768,302	$ 391,986	$ 376,316	51.02%	$ 455,814	$ 426,492
1.9720.797	BAN Interest	$ 228,508	$ 228,508	$ -	$ 228,508	0.00%	$ -	$ -
Debt Service		**$ 3,871,810**	**$ 3,871,810**	**$ 2,326,986**	**$ 1,544,824**	**60.10%**	**$ 2,330,814**	**$ 2,356,492**
Total Expenditures		**$ 38,519,869**	**$ 38,674,131**	**$ 21,540,293**	**$ 17,133,837**	**55.70%**	**$ 20,977,502**	**$ 20,744,701**
Excess (Deficiency) of Rev. Over Exp.		**$ (1,036,874)**	**$ (1,107,793)**	**$ 7,579,105**	**$ (8,686,897)**		**$ 8,194,214**	**$ 8,176,054**
1.1.5994	Transfer from Sewer Fund	$ 883,474	$ 883,474	$ -	$ 883,474	0.00%	$ 400,000	$ -
1.1.5996	Transfer from Debt Service Fund	$ 230,000	$ 230,000	$ -	$ 230,000	0.00%	$ -	$ -
Transfers In		**$ 1,113,474**	**$ 1,113,474**	**$ -**	**$ 1,113,474**	**0.00%**	**$ 400,000**	**$ -**
1.9720.699	BAN Principal	$ (126,600)	$ (126,600)	$ -	$ (126,600)	0.00%	$ -	$ -
1.9900.900	Transfer to Capital Fund	$ (50,000)	$ (50,000)	$ -	$ (50,000)	0.00%	$ -	$ -
Transfers Out		**$ (176,600)**	**$ (176,600)**	**$ -**	**$ (176,600)**	**0.00%**	**$ -**	**$ -**
Total Financing Sources (Uses)		**$ 936,874**	**$ 936,874**	**$ -**	**$ 936,874**		**$ 400,000**	**$ -**
Net Change in Fund Balance (Deficit)		**$ (100,000)**	**$ (170,919)**	**$ 7,579,105**	**$ (7,750,023)**		**$ 8,594,214**	**$ 8,176,054**

Building Department Monthly Report

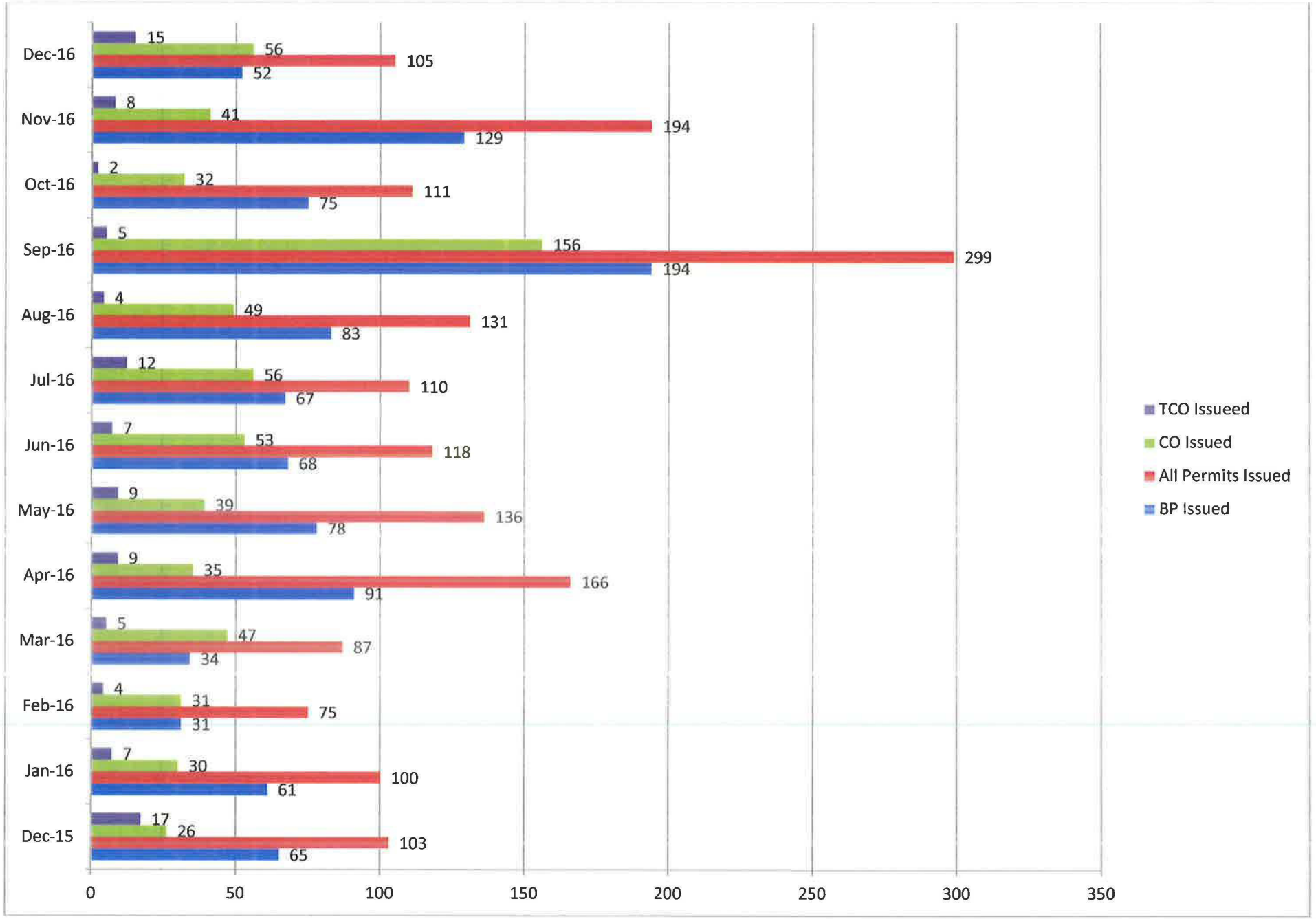
December 2016

Building Department Monthly Report December 31, 2016

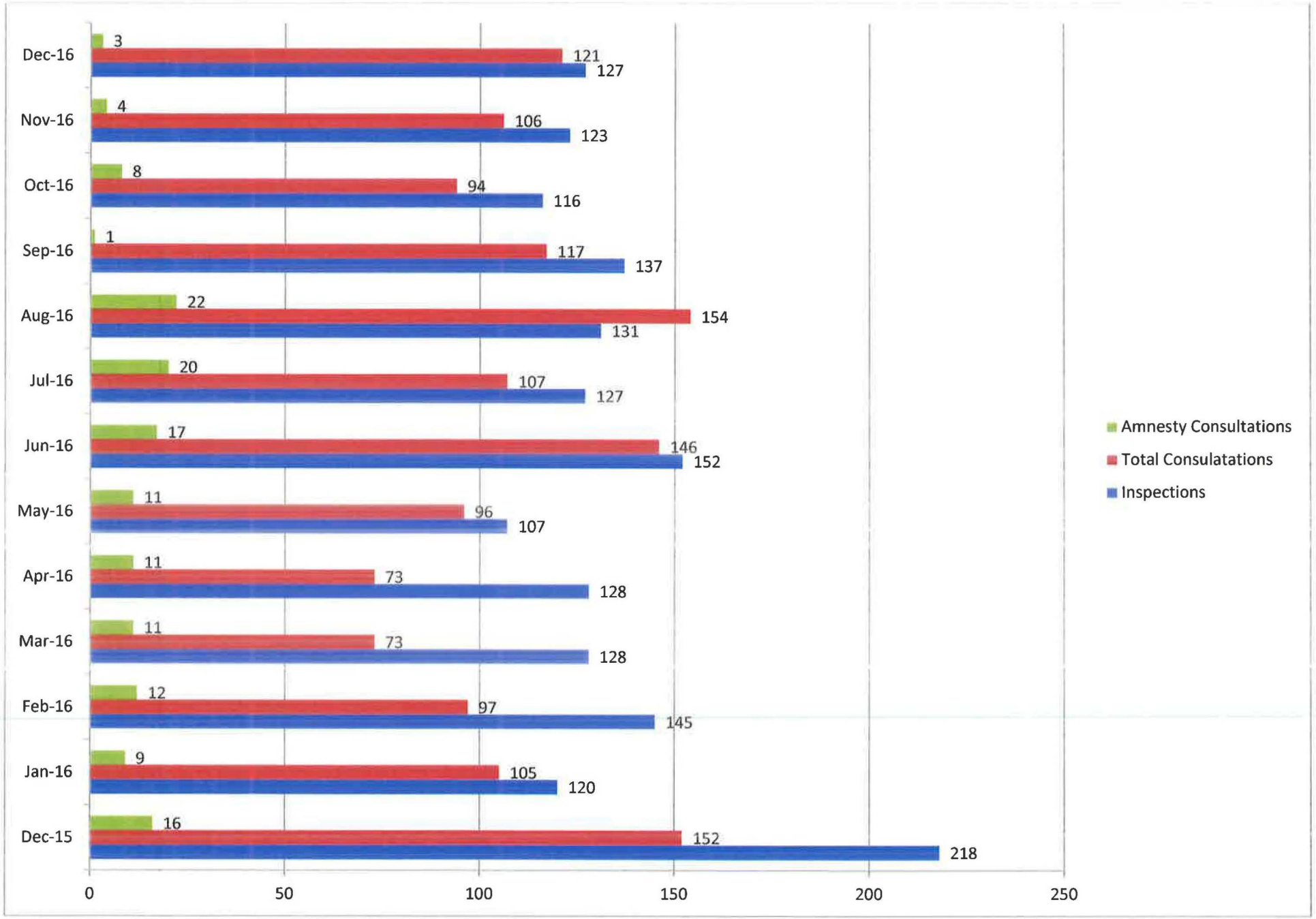
	STOP WORK ORDERS		2	
	CERTIFICATES OF OCCUPANCY		56	$9,375.00
	BUILDING PERMITS		52	$27,080.00
	PLUMBING PERMITS		33	$3,865.00
	ELECTRICAL PERMITS		20	$2,950.00
	SIGN PERMITS		1	$100.00
	NOTICE OF INTENT REVOKE		0	
	NOTICES OF VIOLATIONS		0	
	NOTICE OF DISAPPROVAL OF PERMIT APPLICATION		0	
	TANK PERMIT		9	$450.00
	PERMIT TO OCCUPY SIDEWALK		4	$1,390.00
	BUILDING PERMIT EXTENSIONS		0	
	TEMPORARY CERTIFICATE OF OCCUPANCY		15	$30,000.00
	APPLICATION FOR AMENDMENT		0	
	TOTAL		192	**$75,210.00**

	CO Searches and Foils		
	Searches-Standard = 2 $70.00/ Searches-Expedited 36 $6,200.00	38	$6,270.00
	Searches-Permit Amnesty = 4 $70.00	0	$70.00
	Foils=18 $44.50	18	$44.50
	TOTAL	**93**	**$6,384.50**

BUILDING PERMITS AND CERTIFICATES OF OCCUPANCIES ISSUED– DECEMBER - 2015 TO DECEMBER - 2016



IN OFFICE CONSULTATIONS AND FIELD INSPECTIONS - DECEMBER - 2015 TO DECEMBER - 2016



Monthly Report

December

2016

Code Enforcement

Monthly Performance Report
December 2016

Village of

Port Chester, New York

Department of Code Enforcement

Monthly Report for December 2016

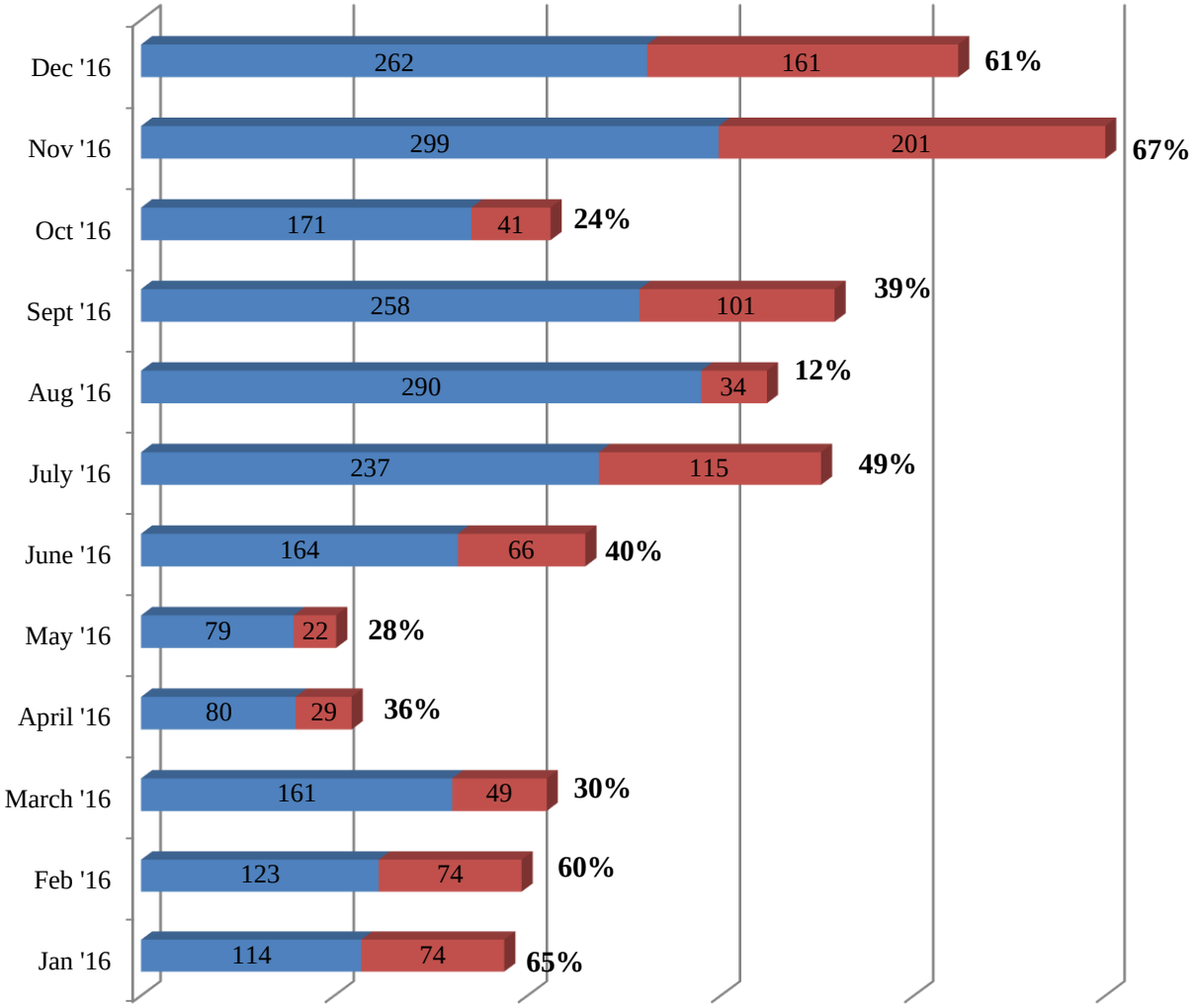
Department of Code Enforcement

Report Contents

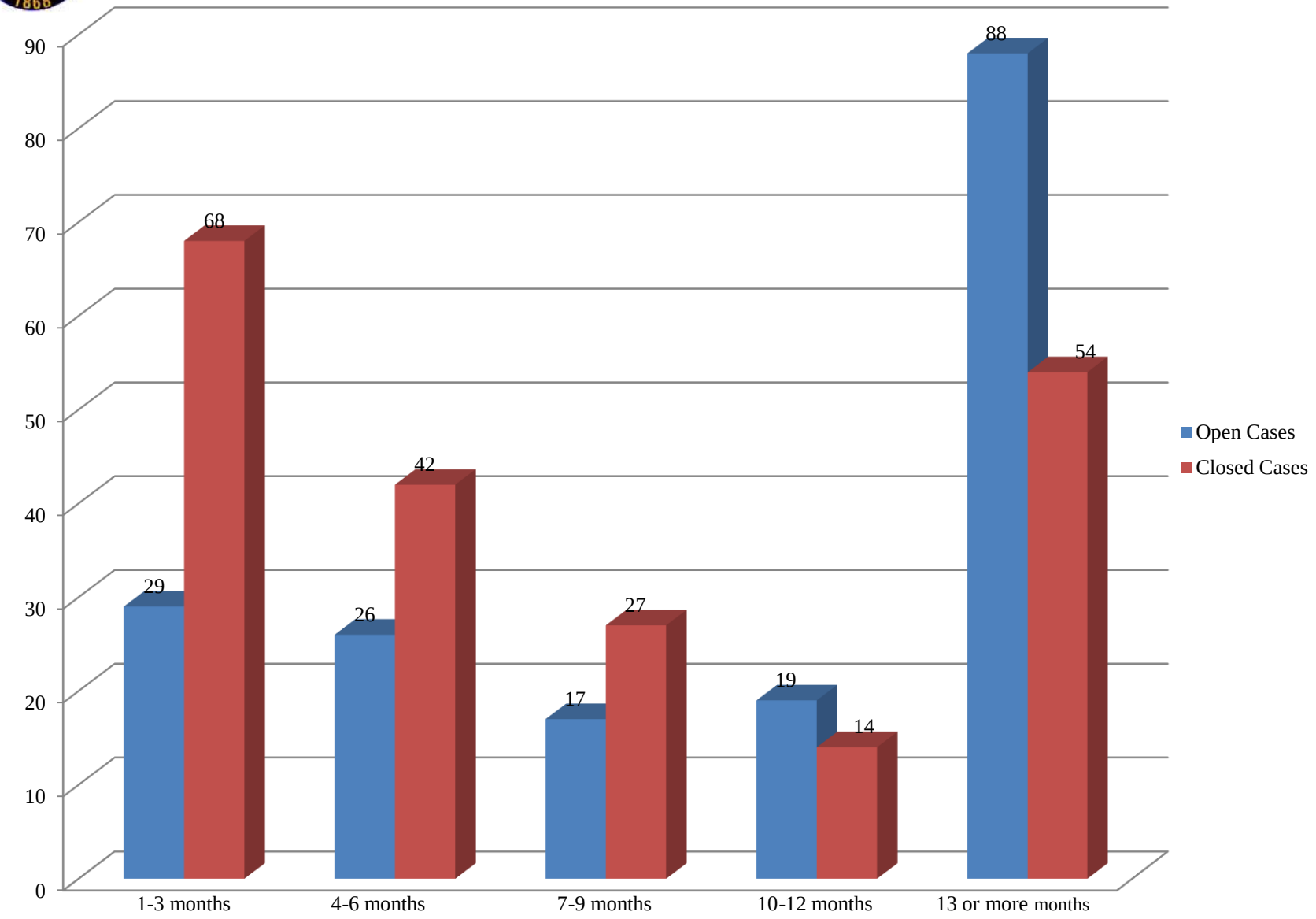
- Code Enforcement Statistics & Trends
- Fire Safety & Statistics
- Court Case Tracking/Aging
- Vacant/Distressed (Zombie) Properties
- Illegal Dwelling/Overcrowding
- Initiatives
- Administrative Notes

December 2016-Code Enforcement	
Complaints Received	**262**
Inspections Conducted (as a result of complaints)	**587**
Right of Entry Requests	**4**
Notice of Violations Issued	**165**
Illegal Dwelling, Overcrowding Complaints (IDW & OC)	**23**
Notice of Violations Issued re: (IDW & OC)	**5**
Appearance Tickets Issued	**1**
Stop Work Orders	**0**
Compliance Case Closed	**161**
Unfounded	**27**
Referred to Building Department	**0**
Referred to Police Department	**2**
Fire Safety Referral (from PCCE to FS)	**1**
Referred to DPW	**7**
Referred to Westchester County Department of Health	**0**
Referred to Village Engineer	**21**
Referred to HUD	**0**
Referred to PCHA	**0**
Laundromat Inspections	**1**
Referred to Planning & Zoning	**0**
Lack of Permit	
NOVs issued for lack of permits referred to PCBD	**3**
Total number of Vacant Properties	
Vacant/Distressed (Zombie) Properties	41
Total number of Current Vacant Properties	28
Total number of Vacant Properties now Occupied	13
December 2016 Court Cases	
Number of New Court Cases Filed this Month	**4**
Total Number of Open Court Cases	**182**

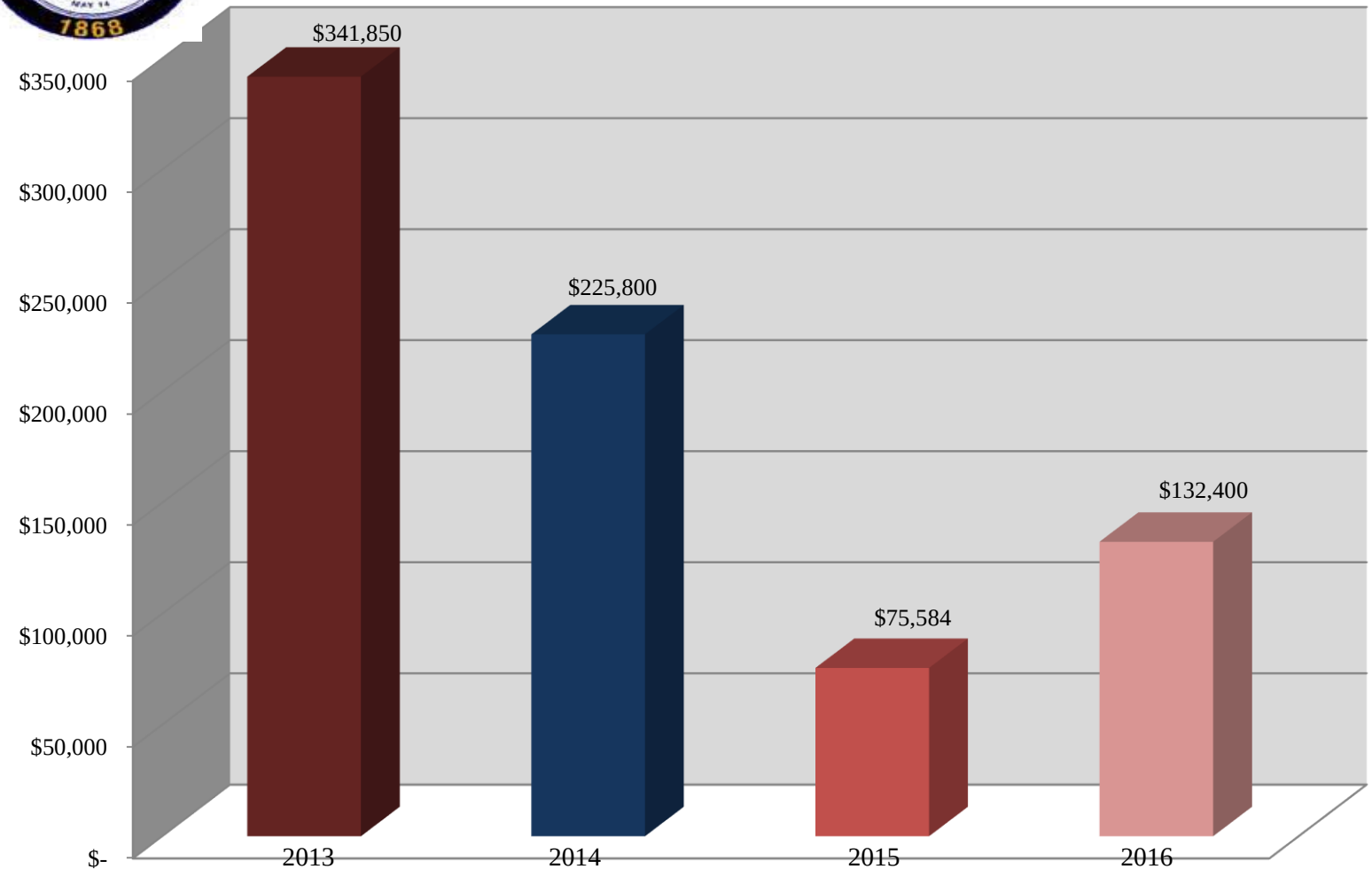
Department of Code Enforcement
Complaints Received
Janurary - December 2016



Court Case Life Cycle
December 2016



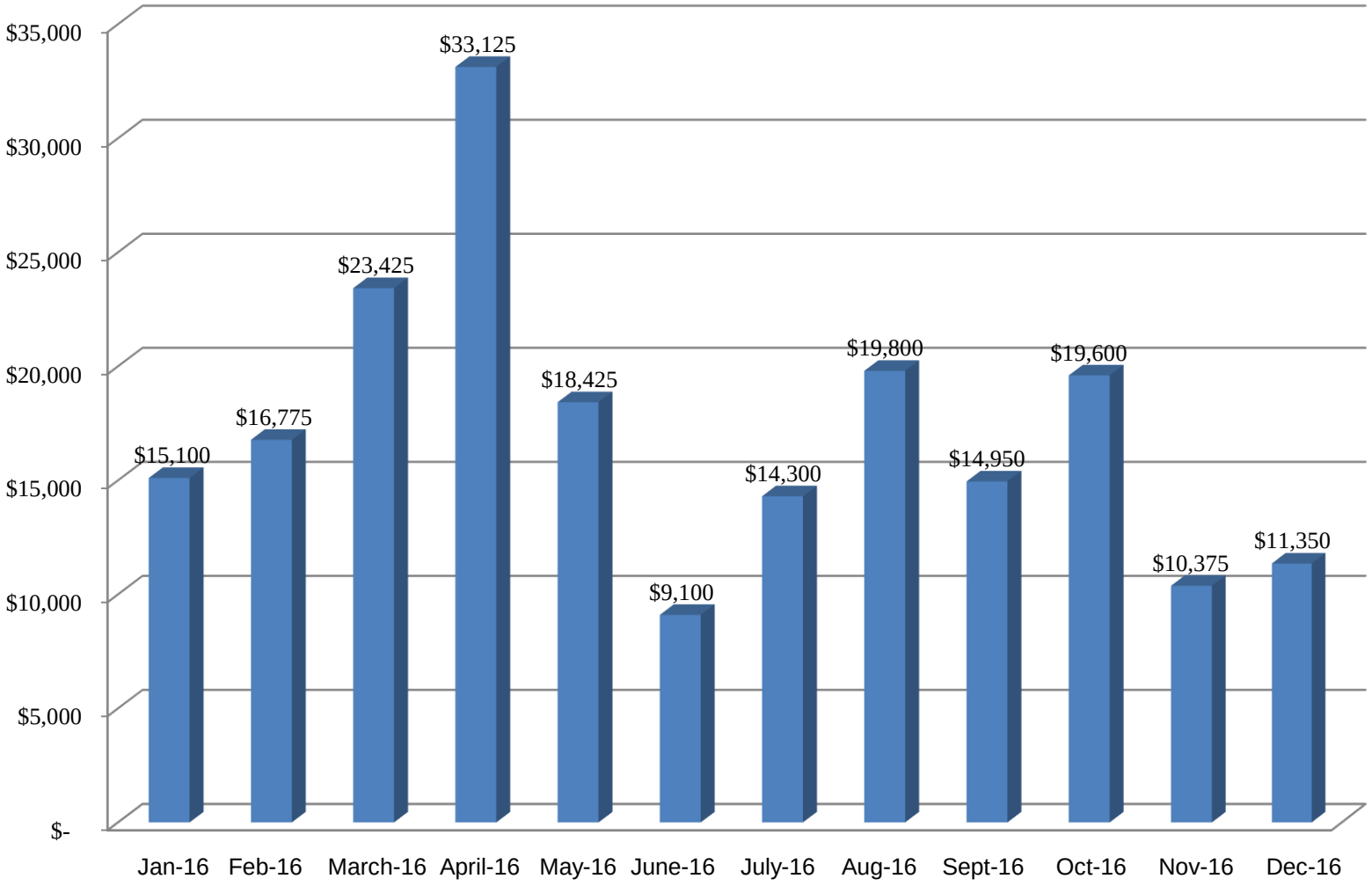
Court Fines


$341,850
$225,800
$75,584
$132,400
$350,000
$300,000
$250,000
$200,000
$150,000
$100,000
$50,000
$-
2013
2014
2015
2016

Fire Safety Program – December

Scheduled Fire Inspections Conducted	**53**
Fire Inspections Failed – NOV issued	**18**
Re-inspections Conducted	**34**
Certificates of Compliance Issued	**37**
Fees Collected	**$11,350**
Request to Conduct Fire Inspection Notices Sent Out	**51**
NOV's for Failure to Respond to Fire Safety Renewal Notice	**7**
Appearance Tickets issued	**3**
Additional Inspections	
Sprinkler/Flow Inspections	2
Sprinklers – Hydrostatic Inspections	**0**
Fire Alarm Inspections	**2**
Kitchen Fire Suppression System Inspections	**1**
Court Inspections	**9**
Stop Work Order Issued	**27**
Fire/Police Referral Inspections	**0**
Unsafe/Unfit Structure Inspections	**0**
Knox Box Inspections	**0**
Lack of Permits	
NOV's Issued for Lack of Permits	**1**
NOV's Issued for (IDW & OC)	**2**
Fire Inspections	**53**
Re-inspections	**34**
Total Fire Inspections	**87**
Additional Inspections	**10**
Grand Total	**97**

Fire Safety Fees Collected
January 1, 2016 – December 31, 2016



Department of Code Enforcement

Life Cycle of an Illegal Dwelling Use/Overcrowding Case

Summary: Each case dealing with illegal dwelling use and or overcrowding quite simply will continue until full compliance is gained. The complexity, legal issues, and expenses associated with these types of complaints lend them to a greater life span. The initial processing of such complaints from intake, investigation, issuance of an Notice of Violation, and issuance of an appearance ticket alone can consume from 1-30 man hours; and 30-90 days, depending upon the number and severity of the violations cited.

- A total of 313 Notice of Violations issued for Illegal Dwelling/Overcrowding were referred to the Building Department
- There are currently 76 such cases working their way through the court system.
- The timeliness of the disposition of the cases depends largely upon the violators willingness to comply.

Department of Code Enforcement
Initiatives

➢ Municity Implementation:

- Code Enforcement has been the Lead Department with the integration and use of Municity.
- All 2016 Code complaints have been entered into the system for tracking.
- Fire Safety Inspections are being managed and tracked through the system.
- Municity is being utilized for complaint/case investigations including and not limited to permitting, Right of Entries, Notice of Violations, Stop Work Orders, and Court Appearance Tickets.

➢ Illegal Dwelling Overcrowding

- Code Enforcement to intergrade additional enforcement procedures to advance enforcement and compliance.
- Execution of a newly developed Property Search Program (PSP).
- Implementation of the newly developed OC/IDW Sting Operation (SO).

➢ Vacant/Distressed (Zombie) Properties:

- PCCE continues to be in the forefront enforcing vacant properties.
- **Successful Execution of a Newly Developed Failure to Comply Program (FCP).**
- All cases monitored weekly.
- All complaints are recorded in Municity.
- Enforcement by issuing Notice of Violations, Court Appearance Tickets and Justice Court actions.
- Implementation of the NYS Zombie Law to assist with enforcement.
- Code Enforcement will continue to pursue the best way to enforce compliance.

Department of Code Enforcement

Administrative Notes

January 2016 to December 31, 2016.

- Code Enforcement has handled a total of **2,240** complaints.
- Total of **5,193** Inspections were conducted.
- Total of **$132,400** Court Fines levied.
- Collected **$206,325** in Fire Inspection fees.
- Fire Safety Inspections conducted were a total of **1,851**
- Fire Inspection remain consistent on a monthly basis, fees continue to be collected monthly, response to the program continues to improve.
- Laundromat Permit/Inspection Fees **$2,500**.
- Departmental transition period due to the loss of staffing to other Municipalities.
  - **Employee Retention Program needs to be developed.**
  - Currently training newly hired Full Time Code Enforcement Officer.
  - Currently recruiting for one full time Office Assistant
  - Training of replacement Staff.

ENGINEERING DEPARTMENT

Monthly Reports: December 31, 2016

Contracts:

1. PROJECTS CLOSED:
   a. 201 Grace Church Street: Completed 08/26/2016.
   b. 1 Betsey Brown: Work completed 10/27/2016.
   c. Police Station Roof Parapet Repair: Completed 08/09/2016.
   d. Edgewood Parking Parking Lot – Completed 10/06/2016.
   e. Street Resurfacing – Payments made on 12/2016
2. WORK IN PROGRESS:
   a. Fire House Apron Replacements:
      i. Fire Headquarters: 08/29/2016 Contract signed by contractor, Schedule developed. 08/30/2016 work began for reinforcing bars. 08/31 Concrete being poured, photos taken. Samples (4) taken for testing. Request sent out 09/19/2016 for results of concrete. 09/29/2016 Okayed for use. 10/17/2016 Last apron on HQ being prepared for concrete pour. 11/13/2016 Approval to use last bay. (Work Completed for Fire HQ) 12**/16/2016 request put in for payment for work completed at Headquarters by Paladino. Voucher prepared and submitted to Leonie with certified payroll ($17,588.00). Work to continue when weather permits for Station #4.**
      ii. Fire Station #4: Issue over underground oil tank under drive. 08/27/2016 Fire Chief informed me about oil tank in ground under one driveway. 08/29/2016 Law Dept. involved. Sent notice to Dolph for request to have three bids for environmental testing of soil for contamination. 09/08/2016 received estimate from NorthEast Envrionemental, Inc. for removal of one 550 gallon No. 2 Oil UST and testing. 09/19 sent email for procedure on the one bid and funding source. 10/13/2016 contract agreement sent out to Northeastern Environmental. Purchase orders prepared. 09/30/2016 Northeastern Environmental was only one to offer quote. Checked with two other companies and both refused to apply due to paperwork with municipality. Due to emergency and specialization for possible remedial work, one quote is sufficient. Week of 10/10th law dept. prepared agreement to send out to contractor. Northeastern filed for permit, question on collection of fee raised. Time is of the essence, Building Dept. issued permit 11/17/2016 and contractor schedule inspection for 11/28.
      11/28/2016 Site work for removal of tank indicated that tank was filled with water with some perforations. Some indication of black soil under. Samples taken and sent to lab (two week wait for results). DEC notified by Danny. 12/14/2016 requested update for lab results from Dan. 12/19/2016 email from

Dolph indicates positive for contamination, Work to be scheduled for remedial work in January 2017. 12/16/2016 Dolph put in report with cost fluctuation of increase and caveat of possibly more. However, contract calls for a limit on cost of project.

b. Columbus Sport Lighting - 07/11/2016 - Preparing resolution for; however, lowest bidder came in well over budget line for project. 08/03/2016 Dolph feels that cost is high due to location of poles on rock and fill. Resolution prepared for contract award. Resolution approved 10/17/2016 for additional funding. Chris working with contractor on bid. Resolution to be prepared for awarding contract. 12/19/2016 Spoke with David Jenkins and Eric regarding possible grant funding for project up to $200,000 match. Sent all data to David to proceed with submittal.

c. Broad Street and North Main Street Sewer Improvement: 07/25/2016 Sent email to Dolph about receipt of plans and specs through mail, but specs are for Buchanan. Mix up in mailing. 07/28/2016 prepared resolution, agenda memo for next meeting. 08/01 resolution adopted by BOT. 08/03/2016 sent Dolph email for electronic copies of plans to be sent to Kevin Roseman in County. Must schedule work between MTA project for traffic control. 08/17/2016 sent email to Ken at Joken for scheduling. Need performance bond and insurance, must file with County DPW and to be aware of traffic issues due to MTA. Meeting scheduled for Thursday 08/25/2016. Work on hold till CDBG funds approved. 09/06/2016 BOT approved environmental report for project. Planning placed notice in paper and project may proceed on 09/27/2016. Funding from Leonie and grant will reimburse Village. 08/01/2016 Resolution passed by BOT to award contract, 09/06/2016 BOT exempts environmental review for project. 10/19/2016 Contract signed by Joken. Dolph to schedule project after holidays.

d. Street Resurfacing: Bid Notice 06/14/2016 Bid Notice accepting bids 08/04/2016. 08/15/2016 resolution to BOT. 08/29 schedule requested from ELQ. 09/13/2016 meeting held with Dolph and Joe and Sam from ELQ. Preliminary schedule set up for ADA ramps and street restorations. Contractor to update and resubmit. Dolph will be in charge of inspections and as agent for Village and report progress to my office directly. 9/15 Joe Monteiro; be advised as follows. No milling/paving has been scheduled at this time. ELQ is waiting for a curb construction schedule and will be doing that in some streets. A schedule will be forthcoming. Stay tuned. Dolph. 10/17/2016 complaints from George Ford, etc. on work going on. Dolph attended BOT meeting, No issues brought up. Ford wants curbing ($160,000 for Quintard Dr.). Quintard being addresses for widened area near pillars facing King St. Curbing installed and area filled in. All complaints from residents were addressed. 12/2016 Payments made to contractor through Finance Dept.

3. Projects Pending:
   a. Village Bulkhead: Several meetings were held with Boswell Engineering with a presentation being made on June 7th to the committee showing alternatives and costs for bulkhead

replacement. Also the center park area was addressed and suggestions were made to making it a focal point for visibility to the public via a gazebo and flag mast with a nautical theme and to incorporate the 150th anniversary. 07/05/2016: BOT was updated by Eric on Boswell Engineering and their intent to make a presentation before them. In process with Planning and BOT. 10/13-14/2016 G&S performing exploratory work for deadmen locations. Approximately 33 feet back from bulkhead. Concrete anchors 12 - 18 inches wide by 10 ft. length. Visited site three times for photos. Langan Engineer present with G&S Rick and Dan. Notified Boswell, they will send engineer. 11/15/2016 held meeting with Boswell regarding Colony Grille proposal. They will review and comment to us shortly. 12/05/2016 BOT agreed to set Public Hearing for G&S. Must get Boswell to next meeting with solution to engineering issues. Boswell contacted 12/09/2016. McLaren changing plans to conform to our position. Will have revised plans next week. 12/15/16 requested update from Boswell. 01/06/2017 expecting plans and report from Boswell.

b. Lumen: Project: Resolution being prepared by Law Dept. 07/05/2016 Resolution being prepared for next July BOT. Monies set aside will piggy back on New Rochelle contract. BOT wants presentation for lighting effect. 07/18/2016 Resolution for contract with Lumen. Law dept. handled contract. 07/5/2016 BOT wants presentation on light intensity. 07/18/2016 Approved by BOT. 10/27/2016 sent email to Heather for update on project and request for a site inspection. 11/22/2016 meeting scheduled with Heather. Work beginning on 12/05/2016 for Westchester Ave and Grace Church Street. Meeting to be held on 12/12 with LUMEN. 12/13 counted lights on Westchester Ave. (41). Contract signed by VM and work proceeding.

c. 50/50 Program: 07/06/2016 Resolution prepared for BOT. Plan rev. 06/08/2016 07/12/2016 - Met with Tony and he is updating resolution format and has to check k with Bond expert through Leonie. 07/13/2016 Tony has package for BOT. Waiting for update from Tony. 07/27 Update from Tony received, letters updated and filed in I drive under Village Engineer along with Dolph's map and mailing labels for Clerk's Office. 07/29/2016 Dave sent letters out. 08/09/2016 went to site and photographed damage to sidewalks. Preparing Slide presentation. 08/15/2016 Presentation for BOT. 09/06 BOT adopted resolution for local improvement area.07/18 Approved by BOT 07/27 Update from Tony received, letters updated and filed in I drive under Village Engineer along with Dolph's map and mailing labels for Clerk's Office. 07/29/2016 Dave sent letters out. 08/09/2016 went to site and photographed damage to sidewalks. Preparing Slide presentation. 7/8/2016 Resolution prepared and forwarded to Tony for review. 09/06/2016 BOT approved resolution for local improvement targeted area. Bids and specs to be drawn up. Copy to be obtained from Dolph and/or Clerk's Office for past packages.

d. DPW Trailer: Since contract from vendor, they are looking into it. Tony to see if County contract is acceptable for us to use purchase order or may have to be bid. 08/03/2016 Requested contract from vendor, they are looking into it. 08/9 the notice of contract was only paperwork. Tony is reviewing whether okay to purchase order or bid new. 08/24/2016 Tony gave green light for purchase order. Purchase order prepared. 09/8/2016 Rocky gave okay for trailer. 10/24 met with Rocco at site for location of trailer, requested plans of

trailer from supplier. Extra costs for relocation of equipment for weight station; footing supports, plumbing connection for sewer and water; electrical connection feed with pole; security cameras and poles to look into truck dumpster, etc. About $8,000 left from budget. Rocco to get quotes for plumbing, electrical, etc. Leonie has funds for additional field work. Original quote from Cassone was over a year ago, had to research and request updates for temporary office trailer. 07/11/2016 – Cassone sent update for cost of trailer that was not code compliant ($31,180 plus $1,500 for ADA stairs plus $1,075 for delivery and block and level charges) and ($39,242 plus $1,500 for ADA stairs plus $1,075 for delivery and block and level charges) for one that was code compliant. I checked with other companies and Cassone has the best price. Must check for State Contract before putting in a Purchase Order. 08/01 preparing bid notice for since purchase must be bid out. 08/02 looked up County of Suffolk contract. Sent to Tony to see if okay to pursue purchase order or new bid package. 08/24/2016 Tony gave green light for purchase order. Purchase order prepared. 09/8/2016 Rocky gave okay for trailer.10/24 met with Rocco at site for location of trailer, requested plans of trailer from supplier. Extra costs for relocation of equipment for weight station; footing supports, plumbing connection for sewer and water; electrical connection feed with pole; security cameras and poles to look into truck dumpster, etc. About 8000 left from budget. Rocco to get quotes for plumbing, electrical, etc. 11/02/2016 Cassone indicates that they did not receive order form. Check files with Leonie. 12/15/2016 sent PO to Cassone. Plans to be submitted to us for planning support at site. Plans received and approved by DPW for layout.

4. 2016 Sanitary Sewer Lining and Manhole Rehabilitation Phase 4: BID 2016-09 prepared by Dolph for 12/13/2016 opening day. 8 bidders, Green Mountain Pipeline Services lowest bid at $2,512,745.00. Dolph to prepare letter to award.
5. CMOM meeting held with Tony, David, Rocco, Leonie and Dolph. Dolph has prepared a report for compliance for maintenance of infrastructure for clean discharge into Byram River. DPW to set up schedules for operations of systems, document actions taken for maintenance, repairs, replacements. Set up program for records keeping instead of just log sheets for complaints. Tony to update report prepared by Dolph and will get copy from him.
6. CON EDISON: Meeting held 12/14/2016 discussing future work of Con Ed with Gas lines. Work with paving of streets to be coordinated. Issues raised of work on Westchester Ave and Broad Street with MTA, Bus routing, locations of schools, Post Office, Fire Houses, work proposals for Sewer lines on Broad. Also, future work by MTA near Broad Street and construction projects pending. Will do a walk through for each site before work commences with DPW, Police, etc. Also sent Con Ed notice to pay past due costs for street work. Sent to Lou Vingo who forwarded it to personnel for action.
7. Sewer Rentals: Applications have been reviewed and notices sent out to property managers and utility companies for additional data to justify requests. Neri application has been reviewed and recommended approval based upon records, engineering report and inspection of facilities.

Traffic Studies:

07/28/2016 Purchase order signed for Adler. Adler notified Heather for events that would be planned for summer. Traffic Study for Parkway Drive: 07/11/2016: Preparing Purchase Order for Traffic Study with Adler for Parkway Drive. Informed Joe G. on progress. 07/20 agenda meeting, Tony checked proposal, must alter to be consistent with meeting charges of Adler. Chris wants project performed by Traffic engineer and only wants report at this time. Sent emails to five traffic engineering firms for est. costs. Adler appears to be within reason at $2,950.00. Engineering funds indicate $20,000.00 from which costs are charged from planning in some instances, etc. Prepare purchase order for Chris. 07/25/2016 Adler resubmitted proposal with changes per Tony. Tony to review and inform me of approval. 07/27 Okay from Tony. 07/28/2016 Purchase order signed for Adler. 08/10/2016 email: We received authorization to proceed on August 3rd. Coordination of data collection then began. Automatic Traffic Recorders are being installed tomorrow and turning-movement traffic counts will be collected on Saturday, August 13. We will then reduce the data, look for nuances of the data, interpret the results, come to conclusions about the possibility of changing Parkway Drive from a two-way to a one-way street and prepare a draft report for the Village's review by the end of August /first week in September, depending on the complexity of the analyses. Bernie 9/16/2016 Traffic Study submitted from Bernie. Meeting to be held with Mike and Joe G. 9/20/2016. 10/05/2016 Presentation made to BOT. Get police reports from Chief. Get email from Mike from Fire Dept. 10/17/2016 BOT meeting. Hearing to be scheduled again at next meeting 11/07 after Martello and Gianfrancesco states reasons for change. BOT wants letters sent out to neighbors. 11/07/2016 meeting, Joe G. made presentation to Board regarding safety of pedestrians. Gene objected and wanted a FULL TRAFFIC ENG. Report throughout entire Village. NO ACTION TAKEN.

TRAFFIC ENGINEER HIRED: RESOLUTION 2016-07 AWARD TO AKRF 12/19/2016. AGREEMENT SIGNED 12/15/2016.

1. Referred Wesley and Neuton Avenue study over to AKRF on 01/05/2017.

Grants:

1. Clean Water Grant: Engineering section complete for Eric and proposal submitted by the June 20th deadline.
2. RDRA (Regional Development Resources Award) More than $700 M given out. December awards made NO provision for Port Chester while granting funding to other communities. Money had been requested for the Bulkhead and promenade for downtown and to protect the Byram River.
3. Long Island Sound Fund: Eric has been working with Lenny for additional funding for our sewer improvements. 11/14/2016 Village awarded grant.
4. Clean Energy Community Program for Hudson Valley Regional Council. 01/04/2016 met with Eric, Kevin, Dan, Andrea, David and Carla on various programs to obtain grant ($100,000). Must

pass four thresholds to qualify: Benchmarking; High Impact Actions (LED lights); Energy Code Training; and Clean Energy Upgrades. Possible Energize NY Finance.

Other Projects:

MTA: Elevator Installation at Westchester Ave. 06/17/2016 Met in Field with MTA, County for Preparations and traffic control. Bus Company present. Discussion centered on relocation of Bus Stop and traffic control. Matter sent to Kevin of the Westchester County DPW for recommendations. 07/26/2016 Kevin sent plan for traffic control. Good Morning: On behalf of Metro North Railroad we will be performing the Upgrades to Port Chester Train Station. AD-Tech kindly requests an email copy of the Permit Application & any other corresponding documents that will be required to obtain the Work Permit.

We had our Kickoff Meeting with the contractor, Ad-Tech Enterprises, who will be performing the work on the Port Chester Station Elevator Project.

The first phase of the project will be to demolish the Auto School Building at 127 Westchester Ave. Included in this work is to disconnect and cap the gas, sewer, and water lines to the building. The locations of the utilities are very close to the sewer line work at Westchester Ave and Broad Street. Our contractor is responsible for requesting the permits required for the work. They are looking to start demolition in early September. Attached DWG MPT-002 shows the MPT plan for the work.

The next phase of the work is to excavate and install the elevator for the station. This work should begin in approximately November 2016. Attached DWG MPT-001 shows the MPT plan for the work. I do not believe that this work will interfere with the sewer line work.

Additional information on the schedule for the sewer line work is greatly appreciated. 06/17/2016 Met in Field with MTA, County for Preparations and traffic control. Bus Company present. Discussion centered on relocation of Bus Stop and traffic control. Matter sent to Kevin of the Westchester County DPW for recommendations. 07/26/2016 Kevin sent plan for traffic control. Good Morning: On behalf of Metro North Railroad we will be performing the Upgrades to Port Chester Train Station. AD-Tech kindly requests an email copy of the Permit Application & any other corresponding documents that will be required to obtain the Work Permit.

In addition, here's the latest update on the capital work taking place at Port Chester:

1. East Broadway Temporary Ramp to the outbound (to CT) platform was placed in service on Friday, October 7th. This ramp was required so customers could have another access point to/from the outbound platform while the elevator is under construction.
2. We completed the demolition of the old Port Chester Auto School building on Friday, October 14, and in place of this structure we are adding a new ADA ramp on our property which will improve access to/from the station and Westchester Avenue. The ADA ramp construction is

now underway and will continue concurrently with the elevator construction. (Ramp construction is anticipated to be completed in December.)

3. Our contractor received County permit approval on October 13 for installation of detour measures on Westchester Avenue in preparation for the elevator construction. Yesterday, the contractor began to install the detour measures and will be completed by Friday October 28. They include installation of the following:
    - Temporary crosswalk with handicap accessible curb cuts.
    - Temporary roadway lane striping on Westchester Avenue to accommodate the elevator construction work zone.
    - Temporary pedestrian and remote controlled RRFB's (Rectangular Rapid Flashing Beacon).
    - Temporary pedestrian detour signage.
    - Temporary sidewalk closure barricades to establish elevator construction work zone.
    - Temporary closure of the Westchester Avenue staircase to the outbound platform.
4. Temporary bus stop relocation for the Westchester Bee-Line Bus No. 13 to the corner of Westchester Avenue and North Pearl Street will be in service on Monday, October 24.
5. Construction for the new elevator will commence on Monday, October 31, starting with the demolition of the existing Westchester Avenue staircase and continuing through June 2017.
6. New Port Chester station outbound elevator anticipated to be in service in July 2017.

Complaints:

1. Fox Island Issue: 102 Fox Island Rd whether public or private road: Police concerned over parking of vehicles. Tax map shows public ROW however, court case of Juan Carlos vs Port Chester was in Harrison Court where courts may have stated that property is not Port Chester. 7/22/2016 Recent Court decision that property belongs to the Village.
2. Complaints on Roadwork resurfacing on several sites Quintard, etc. Meetings with ELQ and Dolph on projects. Issues resolved.
3. Upland Ave and King Street: 12/8/2016 problems with ponding on Con Edison's transfer station on corner. Water back up to residence home next lot. Discovered problem to be broken pipe within State right of way. State notified and will address issue. 12/13 State indicated that that is not their jurisdiction.
4. King Street: 12/13/2016 Manhole cover dislodged and rim broke due to heavy truck. No record of who did it. Rocco put plate over and Danny met with us to have emergency measures taken with ELQ. Work begun to replace. Must prepare purchase order when bill is received.
5. 12/13/2016 Complaint from 42 Burdsall Road about not having a curb IFO his house. Annoyed that neighbors had theirs "replaced".
6. 12/14/2016 Meeting with Con Edison regarding 2017 Gas line – directed Con Ed to check vault located near 18 King Street (deteriorated) and Pole in front of 131 Wilkins Ave. that was struck by vehicle.

Planning Reviews (Applications referred to my office for review and comments):

1. 601 North Main Street
2. 531 North Main Street
3. 115 Pearl Street
4. 999 High Street
5. 314 & 316 Boston Post Rd
6. 82 Fox Island Rd.
7. 139 South Main Street
8. 202 South Regent Street
9. 167 Irving Ave.
10. 136-194 South Main Street
11. 169 Terrace Ave.
12. 316 Westchester Ave.
13. 21 Willett Ave.
14. Abendroth Ave. Colony Grille
15. 16-18 North Main Street
16. 531 North Main Street
17. 138 South Main Street - Auto Zone construction. 09/14/2016 Meetings held for sidewalk safety with Building and Police Dept. Demolition on State Road. Permit 20160858508 obtained from State DOT. 09/06/2016.
18. 66 Exchange Place - 11/2016
19. 520 North Main Street – 11/2016
20. 136-194 South Main Street
21. 528 Willett Ave.

Planning Dept. Meetings with issues:

1. 06/2016 Location on Main Street and Westchester Ave Retail D. Robert Martin Developer and associates came in to discuss issue regarding an underground drain cutting across their parcel known as the Bulkley Drain for Bulkley Brook. Developer wants Village to take responsibility for drain and determine condition. Records are being researched to determine if the drain is private or public domain and if any easements are in existence. Discussed issue with Tony and referred to Clerk's Office for any past records. So far, nothing relevant. Tony recommends that a title search be done. Responsibility to determine what exists and how to structurally remedy the situation. All facts must be obtained prior to meeting for a solution and position respecting the Village.
2. Colony Grille: Issues respecting location of Bulkhead tie-backs respecting building foundation and method of installation of piles.

3. G&S Vacant Lot on Westchester Ave. and Abendroth: 08/08/2016 A review of the approved site plan dated 02/09/2005 prepared by Langan Engineering and Environmental Services for the Drawing Title "Overall Grading and Drainage Plan" for the Modified Marina Redevelopment Project. Drawing No. 21.01 indicates the following notation respecting the existing underground culvert located within the footprint of the proposed building on the site between North Main Street and Abendroth Avenue and bordering Westchester Avenue: ***"Any portion of the culvert which is found to be damaged as a result of the development project will be qualified by video inspection and repaired by G&S Port Chester as necessary.*** "In my opinion, it is the responsibility of the developer to determine the culvert's condition and affect any damage repairs resulting from construction activity on this site. Meeting held with G&S, McLaren, Rock, Eric, Tony regarding their proposal to build over Buckley drain. Design was adequate, but did not address repairs to drain. Video performed by G&S and sent copy to my office. Requested cost analysis to repair drain and method of repair from McLaren.
4. The Marina: Researching utility lines with Con Ed for underground vs. applicant's request to relocate across the street. 7/11/2016 - Spoke with Mr. Luigi Vingo (Public Affairs Manager) who is familiar with the project and their position is that both proposals for either underground or relocated poling across the street are both acceptable. The person who originally managed the layout is no longer in the area. Luigi was present at the meetings and the alternate layout was requested since going underground was too expensive. Regarding safety Con Ed has no objections to either plan. Both are acceptable and the choice remains with between the contractor and Village. Preparing analysis as the Village Engineer and Con Edison's position for Planning. 07/12/2016 – Received slide point presentation from Cuddy and Fedder showing both proposals and costs. 07/13/2016 prepared comments for Planning Commission.
   08/02/2016 Planning requested additional information regarding Con Edison's position. Tried contacting Con Ed and they are not willing to take a position in this matter. Chapter 312 was found in the Village Code which indicates BOT's position of underground utilities that was approved back in 1987. Documents also indicate that G&S would be responsible for culvert.
5. Pre-Meeting scheduled for concept review of Westchester and Main Street project 11/17/2016.

Building Dept. Reviews (Applications referred to my office for review and comments):

1. 54 Haines Ave
2. 2 Barrett Lane
3. 217 Westchester Ave.
4. 474 Westchester Ave.
5. 142 Grandview Ave.
6. 2 Rockledge Abe
7. 62 Breckenridge Ave.
8. 33 New Broad Street
9. 45-47 Eldridge Street

10. 1 Shore Road
11. 2 Rockland Ave.
12. 211 Irving Ave.
13. 152 King Street
14. 2 Rockland Ave. Revision
15. 1 Shore Road Revision
16. 211 Irving Ave. (Outdoor Seating)
17. 152 King Street
18. 138 South Main Street (Demolition Plan)
19. 169 Terrace Ave
20. 316 Westchester Ave.
21. 21 Willett Ave. The Mariner report
22. 152 North Main Street
23. 155 North Main Street Inspection
24. 142 Grandview Ave.
25. 474 Westchester Ave wall
26. 2 Barrett Lane
27. 54 Haines Ave drainage
28. 217 Madison Ave.
29. 315-325 King Street
30. 155 North Main Street
31. 120 North Pearl Street
32. 82 Putnam Ave. 2nd review done with architect and owner 12/13/2016
33. 12/15/2016 Checking 43 Leicester Ave for CO clearance. Issues with roof drainage and grading. Plans do not show how roof drainage is being directed into cultic system in rear. No sections for short retaining walls (Landscaping walls).
34. 537 Willett Ave. Drainage for site.

Street Opening Permits:

DPW - Street Opening Permits: 227 permits issued for street openings, sidewalk repairs, etc. including Con Ed and Suez Water.

Dolph Rotfeld Engineering, P.C. (Village's Consultant):

Locust Ave bid for catch basin. Issue of where funding should come from and why this was not a change order for PCI instead of hiring Joken for work.

2 Putnam Rd: Emergency Force Main Repair by Peter Landi in June 2016. Meeting with Village Manager to discuss approval for work completed and payments to contractor for this and Edgewood Park on 10/25.

Pre-construction meetings with numerous capital projects for road resurfacing, sewer replacements, site work during operations, etc.

September and October: Road resurfacing work underway for 2016. ELQ.

09/27/2016 ADA ramps: Several sites had to be redone due to poor workmanship by ELQ. DPW and I reviewed sites and notified Dolph and ELQ that work was not acceptable. Dolph ordered ramps replaced.

Administrative and Legislation updates:

Preparing updates to street opening permit applications and to revise fee schedules for reviews from Planning and Building. Also, to update and modify fees for work within the right of way. Preparation of revisions to Fee Schedule to be completed week of 08/01/2016. Revisions proposed to several chapters of the code to authorize fees. Changes to Chapters 151-4F Building Code Admin.; 345-79; 281-6B (1) Stormwater Management; and 175 Fees and preparation of Low Impact Development and Stormwater Management.

09/06/2016 BOT approved resolution for public hearing to amend local laws for Village Engineer. Law preparing for BOT amendments to Sections 49, 345 and 175 for Engineering Permits.

Meeting scheduled with Law Dept. on Street Fees 11/18/2016.

Meeting to be scheduled for Municity, preparing Engineering Permit and Street Opening Permits for programs.

Meetings held with Kevin to prepare Engineering Permit Form to be added to Municity. Costs to be taken in by Bldg. Dept. for engineering referrals.

VILLAGE OF PORT CHESTER
DEPARTMENT OF PLANNING & ECONOMIC DEVELOPMENT

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ACTIVE PLANNING AND DEVELOPMENT INITIATIVES (January 2017)

PLANNING

INITIATIVE	SUMMARY	STATUS
G&S – Redevelopment of Retail "D"	Redevelopment proposal to amend the Marina Urban Redevelopment (MUR) Plan and Section 345-67 of the Village Code to create a mixed use project.	Zoning text amendments were adopted at the April 4, 2016 BOT meeting. The next step would be site plan review at the BOT once the Applicant submits a proposal.
G&S – Colony Grill	Proposal to construct an approximate 5,500 s.f. restaurant in the Marina Redevelopment Project Urban Renewal District (MUR).	The Applicant provided plans for informal review on July 15, 2016. The Applicant presented the project at the August 15, 2016 meeting. At the September 6, 2016 meeting, the Board accepted the project as complete for review, referred it to the Planning Commission, Waterfront Commission, and Westchester County Board. Staff and Boswell Engineering are working with the Applicant to answer questions related to the construction of the building and its potential impact on the bulkhead and parking lot. The project appeared before the Planning Commission at its September meeting, with a public hearing at the Planning Commission on October 24, 2016. The Waterfront Commission found the project to be consistent with the LWRP at its October 27, 2016 meeting. The Board will hold a public hearing for January 17, 2017.

Redevelopment of the former United Hospital Site (Starwood)	Mixed-use redevelopment proposal for the former United Hospital site located within the Village's PMU Planned Mixed Use District to permit: 500 "Millennial" housing units, 240 age-restricted housing units, an approx. 138-key limited service hotel, 100,000-200,000 square feet of medical office, approx. 90,000 square feet of retail, ample public and green space, and improved access to Abendroth Park.	Staff, AKRF, SPR, Adler, and Dolph have provided comments and will continue to review towards completeness. Staff has been discussing the project with AKRF and SPR on a routine basis to keep forward progress and to answer specific questions of the Board. In addition, Staff has been coordinating with NYSDOT on their review of the project. Staff, AKRF, and SPR provided a memorandum highlighting the outstanding issues related to completeness on October 13, 2016, with a corresponding memorandum from Dolph from October 11, 2016. Staff met with its consultant, the City of Rye, Village of Rye Brook, NYSDOT, and the Applicant on October 20, 2016 to discuss traffic issues. A revised version of the pFEIS was submitted on November 14, 2016. Staff and its consultants presented the status of the project at a November 29, 2017 special meeting and were present at the December 19, 2016 Board meeting to discuss FEIS completeness. Staff and its consultants will be present at a special meeting on January 10, 2017 to discuss FEIS completeness. Next steps would include a public hearing, Environmental Findings, and eventually a determination on the proposed zoning.

Project Proposal Forms	Intake and processing of proposals which may require review by the Planning Commission, Zoning Board, and Waterfront Commission.	On-going. Allow for tracking market trends relative to zoning provisions. Staff continues to intake PPFs, schedule pre-submission conferences, and generally discuss potential projects with prospective applicants.
LWRP Coastal Assessment Forms	Intake and processing of proposals that require review by the Waterfront Commission.	On-going as part of the site plan approval process.
Lot Line Adjustment Forms	Intake and processing of proposals that require a lot line adjustment.	On-going. First application with the new forms and procedures was processed in April 2016. Met with applicant in November 2016 regarding potential second lot line adjustment.
Planning Workshops	Workshop meetings with the Planning Commission to discuss various topics regarding the implementation of Comprehensive Plan recommendations and zoning amendments for BOT review.	On-going. A workshop on the post-Planning Commission approval process and site plan triggers occurred on January 9, 2017.
Wireless Code	Update the Village's Wireless Code to reflect Federal Regulations and recent changes in technology.	On-going. Short-term zoning amendments were adopted at the August 1, 2016 BOT meeting. Staff is drafting proposed amendments to the remainder of the wireless code.
Micro-Alcohol Establishments	Zoning text amendments to possibly permit non-bar, alcohol-related establishments within particular districts within the Village.	The Board adopted the zoning at its September 19, 2016 meeting. Per Board direction, staff is investigating adding such uses to the MUR District and will report back to the Board.
Westchester County Route 7/13 Transit Analyses	Study by Westchester County Department of Transportation and Public Works regarding potential changes to Routes 7 and 13.	Staff has attended three stakeholder meetings/public workshops held by the County and will continue to provide input when necessary.
Coordination with Village Engineer and Building Inspector	Streamlining process to review development applications.	On-going. A meeting between the Director of Planning, Village Engineer, and Building Inspector is planned on a monthly basis.

Form-Based Code	Preparation of Village Form-Based Code, Build Out Scenario, and GEIS.	Awaiting funding source and go-ahead.
Census Re-Evaluation	Apply to the U.S. Census Bureau to recount population and other census units.	Staff discussing with Village Manager.
Village Consulting Services RFP	Preparation of RFPs for specific consulting services to the Village: Traffic engineering and radio frequency	New traffic engineering and radio frequency consultants selected at the December 19, 2016 Board of Trustees meeting.
General Inquiries	Coordination with private developers and other interested parties on development opportunities within the Village.	On-going. Staff meets with developers and other interested parties regarding development opportunities in the Village on a regular basis. This coordination is both as the Department of Planning & Economic Development and in support particularly of the IDA. In addition, staff coordinates with such agencies as MTA/MNR and Westchester County to facilitate development opportunities.

GRANTS

INITIATIVE	SUMMARY	STATUS
Grant Writing Services: Millennium Strategies, LLC	A major priority of the village continues to be grant application submissions throughout local, state and federal sources. A professional grant writing firm to augment services provided by village staff bolsters successful applications.	Millennium and staff continue to assess upcoming grant opportunities. The Department is currently working with Millennium Strategies on a number of applications due in 2017. This coordination included a meeting with Millennium Strategies on December 13, 2016 to discuss the status of 2016 applications and upcoming 2017 applications. Millennium and staff are actively pursuing other grant opportunities, including the NYSDEC Urban Forestry Program, Transportation Alternatives Program, New York Main Street Technical Assistance, NYS EFC, Preserve New York, Boating Infrastructure Grant, LGRMIF, and US Soccer Grants.
Dept. of State Grant: Local Waterfront Redevelopment Plan (LWRP) Update	Application, management and oversight of awarded 2013 Department of State Local Waterfront Revitalization Program grant for LWRP document updates. The most recent version of the LWRP was adopted in 1992 with amendments adopted in 1999.	Staff continues to work with NYSDOS to update the LWRP. The Waterfront Commission voted in favor of proposed changes at its meeting on December 14, 2016 with some minor revisions to the language. Staff sent these revisions back to NYSDOS. Once they are satisfied, a draft of the LWRP will be made available for a 60-day public comment period. After that 60-day period, the Village would be able to adopt the LWRP locally; the State and Federal adoption of the LWRP would take longer, but would not impact our ability to evaluate projects.

Dept. of State Grant: Bulkhead Design and Construction Documentation + Permits	Application, management and oversight of awarded 2013 Department of State Local Waterfront Revitalization Program grant for the repair of the collapsed bulkhead with new public activity platform: implementation of final design and construction documentations plus all applicable permits for the collapsed bulkhead. Application, management and oversight of other applicable local, state and federal grant opportunities.	The BOT established a project advisory committee per DOS contract agreement. The Steering Committee presented 3 design alternatives to the Board at the August 15, 2016 BOT meeting. Boswell forwarded the 3 design options to the NYSDOS. NYSDOS had a conference call with staff and Boswell on September 21, 2016 and indicated that the third option (the Village's preferred option) would be the easiest to permit and provided additional suggestions. Next steps are: • Detailed design plans (60%) are anticipated prior to the January 17, 2017 Board of Trustees meeting. Boswell would then submit to NYSDOS for review. • NYSDOS would then review/approve for permitting. NYSDOS then distributes to NYSDEC, Army Corps of Engineers, and Connecticut DEEP for permitting review/approval – maximum of 6 months. • Boswell is working on the environmental component of the permitting in advance of that review cycle. It is anticipated that by the January 17, 2017 Board of Trustees meeting, Boswell will have updated its design drawings for the bulkhead and will have submitted them to NYSDOS for their review.

New York State Community Development Block Grant (CDBG) Funding	State funding through the Office of Homes and Community Renewal (OHCR) including housing, public infrastructure, public facilities, economic development, etc. Total funding allocated for Westchester Communities is $4.1 million.	Awarded. Staff working with OHCR and Dolph to ensure that work performed for the Senior Center and on the sewers is reported correctly under the CDBG program.
New York State Environmental Facilities Corporation (EFC) – State Revolving Fund	New state program to facilitate the replacement and repair of wastewater infrastructure and to fund projects that will result in the greatest reduction in risk to public health. Eligible projects include rehabilitation of wastewater treatment plants, repair/rehabilitation of sanitary sewers, and energy efficiency upgrades to wastewater treatment plants.	Staff, working with Dolph and Millennium, submitted an application on June 20, 2016. Staff worked with EFC on providing additional information. Although the Village did not receive funding during this round of awards, the Village is favorably positioned for the next round. The EFC anticipates that Round 3 applications will open in Spring 2017.
FEMA	In 2012, Super Storm Sandy swept through the region and inflicted damage on many communities. FEMA provided federal funding to reimburse communities for their cleanup efforts, including material costs and labor hours.	Village has 2 open projects, one for debris clean up and one for generator operation. Staff has submitted final closeout paperwork to FEMA.
150th Anniversary	Proposed formation of a steering committee to complete specific beautification projects in anticipation of the Village's150th anniversary in 2018. Possible projects include: • Streetscape improvements • Area branding • Placemaking Charrette • Historic preservation designation • New/improved greenspace and/or bike and pedestrian amenities • Area-wide programs/events/initiatives	Port Chester was awarded a $10,000 grant under the Empire State Development – Market New York program. The grant focuses on promotional strategies to regionally market Port Chester in light of the village's 150th anniversary in 2018. Staff has met to discuss issuing a RFP and steps moving forward. Based on discussion at the BOT, staff developed a press release calling for volunteers for a 150th Citizens Advisory Committee. The RFP is anticipated to be issued early in 2017.

Long Island Sound Futures Fund	Program through the National Fish and Wildlife Foundation (NFWF) to develop and implement local planning projects that improve the health and ecosystem of the Long Island Sound. Eligible project subcategories include 'Clean Waters & Healthy Watersheds', 'Thriving Habitats and Abundant Wildlife', and 'Educating to Engage Sustainable and Resilient Communities'.	The Village received $47,000 with $47,000 in matching funds to develop a green infrastructure operations manual and prepare conceptual designs and costs for green infrastructure projects. The project will enhance the ability of the community to reduce urban stormwater runoff and flooding and environmental green infrastructure projects village-wide.
NYSERDA Climate Smart Communities Program		The Village and its grant consultant Millennium Strategies, Inc. met with Carla Castillo of the Hudson Valley Regional Council and established a short-term plan for the Village to complete two more high-impact actions in order to become eligible for up to $100k in grant funding through the Clean Energy Communities Program. Four high-impact actions are required in order for communities to be eligible for Climate Smart Communities funding.

ENVIRONMENTAL PLANNING

INITIATIVE	SUMMARY	STATUS
FEMA Emergency Management Planning	The Federal Emergency Management Agency aims to build, sustain, and improve our capability to prepare for, protect against, respond to, recover from, and mitigate all hazards. The Village is currently undertaking an action plan for hazard mitigation and resiliency planning, and staff will continue working with FEMA to execute proper procedures concurrent with local, state, and federal objectives.	Staff attended a public meeting on June 7, 2016 regarding a potential upcoming FEMA study in the region. Staff will continue to work with FEMA to execute high standards for public safety as related to disaster mitigation.
Hazard Mitigation Planning (Countywide Plan)	Westchester County preparation county-wide hazard mitigation planning, i.e. hurricanes, blizzards, flooding, etc. Completion ensures eligibility for emergency management funding.	Village adopted the 2015 Westchester County Hazard Mitigation Plan on March 21, 2016. New York State and FEMA approved the County Hazard Plan on July 1, 2016.
MS4 Permit Management	Municipal separate storm sewer system (MS4) permit required by Federal Government under the Environmental Protection Agency (EPA) National Pollutant Discharge Elimination System (NPDES) program to prevent harmful pollutants from being washed or discharged into a waterbody.	Annually. NYSDEC Audit completed June 2, 2016 for compliance review. Village Staff works with Dolph to provide structure and assistance for future audits.
Local Waterfront Revitalization Program (LWRP)	Update to adopted 1992 village waterfront policy and vision plan. Guidelines for Waterfront Commission project consistency review.	See discussion under 'Grants'.
Green Infrastructure Design Manual		See discussion under 'Grants'.

VISIONING, BRANDING, AND ECONOMIC DEVELOPMENT STRATEGIES

INITIATIVE	SUMMARY	STATUS
Economic Development Promotional Material	Economic development promotional materials citing Comprehensive Plan, Strategic Plan, LWRP vision. Coordination with IDA Strategic Planning efforts.	On-going. Staff continues to work with the Industrial Development Agency and provides project information where applicable.
150th Anniversary	Proposed formation of a steering committee to complete specific beautification projects in anticipation of the Village's150th anniversary in 2018. Possible projects include: • Streetscape improvements • Area branding • Placemaking Charrette • Historic preservation designation • New/improved greenspace and/or bike and pedestrian amenities • Area-wide programs/events/initiatives	See discussion under 'Grants'.
Mobility and Parking Management Action Plan	With a busy and vibrant downtown that is growing, the Village is concerned about mobility within and out of the downtown area and whether it has adequate parking today and in the future. Staff is preparing an RFP that for a strategic, action-based Mobility & Parking Management Plan, with a focus on the downtown area. The results of this effort will inform planning, policy, investment, and economic development decisions. The key to the effort will be the identification discreet actionable items.	Staff is coordinating with the RBA Group on fieldwork and information. RBA has finished the data collection process and is currently analyzing the data in preparation of a draft report. RBA Group provided draft memorandum on the Marina Parking Lot component of the study and attended a December 19, 2016 Marina Parking Lot Sub-Committee meeting. The RBA Group has been reaching out to stakeholders and anticipates holding with the Village a stakeholder meeting the first week in February. See attached Stakeholder Outreach Plan. See weekly status report from RBA attached.

ADMINISTRATION

INITIATIVE	SUMMARY	STATUS
Records Management	Maintains and records all planning, zoning files including escrow accounting for active applications	On-going.
Board/Commission Management	Staff, professional development; professional certification	On-going. Staff serves the Planning Commission, Zoning Board of Appeals, Waterfront Commission, and Traffic Commission.
IDA Management	Records and maintains all IDA files; liaise between Village and IDA.	On-going. Staff has been working with the IDA counsel, Administrative Director, and Chairman on the Mobility and Parking Management Action Plan, a RFQ for Appraisal services, as well as general support.
Web Management	Maintains Planning, Zoning, IDA, LDC webpages.	On-going. Staff has been working with Village Manager and Village Clerk on new website for Village and IDA.

Planning Commission, Zoning Board of Appeals, and IDA Applications (January 2017)

The Department of Planning & Economic Development oversees activities for the Planning Commission, Zoning Board of Appeals (ZBA), Waterfront Commission, Industrial Development Agency, and Board of Trustees. Below are tables of both active and recently approved applications managed by the Department of Planning & Economic Development. Additional information is available through the Department's website: (*http://www.portchesterny.com/Pages/PortChesterNY_Planning/index*).

ACTIVE PLANNING COMMISSION APPLICATIONS

Address	Project Description	Status of Project
16-18 Main Street	Renovation of existing building and reconstruction of adjacent building for use as restaurant and multi-family residential.	Received area variance from ZBA. Public hearing continued to January 30, 2017.
520 North Main Street	Site plan approval for additional second floor business.	Public hearing scheduled for January 30, 2017.
528 Willett Avenue	Site plan approval for site improvements and convenience store.	Public hearing scheduled for January 30, 2017.
136-194 So. Main Street	Construction of new AutoZone retail center.	Public hearing scheduled for January 30, 2017.

ACTIVE ZONING BOARD OF APPEALS APPLICATIONS

Address	Project Description	Status of Project
1 Shore Drive	Requesting variance to construct a 2nd curb cut, driveway, and parking area in the front yard.	Findings of Fact anticipated January 2017.
29 Tower Hill Drive	Requesting variance to construct three decks and an above ground pool.	Findings of Fact anticipated January 2017.
86 Halstead Avenue	Requesting variance to construct a deck in front of the dwelling.	Findings of Fact anticipated January 2017.
53 Hobart Avenue	Requesting a variance to construct a deck in the rear yard.	Findings of Fact anticipated January 2017.

ACTIVE IDA APPLICATIONS

Address	Project Description	Status of Project
406-408 Boston Post Road and 999 High Street	Application for an exemption from all State and local sales and use taxes, mortgage recording tax exemption(s), and one or more PILOT agreements.	PCIDA discussed application at June 2016 meeting.
16-18 North Main Street		PCIDA to discuss application at January 2017 meeting.
G&S Retail "D"		PCIDA to discuss application at January 2017 meeting.

APPROVED PLANNING/ZONING/IDA APPLICATIONS

Address	Project Description	Date Approved
74-78 Fox Island Road	Wireless facility upgrade on DPW smoke stack.	5/25/2015
400 N. Main Street	Accessory storage structure for restaurant use.	10/26/2015
509 Boston Post Road	New boutique health club facility.	7/27/2015
14 University Place	New property structures, tenant storage units.	7/27/2015
110 Westchester Ave.	New dental office.	7/29/2013
74, 98 Fox Island Road	Relocation of existing laundry facility at 98 Fox Island Road to 74 Fox Island Road with expansion of existing warehouse at 98 Fox Island Road.	5/28/2015
110 Westchester Ave.	New dental office.	7/29/2013
10 Pearl Street	Demolition of existing building for new restaurant and four floors of office.	5/28/2015
29, 37-39 N. Main Street	Expansion of existing restaurant into outdoor patio space.	5/28/2015
10 Bulkley Avenue	Site plan approval for woodworking shop.	5/28/2015
21 Abendroth Avenue	Shared parking approval.	2/23/2015
141 Willett Avenue	New health club.	5/28/2015
8 Slater Street	Warehouse expansion for vehicle storage.	10/16/2014
120 North Pearl Street	New multi-family building (50 units) with high-end amenities & parking.	10/27/2014
163 North Main Street	Tarry Market alleyway.	10/27/2014
25 Willett Avenue	Creation of American Bar & Restaurant.	5/22/2014
242 King Street	Expansion of existing office building.	5/22/2014
264 Boston Post Road	Legalization of freezer at existing drive-thru restaurant.	5/22/2014
411 Westchester Ave.	Modification of existing base station and renew existing special exception use permit for wireless telecomm facility (Verizon).	1/8/2015
411 Westchester Ave.	Modification of existing base station and renew existing special exception use permit for wireless telecomm facility (Sprint).	1/8/2015
135 S. Main Street	Site plan approval for construction of two new two-family residences.	3/31/2014

117 N. Main Street	Open a family oriented Papa John's pizza restaurant.	3/31/2014
999 High Street	Renewal for special exception use permit for wireless telecomm facility (AT&T).	1/30/2012
167-169 Terrace Ave.	Modification of existing base station and renew existing special exception use permit for wireless telecomm facility (Sprint).	2/24/2014
999 High Street	Modification of existing base station and renew existing special exception use permit for wireless telecomm facility (Sprint).	1/30/2012
222 Grace Church Street	Modification of existing base station and renew existing special exception use permit for wireless telecomm facility (Sprint).	2/24/2014
45 Townsend Street	Remove an existing two family dwelling and use the parcel for open storage of materials.	11/25/2013
126 North Main Street	Gastropub styled restaurant featuring weekend acoustic performances.	10/28/2013
33 New Broad Street	Open micro distillery as part of larger sustainable/farming operation.	1/7/2014
152 King Street	Proposed interior renovations to a 1-story building to convert existing repair bays to a convenience store.	1/3/2013
96 Perry Avenue	Two-lot subdivision	1/3/2013
145 Westchester Ave.	Expansion of use and operation of the space by annexing it into the adjacent existing overall operations of The Capitol Theatre.	3/25/2013
149-151 Westchester Avenue	Capitol Theatre expansion of capacity use/increase occupancy from 1,835 to 2,205; add exterior walk in cooler, use of sidewalk hydraulic material lift and addition of mobile stand up bars.	3/25/2013
36 Midland Avenue	Installation of sectional overhead doors & relocation of 3 parking spaces.	3/25/2013
104 North Main Street	Reconfigure existing takeout restaurant & expand kitchen & dining room into existing adjacent tenant spaces, renovate existing basement for auxiliary use to restaurant on 1st floor, install new NFPA Sprinkler System throughout entire building.	3/25/2013
110 Midland Avenue	Installation of a self-contained cosmetic spray booth within open warehouse space in accordance with Westchester County emission permit.	4/29/2013
110 North Main Street	Raise existing roof structure to provide habitable space. Existing 2nd floor to be used as an office, storage, private dining and a service kitchen for private dining.	7/29/2013
400 Westchester Ave.	Construct a rear handicap-accessible rear facility entrance with canopy and fence; Replace playground equipment	3/6/2013
275 Boston Post Road	Renovate existing vacant food service establishment into a Popeye's franchise restaurant with drive-thru.	5/30/2013
110 Westchester Ave.	Provide pedestrian access from Village owned muni parking lot to rear of common property line, install new exit door, walkway with lighting new fencing and new lawn.	7/29/2013
26 Putnam Avenue	Site Plan approval for continued use of an existing	8/26/2013

	Sign/Graphic Design Shop (2nd fl.) and approval for a change of use (1st fl.) for current non-conforming use as a laundromat.	
21 Abendroth Avenue	Shared parking approval.	2/23/2015
411 Westchester Ave.	Modification of existing wireless facilities.	1/8/2015
500 North Main Street	Health club approval.	1/8/2015
110 Midland Avenue	Amendment to approved site plan; special exception use.	1/8/2015
70 Grove Street	Site plan approval for legally non-conforming auto body, office uses.	4/25/2016
1-11 Willett Avenue	Site plan approval for existing restaurant.	5/23/2016
411 Westchester Avenue	Wireless special exception permit renewal.	5/23/2016
167-169 Terrace Avenue	Wireless special exception permit renewal.	5/23/2016
999 High Street	Wireless special exception permit renewal.	5/23/2016
222 Grace Church Street	Wireless special exception permit renewal.	5/23/2016
219 Westchester Avenue	Wireless special exception permit renewal.	5/23/2016
314-316 Boston Post	New retail and office building of approximately 20,000 sq. ft.	6/27/2016
82 Fox Island Road	Wireless facility upgrades on DPW smokestack.	6/27/2016
999 High Street	Rooftop wireless facility upgrades.	7/25/2016
115 Pearl Street	New warehouse storage site for refrigerated trucks, includes office.	8/29/2016
169 Terrace Avenue	Wireless facility upgrades.	8/29/2016
141 Abendroth Avenue	Site plan conditions amendments	9/26/2016
531 North Main Street	New retail use.	9/26/2016
601 North Main Street	New retail use.	9/26/2016
316 Westchester Avenue	Convert existing building to first floor office with two residential units, addition of on-site parking.	10/24/2016
83 Inwood Avenue	Use variance.	10/20/2016
65 Glendale Place	Area variance.	11/28/2016
214 Grace Church Street	Area variance.	11/28/2016
28 Ridge Boulevard	Area variance.	12/27/2016
66 Hawley Avenue	Area variance.	12/27/2016

MOBILITY AND PARKING MANAGEMENT STUDY
Status Update – January 6, 2017

Contracts between the Village of Port Chester (the Village)/Port Chester Industrial Development Agency (PCIDA) and the RBA Group (the Consultant) were signed on September 21, 2016.

Task 1: Project Initiation

Percent Complete: 80%
Anticipated Completion Date: 12/30/2016

Based upon existing knowledge of the community and on-going conversations between the RBA Group and Village/PCIDA staff, a kick-off meeting was foregone so that the Consultant could begin data collection (Task 2). The Consultant and Village staff continue to refine project goals, the project scope, and the overall schedule.

Task 2: Background and Data Collection

Percent Complete: 80%
Anticipated Completion Date Overall: 01/31/2017
Anticipated Completion Date for Draft Existing Conditions Report: 01/31/2017

Task 2.1: Plan Review
Ongoing review of past studies. Additional Studies received 12/9/2016 and under review. Plans and documents associated with the G&S properties' parking and development have been reviewed and assessed. Village Zoning Code is being reviewed, along with other Transportation and Planning studies. Began review of Marina Redevelopment Agreement files, including LADA.

Task 2.2: Mobility and Parking Inventory
Existing Conditions continues to be identified and summarized. Began incorporating into existing conditions report. Received parking permit data from MNR.

Task 2.3: Parking Utilization
Parking Data Collection completed and summarized. Heat Maps and Google database created for on-street and off-street parking. Began incorporating into existing conditions report.

Task 2.4: Mobility Demand
Traffic data received and in process of summarizing peak period conditions. Weekday Evening Peak Hour flow map completed. Weekday evening pedestrian volume flow maps created. Began incorporating into existing conditions report.

Task 3: Input from Stakeholders

Percent Complete: 20%
Anticipated Completion Date: 2/15/2017

Coordination with stakeholders to continue this week, specifically regarding personnel and departments responsible for parking management aspects though the Village. Chris Ameigh interviewed and sample Parking System Reports received.

Coordination with the Village continues to identify and organize stakeholders for future meetings, interviews, and site visits. Draft Stakeholder Outreach plan reviewed.

Met with Owner of Saltaire to review parking issues, and potential for valet parking.

Task 4: Regulatory Analysis of Parking Requirements

Percent Complete: 75%
Anticipated Completion Date: 1/9/2017

Continued review of existing zoning and regulations.

Task 5: Identification of Future Needs

Percent Complete: 0%
Anticipated Completion Date: 1/30/2017

No activity was performed for Task 5 during this reporting period.

Task 5.1: Current and Future Mobility and Parking Demands

Task 5.2: Suggested New, Additional, or Supplementary Facilities or Services

Task 6: Mobility and Parking Management Strategies

Percent Complete: 0%
Anticipated Completion Date: 2/30/2017

No activity was performed for Task 6 during this reporting period.

Task 7: Wayfinding Plan

Percent Complete: 0%
Anticipated Completion Date: 2/30/2017

No activity was performed for Task 7 during this reporting period.

Task 8: Complete Streets

Percent Complete: 0%
Anticipated Completion Date: 3/30/2017

No activity was performed for Task 8 during this reporting period.

Task 9: Mobility and Parking Management Recommended Plan of Action

Percent Complete: 0%
Anticipated Completion Date; 4/30/2017

Task 9.1: Draft Mobility and Parking Management Recommended Plan of Action

Task 9.2: Recommended Plan of Action

No activity was performed for Task 9 during this reporting period.

Mobility and Parking Management Study with Recommendations for a Plan of Action

Task 3: Input from Stakeholders

December 9, 2016

Submitted by:
The RBA Group

1. Introduction

Stakeholder coordination and outreach are important components of the Study. Effective coordination and outreach will enable the project team to identify concerns early in the planning process, inform involved parties of the findings and potential impacts, and build a network of advocates to support the plan's implementation.

2. Project Overview

Port Chester's streets, transportation systems and public spaces are filled with activity throughout the day from sunrise, though the day, and into the night. Residents, incoming workers, trips to schools, Metro-North Railroad commuters, and recreation begins early in the day, often including a stop at a local business such as a bakery, panaderia, or hardware store. The MNR station, taxi stands, and buses create a transit node of activity that demonstrates how a mixed mode approach can support growth, disperse demands, and mitigate impacts.

Through the midday, parking demands continue to increase due to thriving business, retail, and restaurant activity. As evening progresses, travel and parking demands continue, while commuters return, along with overlapping night life activity including restaurants, the Capitol Theatre, and movies. The waterfront provides both a destination, as well as a mode of access. Day-trippers arrive via the Byram River to visit downtown, while landside the public and developers take advantage of this passive and active resource.

Developers continue to show interest in taking advantage of downtown smart growth opportunities, with walkable access to downtown's offerings.

This study will provide progressive, yet pragmatic, approaches for sustainable growth and a supporting transportation network. Port Chester continues to take a proactive approach to planning the Village's continued revitalization, and implementing a framework that supports the triple bottom line of Social, Environmental, and Economic objectives. This study is another step in the evolving continuum of reaching those objectives.

3. Outreach Goals

The following goals have been identified for outreach related to the Mobility and Parking Management Study with Recommendations for a Plan of Action:

- Engage stakeholders in helping to define the issues in downtown Port Chester early on in the process
- Build a network of advocates
- Provide accurate information to stakeholders about existing conditions, issues, and options

- Involve a broad, inclusive, and representative set of stakeholders throughout the study area as a basis for informed decisions
- Offer stakeholders the opportunity to learn about and participate in the Study
- Develop options that reflect local priorities for mobility and parking
- Promote open and transparent discussion of options and their potential impacts
- Promote project elements for inclusion on priority funding lists

4. Stakeholders

Key stakeholders include businesses and local leaders who live and work in the community. In addition, key stakeholders include public sector agencies with subject matter expertise to inform the development and evaluation of options.

4.1 KEY STAKEHOLDERS

The following is a list of potential key stakeholders:

- Don Bosco Community Center
- Village of Port Chester Beautification Committee
- Village of Port Chester Senior Center
- Chamber of Commerce
- Crossing Guards
- Knights of Columbus
- Carver Center
- Local businesses and property owners, including G&S and Costco
- Capitol Theatre
- Westchester County - Bee-Line
- Connecticut Transit
- Taxi Operators
- MNR/MTA
- NYSDOT
- Town of Greenwich
- Westchester County - DOT
- Village of Port Chester Fire Department
- Village of Port Chester Traffic Sergeant
- Village of Port Chester Traffic Commission
- Port Chester School District
- Assemblyman Steve Otis
- Senator George Latimer

- Town of Rye
- Open Door
- Tri-State Transportation Campaign
- Places of Worship

4.1 STAKEHOLDER OUTREACH

During the background and data collection task (Task 2), the RBA Group will meet individually with a number of the stakeholders to conduct interviews. These include:

- Village of Port Chester Traffic Sergeant
- Village of Port Chester Traffic Commission
- Westchester County

As part of Task 3, all stakeholders will be invited to a half-day workshop/charrette, which will contain presentations by the RBA Group, as well as the identification of potential options and other improvements or operational changes. The workshop will also include a walking tour of the study area, which will highlight existing conditions, perceived opportunities and deficiencies. The workshop/charrette will then summarize the observations and provide the opportunity for initial brainstorming.

5. Communications Tools / Website

Electronic materials will be prepared to include a project-specific section on the Village of Port Chester's website. These materials will include information on the study purpose and goals, announcements, and any project documents such as reports, and presentations.

5.1 CONTACT LIST

The Village will develop and maintain a Mailing List/Database with the names and addresses/e-mails of stakeholders, interested individuals, and groups that wish to stay informed of the study.

MONTHLY REPORT DECEMBER, 2016

EMERGENCY SERVICE TRUCK

Work began in December on the Departments new emergency service truck. ESU – 2 is being built on a Chevy 2500 HD chassis. The chassis was purchased with DEA asset forfeiture funds. Mr. John Stiloski, owner of Stiloski Automotive Corporation is performing most of the construction. Mr. Stiloski who has experience building the NYS HELP trucks seen on the Thruway donated many of the parts, and much of the labor, necessary to complete the truck. We anticipate completion in early February.

Truck -2 will serve as the primary platform for the Departments Emergency Service Unit. It will carry both rescue, and tactical gear necessary to carry out the mission of ESU. It will have a 30 amp converter which will allow ESU personnel to operate power tools and emergency lighting necessary at crime scenes, and rescue operations.




2500 HD

LETTERS OF APPRICIATION

The following members were awarded letters of appreciation for participating in this year's YP I program. All volunteered their time to make this program, which serves the Villages young people, a success.

Capt. Chris Rosabella

Lieut. Charles Nielsen

Lieut. Robert Salerno

Sgt. Michael Martello

PO Michael Giandurco

PO Melissa Rosario

PO Matthew Chalmers

PO Kevin Munnelly

DIRECTED PATROLS

During the past year the Department has received numerous requests for increased police presence. Many of these requests involve quality-of-life complaints. In order to address these concerns, the Department initiated a directed patrol program aimed at quality-of-life conditions. The directed patrols, which target locations that have received numerous complaints including; public housing, Village parks, houses of worship, and transportation facilities**. During the month of November, Department personnel carried out 241 directed patrols. Of that number 58 were conducted during the holiday season as part of operation**

safeguard. They targeted houses of worship and transportation facilities and officer time expended is reimbursable through the County

YOUTH POLICE INITIATIVE

In late October, Kevin McGuire, the Commissioner of the Westchester County Department of Social Services advised us that his agency was awarding $20,000 to conduct two sessions of Youth Police Initiative. The Department has utilized this program to great success over the past eight years. The funding is intended to cover the administration of the program which is provided through the North American Family Institute We were aided in acquiring this funding through the efforts of former trustee Joseph Kenner, and Mr. Alex Payan, of Port Chester Cares. Alex handled the logistics including; recruiting at risk youth, locating a suitable facility, and ordering food for each individual meeting.

Each session lasted one week with five 2 hour meetings. In both sessions 15 high school students from port Chester high school participated. A total of eight members of the Department volunteered their time to spend two hours sharing life stories with our teenage participants. Each meeting ended with a pizza dinner. The Thursday meeting prior to graduation had both youth participants and police officer participants get up in front of the group and tell their life story. Role-playing exercises involving common youth police interactions were used extensively. These exercises also involve changing roles with the participating officers often placed in the position of a teenager, while our high school students took on the role of police officer.

Both student and police officer alike left with a greater understanding of each other's position in youth police interactions. In the past we have found that negative youth police interactions, (tracked by juvenile incident reports) drop significantly. The department presently has two members who credit YP I with motivating them to a career in law enforcement.

The first session began on November 28 and graduated on Dec. 2.

The second session will began on December 12 and concluded on December 16

STATISTICS

Tickets and Arrests

CATEGORY	Jan. 2016	Feb. 2016	Mar.	April	May	June	July	Aug	Sept	Oct	Nov	Dec	Total
PARKING	4550	4279	4802	3451	3819	4528	**4217**	**4606**	**4454**	**4410**	**4570**	**4402**	**52088**
TRAFFIC	539	452	493	321	649	494	**334**	**377**	**505**	**377**	**392**	**370**	**5303**
ARRESTS	115	127	113	111	165	113	**118**	**131**	**127**	**141**	**120**	**151**	**1532**
SCOFFLAWS	25	31	15	13	10	20	**18**	**8**	**18**	**8**	**21**	**19**	**206**

FBI Part 1 Crimes

CRIME CATEGORY	Jan. 2016	Feb. 2016	March	April	May	June	July	Aug	Sept	Oct	Nov	Dec	% Chg
MURDER	0	0	0	0	0	0	**0**	**0**	**0**	**0**	**0**	**0**	**-100**
RAPE	0	0	0	0	0	0	**1**	**0**	**0**	**0**	**0**	**1**	**-50**
ROBBERY	2	2	2	0	3	2	**3**	**1**	**1**	**3**	**2**	**0**	**-36**
ASSAULT	4	0	3	0	1	1	**2**	**2**	**0**	**1**	**4**	**0**	**-50**
BURGLARY	2	1	4	2	2	3	**3**	**4**	**8**	**9**	**3**	**6**	**+20**
LARCENY	33	37	25	42	37	34	**38**	**44**	**48**	**63**	**50**	**41**	**+4**
MOTOR VEHICLE THEFT	1	1	2	2	3	2	**0**	**1**	**1**	**3**	**3**	**0**	**+42**

Common Calls for Service

CALL FOR SERVICE	JAN	Feb	March	April	May	June	July	Aug	Sept	Oct	Nov	Dec
ACCIDENTS	118	96	122	124	147	136	**107**	**131**	**123**	**117**	**122**	**102**
AIDED CASES, MEDICAL	175	154	196	161	161	162	**162**	**140**	**155**	**163**	**142**	**161**
ALARMS	118	124	84	89	93	91	**79**	**117**	**100**	**108**	**96**	**100**
DISTURBANCES	65	7	12	9	10	7	**23**	**19**	**17**	**13**	**14**	**17**
DRIVING WHILE INTOXICATED	16	12	21	12	29	14	**20**	**18**	**20**	**28**	**34**	**24**
JUVINILE INCEDENTS	5	6	5	10	4	13	**6**	**5**	**3**	**4**	**1**	**6**

ALCOHOLIC BEVERAGE LIC CHECKS	47	8	1	1	10	0	**1**	**0**	**0**	**0**	**1**	**0**
WARRANT ARRESTS	8	9	7	19	31	22	**21**	**12**	**18**	**18**	**23**	**12**
DISORDERLY CONDUCT	7	6	8	12	19	19	**14**	**11**	**5**	**14**	**1**	**20**
SCHOOL CROSSINGS	8	5	8	48	67	15	**0**	**0**	**16**	**6**	**1**	**26**

Total Calls For Service December 2016- **1644**

MEMORANDUM

To: Christopher D. Steers
Village Manager

From: Heather Krakowski
Recreation Supervisor

Subject: Monthly Report (December 2016 –January 2017)

Date: January 5, 2017

Please see a list of meetings I have attended and a list of programs that are running or upcoming. This list is usually included in my monthly reports to the Recreation Commission.

Meetings

12/9 M. DeCarlo, Edgewood Park Baseball
12/9 C. Steers, Village Manager, E. Bricanti, Wages and Fees
12/12 R. Vyskocil, PCYBL – Edgewood Park
12/13 R. Cambareri, Edgewood Park
12/16 R. Cambareri, Edgewood Park Ballfield
12/21 H. Diaz, Soccer PCSC
1/3 B. Diaz, Soccer PCSC
1/5 Web site training
1/5 Staff meeting

Programs/Events	**Registered/ Attended**
Santa in the Park (December 7th)	**1,500**
Drop-in Basketball (Free) Starts Nov-2nd	25
After School Reading & Art Starts November 2016-May 2017	**65**
Karate October 6th – May 2017	**45**
After School 3rd – 5th Grade basketball **Starts November**	**30**
Coat Drive (starts November)	**200 coats collected**

UPCOMING Programs/Events	**Registered/ Attended**
Winter Soccer (Jan – March)	
February Break (Mini Camp)	
1st and 2nd grade Floor Hockey	
Super Soccer Stars –Soccer 3, 4 and 5 year olds – March	
Spring Youth Tennis Starts April	
Spring Soccer Starts April	
Spring Lacrosse	
Easter in the Park Tentative March	
Day Camp (July – Aug) Registration Opens January	
Cub Camp (July – August) Registration Opens January	

From December 2016 – January 2017

- **Organized and Overseeing currently running programs listed above**
- **Overseeing the After School Staff & park permits applications**
- **Upcoming contracts (Soccer)**
- **Organizing upcoming programs**
- **Organizing the Special Event programs (Examples – Coat Drive, Santa in the Park, Easter in the Park etc.)**
- **Working on Winter/Spring/Summer Activities Brochure**
- **Working on Spring Schedules (Tennis, Floor Hockey, Soccer, Lacrosse)**
- **Interviewed Seasonal Staff (Park Attendants and After School Programs)**
- **Coat Drive**
- **Winter Soccer Programming –secured space for programming**
- **Budget for Part-time staff – Minimum wage**
- **Coordinating work to be done at Recreation Park ballfield**
- **Working with DPW to upgrade ballfields**
- **Working with PCYBL for use of Edgewood Park**
- **Programming Spring Lacrosse at Edgewood Park**

Monthly Report - Port Chester Senior Center (Nutrition Program)

27,943- ***Meals served to date—1/1/16-12/31/2016***

30 Home Bound Seniors received their meals at home, per day Monday-Friday
60-65 seniors attend the Saturday Program.

Emergency meals were given to homebound seniors. Each senior was given a chicken or beef stew meal to use in case of bad weather. Meals are eligible for reimbursement funding from Westchester County.

Senior Center Calendar:

Every Thursday—Zumba 10:30 a.m. Every other Tuesday Tai Chi—10:30 a.m. Art Class every Friday morning at 10-12, Bingo Wed and Thurs afternoons Mah Jong played every Friday afternoon at 1 p.m. Ang Rubino singers every Friday at 1 p.m. Once a month, Ayton Alder, reading of actual court cases, Manicures once a month by Linda.

January events: 12/3—1/3—New Year's party, 1/4—Blood Pressure Screenings, 1/4--Community Paint night 5-10 p.m., 1/6—Presidential Movie "Dave", 1/6—A Special Exhibit at the Metropolitan Museum of Art 1/13—Presidential Movie-"The American President", 1/17—Presidential Movie "My Fellow Americans", 1/20—Presidential Inauguration party, 1/24—Red Hat's Meet and Greet, 1/28—Chinese New Year.

Community Center Calendar: 1/4-Community Paint Night, 1/9-Clay Art Center Board Meeting, 1/10—Planning Meeting, Coast Guard Board Meeting, 1/25—PCYBL meeting,1/28-Senator Latimer and Assemblyman Otis, Meet and Greet Coffee Hour.

Exterminator here on 1/07/17

1/6—Alvar Lee Plumbing replacing grease trap in kitchen New Freezer ordered under IIIC2 grant funding from H. Weiss Supply, Armonk, NY.

DPW ordered new bus for senior center.

IIICI reimbursement submitted for 1/1/16-10/31/16--$48,789.44
IIIC2 reimbursement submitted for 1/1/16-10.31/16--$2,295.00.

submitted—1/05/2017 Carol Nielsen

VILLAGE OF PORT CHESTER

OFFICE OF THE VILLAGE ATTORNEY

MEMORANDUM

TO: Christopher D. Steers, Village Manager

FROM: Anthony M. Cerreto

DATE: January 6, 2016

RE: Monthly Report
December 9, 2016- January 6, 2017

Board of Trustees

Attended meetings of the Board of Trustees. Drafted and approved agenda memos and resolutions.

Consultations with Special Counsel Brian Murphy regarding concluding his investigation on behalf of the Board of Trustees.

Discussions with G & S Counsel regarding outstanding matters.

Research and preparation of opinion with regard to "Holiday Parking."

Assisted Police Department in formalizing the Department's Immigration Policy.

Drafted local law regarding recreation fees.

Elimination of the Paid Fire Fighters and Related Issues

Consultations with Labor Counsel on the new fire union complaint allegations recently filed with PERB. Consultations with Labor Counsel regarding PESH complaint, and their preliminary witness interviews. Further Consultations with staff and Labor Counsel regarding the latest decision from

Litigation

Review of court papers and consultation with special counsel regarding 51 Betsy Brown group home application.

With regard to Save the Sound litigation, continued document review and compilation regarding the Village's CMOM and SSES programs for municipal defense group current status report to the court. Staff meeting with Dolph Rotfeld regarding draft CMOM. Telephone conferences and meetings with defense group and County of Westchester. At the request of the plaintiffs, the court has scheduled a conference in February. Thus far, the members of the defense group have been allowed to defer from

filing a motion or answer against the complaint so long as there is progress. It is not clear whether the court will be satisfied to continue this position after the conference. We remain confident that the Village has a defensible legal position.

The matter of Conteraras v. Paladino Construction Co, et al was settled for $130,000. This case involved road-widening work was done on Westchester Avenue few years ago by a contractor for G & S and its subcontractor. The Village made no financial contribution.

Contracts

Discussions with consultant regarding the finalization of title report on certain waterfront access areas near the end of Fox Island Road ("Phase 1").

Discussions with Staff and Contractor regarding schedule of work for Firehouse Driveway Apron project.

Finalized agreements for a Traffic Engineer and Radio Frequency Engineer.

Reviewed agreement with Northeast Environmental regarding UST removal at Firehouse Station #4, and provided opinion.

Meetings with Lumen regarding the implementation of the LED streetlight conversion agreement.

Commenced negotiations with New York State regarding Senator Latimer's lease at Village Hall.

Reviewed proposed agreement and opened negotiations with Red Hawk Fire & Safety regarding Fire/Smoke Alarm inspection services.

Planning and Zoning

Attended agenda review meetings with staff and ensuing meetings of the Planning Commission and Zoning Board of Appeals. Prepared proposed findings of facts for Zoning Board.

Staff meetings with regard to G & S site plan application for Colony Grill.

Consultations and review of various Building Department and Planning applications.

Reviewed all Starwood FEIS materials and consultation with special counsel in preparation of special BOT meeting regarding acceptance of FEIS as complete. .

Prepared memo regarding park and recreation fees.

Assistance to Other Departments/Boards and Commissions

Follow up with Clerk regarding County's administration of the Village Elections.

Follow up with certain outstanding receivables provided by Finance Office.

Reviewed Agenda Management Software agreement.

Meeting with Police Department, regarding appropriate parking regulations on Nella Way and Abendroth Place and Abendroth Park and Edgewood Park.

Assisted Village Engineer by preparing his report and letter for Village Manager with regard to Neri sewer rent appeal.

Revised and reviewed procurement policy for Treasurer and Manager. Made further revisions based on feedback received.

Finalized the Adopt an Island Policy, Forms, and Applications for meeting with Beautification Commission

Discussions with Clerk and sales representatives from Novus Agenda regarding new Agenda software to help streamline the Clerk's functions.

Conference Call with MTA regarding Port Chester Train Station construction

Discussion with Verizon and AT&T regarding cell tower leases and proposals for a monopole on the DPW yard to replace the use of the Smokestack.

Review of Emergency Management Information and performed legal research involving an emergency action plan for a dam in the Town of Greenwich.

Reviewed parking request from School District for Beech Street municipal lot

Reviewed claim denial from County's insurance company for an automobile accident involving Port Chester employees (meals on wheels) and a county bus.

Researched legal issues around banning plywood on vacant properties.

Follow up with status of foreclosure proceeding case for 23 Washington Street. Discussion with bank counsel and court. Advised Code Enforcement personnel of receipt of judgment of foreclosure.

MIN - 01
BOT 1-17-2017

MINUTES HELD DECEMBER 19, 2016

A Meeting of the Board of Trustees of the Village of Port Chester, New York, was held on December 19, 2016 at 6:00 p.m. in the Village Justice Courtroom of the Police Headquarters Building, 350 North Main Street, Port Chester, New York

Board Members in attendance:

Mayor Pilla - Present

Trustees:

Didden - Present
Ferrara – Present
Brakewood – Present
Ceccarelli – Present
Adams – Present
Marino – Present

Also present were Village Clerk Dave Thomas, Village Attorney Anthony Cerreto, Village Manager Christopher Steers, Village Treasurer Leonie Douglas, Planning Director Eric Zamft, Human Resources Director Ed Brancati, Police Chief Richard Conway and Assistant Fire Chief Michael DiVittorio.

On motion of TRUSTEE FERRARA, seconded by TRUSTEE DIDDEN, the meeting was declared open for December 19, 2016

ROLL CALL

AYES: TRUSTEES DIDDEN, FERRARA, BRAKEWOOD, CECCARELLI, ADAMS, MARINO AND MAYOR PILLA
NOES: NONE
ABSENT: NONE

DRAFT

MINUTES HELD DECEMBER 19, 2016

PUBLIC COMMENTS

Ms. Micatavich commented about the stop sign at Wesley and Neuton Avenues. When this came up six months ago this was approved immediately. We don't want any children to get hurt.

Mr. Richard Hyman commented on the Starwood report and Affordable Housing. There is an impact on affordable housing. No calculations were shown as to how they came up with the numbers.

Mr. Tom Kichner commented he would prefer 134 as a loss of affordable housing. He is concerned about no changes in the labor of the FEIS.

Mr. Ken Sunderland asked if there is a way you could paint on Regent Street going into King an arrow like there is painted on Putnam People in the left lane do not always turn onto King Street.

Mr. Richard Smith of Evergreen Avenue reviewed the November 4th version of the FEIS. We need clarity on which streets the construction vehicles will use. The post traffic study for five years out is a good thing. The Board should take a look at the times for blasting.

Mr. Richard Abel commented on accepting and approving police department immigrant status protocal. He commented on Resolution 3 in support of issuing Driver's Licenses to New York State residents regardless of immigration status. This leads back to your Executive Session discussion of December 5th. This is a state decision, not a village decision. This should not be an issue of the Board.

Mr. James Stamboni commented on Sustainable Port Chester Alliance.

RESOLUTIONS

RESOLUTION

AWARDING BID FOR 2016-09 SANITARY SEWER LINING AND MANHOLE REHABILITATION PHASE 4 PROJECT

On motion of TRUSTEE MARINO, seconded by TRUSTEE FERRARA, the following resolution was adopted by the Board of Trustees of the Village of Port Chester, New York:

WHEREAS, the Village of Port Chester has advertised for bids for the 2016 Sanitary Sewer Lining and Manhole Rehabilitation Phase 4 Project (Bid No. 2016-09); and

WHEREAS, the Village received seven bids for this work; and

WHEREAS, the Village's consulting engineer, Dolph Rotfeld Engineering, P.C., recommends that the Board accept the low bid of Green Mountain Pipeline Services, Slingerlands, New York in the amount of $2,512,745.00 which meets all the specifications as set forth in the bid documents. Now, therefore, be it

RESOLVED, that the Board of Trustees hereby awards the bid for the 2016 Sanitary Sewer Lining and Manhole Rehabilitation to Green Mountain Pipeline Services, 1 Bullock Road, Slingerlands, New York 12159; and be it further

RESOLVED, that the Village Manager is hereby authorized to enter into an agreement with the contractor, and be it finally

RESOLVED, that the Board authorizes the Village Treasurer to make appropriation from the Sewer Improvement Project a/c 5.8120.400.2013.132 in the Capital Fund.

Approved as to Form:

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Anthony M. Cerreto, Village Attorney

ROLL CALL

AYES: TRUSTEES DIDDEN, FERRARA, BRAKEWOOD, CECCARELLI, ADAMS, MARINO AND MAYOR PILLA
NOES: NONE
ABSENT: NONE

RESOLUTION

SETTING A PUBLIC HEARING TO CONSIDER THE ADVISABILITY OF A LOCAL LAW AMENDING THE CODE OF THE VILLAGE OF PORT CHESTER WITH REGARD TO FEES IN THE RECREATION DEPARTMENT

On motion of TRUSTEE DIDDEN, seconded by TRUSTEE MARINO, the following resolution was adopted by the Board of Trustees of the Village of Port Chester, New York:

RESOLVED, that the Board of Trustees hereby sets a public hearing for January 3, 2016 to consider the advisability of a local law to amend the Code of the Village of Port Chester by adding a new chapter, Chapter 104, "Recreation Department", with regard to recreation activities administered by the Village.

Approved as to Form:

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Anthony M. Cerreto, Village Attorney

ROLL CALL

AYES: TRUSTEES DIDDEN, FERRARA, BRAKEWOOD, CECCARELLI, ADAMS, MARINO AND MAYOR PILLA
NOES: NONE
ABSENT: NONE

On motion of TRUSTEE CECCARELLI, seconded by TRUSTEE ADMAS, the following resolution was tabled by the Board of Trustees of the Village of Port Chester, New York:

STARWOOD/UNITED HOSPITAL: ACCEPTING THE FINAL ENVIRONMENTAL IMPACT STATEMENT FOR THE PROPOSED REDEVELOPMENT OF THE UNITED HOSPITAL SITE AS COMPLETE AND SCHEDULING A PUBLIC HEARING

ROLL CALL

AYES: TRUSTEES DIDDEN, FERRARA, BRAKEWOOD, CECCARELLI, ADAMS, MARINO AND MAYOR PILLA
NOES: NONE
ABSENT: NONE

RESOLUTION

ACCEPTING AND APPROVING POLICE DEPARTMENT IMMIGRANT STATUS PROTOCOL

On motion of TRUSTEE MARINO, seconded by TRUSTEE DIDDEN, the following resolution was adopted by the Board of Trustees of the Village of Port Chester, New York:

WHEREAS, the federal government has the exclusive jurisdiction to administer and enforce immigration laws; and

WHEREAS, notwithstanding such federal pre-emption, there remains the question what role, if any, can state and local governments fill with regard to its interactions with undocumented immigrants; and

WHEREAS, the subject of immigration policy is an issue of concern to the residents of the Village of Port Chester; and

WHEREAS, the Port Chester Police Department has promulgated its own protocols that address how it deals with issues surrounding immigrant status in the discharge of their official police functions; and

WHEREAS, the Board has reviewed the annexed protocols and supports the Police Department's proactive approach to this matter. Now, therefore, be it

RESOLVED, the Board of Trustees hereby accepts and approves the Police Department's Immigration Status Protocols as annexed hereto.

Approved as to Form:

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DRAFT

Anthony M. Cerreto, Village Attorney

ROLL CALL

AYES: TRUSTEES DIDDEN, FERRARA, BRAKEWOOD, CECCARELLI, ADAMS, MARINO AND MAYOR PILLA
NOES: NONE
ABSENT: NONE

On motion of TRUSTEE DIDDEN, seconded by TRUSTEE MARINO, the following resolution was amended as follows by the Board of Trustees of the Village of Port Chester, New York:

ROLL CALL

AYES: TRUSTEES DIDDEN, FERRARA, BRAKEWOOD, ADAMS, MARINO AND MAYOR PILLA
NOES: NONE
ABSENT: TRUSTEE CECCARELLI

RESOLUTION

SUPPORTING THE EXPANSION OF ACCESS TO DRIVER'S LICENSES TO NEW YORK STATE RESIDENTS REGARDLESS OF IMMIGRANT STATUS

On motion of TRUSTEE MARINO, seconded by TRUSTEE ADAMS, the following resolution was adopted by the Board of Trustees of the Village of Port Chester, New York:

WHEREAS, it has been reported that New York State bars hundreds of thousands of residents from obtaining driver's licenses solely due to their immigration status; and

WHEREAS, without access to a driver's license, these persons are forced to drive without a license to take care of every-day needs that we take for granted whether it be driving to work, taking the children to school, traveling to appointments, going grocery shopping, getting to the hospital or medical appointments, or attending places of worship; and

WHEREAS, expanding access to driver's licenses will allow more immigrant New Yorkers to fully understand traffic laws and pass a road test, and

WHEREAS, Trustee Marino alerted the Village Manager to the grassroots campaign movement called "Green Light NY: Driving Together!" which advocates for removing barriers that deny immigrant access to driver's licenses; and

WHEREAS, the Manager thereupon directed staff to research and investigate the issues presented; and

WHEREAS, staff found that twelve states have enacted laws expanding access to driver's licenses regardless of immigrant status, including the neighboring states of Connecticut and Vermont; and

WHEREAS, the Chief of Police has voiced his support; and

WHEREAS, the Village of Ossining has most recently adopted a resolution calling upon the State to enact the legislation necessary to expand access to driver's licenses to residents without regard to immigrant status; and

WHEREAS, the Board supports such legislative initiative that enhances mobility in driver licensing while insuring that the integrity of the voting registration process is protected to citizens in accordance with the National Voter Registration Act of 1993. Now, therefore, be it,

RESOLVED, that the Board of Trustees hereby calls upon State Senator George Latimer and State Assemblyman Steven Otis to propose and support a bill that would change state law so as to expand immigrant access to driver's licenses.

Approved as to Form:

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Anthony M. Cerreto, Village Attorney

ROLL CALL

AYES: TRUSTEES DIDDEN, FERRARA, BRAKEWOOD, MARINO AND MAYOR PILLA
NOES: NONE
ABSENT: TRUSTEES CECCARELLI AND ADAMS

RESOLUTION

AWARDING BID FOR TRAFFIC & ENGINEERING PROFESIONAL SERVICES RFP #2016-07

On motion of Trustee FERRARA, seconded by Trustee CECCARELLI, the following resolution was adopted by the Board of Trustees of the Village of Port Chester, New York:

WHEREAS, the Village of Port Chester solicited bids for traffic & engineering professional services through a Request for Proposals process (RFP #2016-07); and

WHEREAS, the Village received 11 responses, all of which were deemed complete; and

WHEREAS, after ranking the 11 responses and interviewing the four top scoring firms, the Village Manager, Village Engineer, Department of Planning & Economic Development and Planning Commission all recommend AKRF as the superior respondent.

NOW, THEREFORE, be it

RESOLVED, that the Board of Trustees hereby awards the bid to AKRF, 34 South Broadway, Suite 401, White Plains, NY 10601 to provide traffic and transportation engineering professional services to the Village of Port Chester; and be it further

DRAFT

RESOLVED, that such services shall be for a period of five years, starting from the date of this resolution; and be it further

RESOLVED, that such services shall be provided with compensation as follows, to be confirmed on a yearly basis, with costs to be charged back to applicants:

Officer	$210/hour
Senior Technical Director	$205/hour
Technical Director	$195/hour
Senior Professional	$175/hour
Professional II	$140/hour
Professional I	$130/hour
Technical II	$120/hour
Technical I	$95/hour; and be it further

DRAFT

RESOLVED, that such services shall be provided with compensation as follows, to be confirmed on a yearly basis, with costs to be charged back to the Village of Port Chester when services are rendered for projects generated by the municipality:

Officer	$205/hour
Senior Technical Director	$200/hour
Technical Director	$195/hour
Senior Professional	$175/hour
Professional II	$140/hour
Professional I	$130/hour
Technical II	$120/hour
Technical I	$95/hour; and be it finally

RESOLVED, that the Village Manager is hereby authorized to enter into a contract with AKRF and that the form and content of said contract shall be subject to the approval of the Village Attorney.

Approved as to Form:

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Village Attorney, Anthony Cerreto

ROLL CALL

AYES: TRUSTEES DIDDEN, FERRARA, BRAKEWOOD, CECCARELLI, ADAMS, MARINO AND MAYOR PILLA
NOES: NONE
ABSENT: NONE

RESOLUTION

RESOLUTION AWARDING RFP # 2016-08 FOR RADIO FREQUENCY REVIEW PROFESSIONAL SERVICES

On motion of Trustee FERRARA, seconded by Trustee CECCARELLI, the following resolution was adopted by the Board of Trustees of the Village of Port Chester, New York:

WHEREAS, the Village of Port Chester solicited bids for radio frequency review professional services through a Request for Proposals process (RFP #2016-08); and

WHEREAS, the Village received one response, which was deemed complete; and

WHEREAS, after evaluating and interviewing the responding firm, Village Staff and

the
Planning Commission recommends Centerline Communications a qualified respondent.

NOW, THEREFORE, be it

RESOLVED, that the Board of Trustees hereby awards the bid to Centerline Communications, 95 Ryan Drive, Suite 1, Raynham, MA 02767 to provide radio frequency review professional services to the Village of Port Chester; and be it further

RESOLVED, that such services shall be for a period of five years, starting from the date of this resolution; and be it further

RESOLVED, that such services shall be provided with compensation of $175/hour, to be confirmed on a yearly basis, with costs to be charged back to applicants, or to be paid by the Village when services are rendered for projects generated by the municipality; and be it finally

RESOLVED, that the Village Manager is hereby authorized to enter into a contract with Centerline Communications and that the form and content of said contract shall be subject to the approval of the Village Attorney.

Approved as to Form:

Village Attorney, Anthony Cerreto

ROLL CALL

AYES: TRUSTEES DIDDEN, FERRARA, BRAKEWOOD, CECCARELLI, ADAMS, MARINO AND MAYOR PILLA
NOES: NONE
ABSENT: NONE

On motion of Trustee ADAMS, seconded by Trustee MARINO, the following

Resolutions were combined and approved by the Board of Trustees of the Village of Port

Chester, New York:

RESOLUTION

REAPPOINTMENT OF JANUSZ RICHARDS TO THE TOWN OF RYE BOARD OF ASSESSMENT REVIEW

On motion of TRUSTEE DIDDEN, seconded by TRUSTEE FERRARA, the following resolution was adopted by the Board of Trustees of the Village of Port Chester, New York:

WHEREAS, the inter-municipal agreement between the Town of Rye, the Village of Rye Brook and the Village of Port Chester dated December 31, 2004 provides for a process of appointing members to the Town of Rye Board of Assessment Review; and

WHEREAS, with the expiration of Dr. Janusz Richards' term on September 30, 2016, the Town has proposed his reappointment for an additional five year term; and

WHEREAS, the Board has duly considered same. Now, therefore, be it

RESOLVED, that the Board of Trustees hereby consents to the proposed reappointment of Dr. Janusz Richards to the Town of Rye Board of Assessment Review with a term to expire on September 30, 2021.

Approved as to Form:

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Anthony M. Cerreto, Village Attorney

RESOLUTION

ACCEPTANCE AND APPROVAL OF MARTIN VARGAS AS AN ACTIVE MEMBER OF HARRY HOWARD HOOK & LADDER CO. NO. 1

On motion of TRUSTEE DIDDEN, seconded by TRUSTEE FERRARA, the following resolution was adopted by the Board of Trustees of the Village of Port Chester, New York:

WHEREAS, at the Wednesday, December 7, 2016 meeting of Harry Howard Hook & Ladder Co. No. 1 the company held an election for a new active member; and
WHEREAS, Martin Vargas has been elected to be a new active member. Now, therefore, be it
RESOLVED, that the Board of Trustees hereby accepts and approves the election of Martin Vargas to Harry Howard Hook & Ladder Co. No. 1, as an active member of the Port Chester Fire Department, conditioned upon passing the required medical examination.

Approved as to Form:

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Anthony M. Cerreto, Village Attorney

RESOLUTION

ACCEPTANCE AND APPROVAL OF BRANDON GONZALEZ AS AN ACTIVE MEMBER OF HARRY HOWARD HOOK & LADDER CO. NO.1

MINUTES HELD NOVEMBER 21, 2016

On motion of TRUSTEE DIDDEN, seconded by TRUSTEE FERRARA, the following resolution was adopted by the Board of Trustees of the Village of Port Chester, New York:

WHEREAS, at the Wednesday, December 7, 2016 meeting of Harry Howard Hook & Ladder Co. No. 1 the company held an election for a new active member; and
WHEREAS, Brandon Gonzalez has been elected to be a new active member. Now, therefore, be it
RESOLVED, that the Board of Trustees hereby accepts and approves the election of Brandon Gonzalez to Harry Howard Hook & Ladder Co. No. 1, as an active member of the Port Chester Fire Department, conditioned upon passing the required medical examination.

Approved as to Form:

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Anthony M. Cerreto, Village Attorney

RESOLUTION

ACCEPTANCE AND APPROVAL OF DAVID PENA AS AN ACTIVE MEMBER OF HARRY HOWARD HOOK & LADDER CO. NO.1

On motion of TRUSTEE DIDDEN, seconded by TRUSTEE FERRARA, the following resolution was adopted by the Board of Trustees of the Village of Port Chester, New York:

WHEREAS, at the Wednesday, December 7, 2016 meeting of Harry Howard Hook & Ladder Co. No. 1 the company held an election for a new active member; and

WHEREAS, David Pena has been elected to be a new active member. Now,

therefore, be it

RESOLVED, that the Board of Trustees hereby accepts and approves the election of David Pena to Harry Howard Hook & Ladder Co. No. 1, as an active member of the Port Chester Fire Department, conditioned upon passing the required medical examination.

Approved as to Form:

Anthony M. Cerreto, Village Attorney

RESOLUTION

ACCEPTANCE AND APPROVAL OF THE REINSTATEMENT OF MARCOS DEMELO AS AN ACTIVE MEMBER OF HARRY HOWARD HOOK & LADDER CO. NO. 1

On motion of TRUSTEE DIDDEN, seconded by TRUSTEE FERRARA, the following resolution was adopted by the Board of Trustees of the Village of Port Chester, New York:

WHEREAS, at the Wednesday, December 7, 2016 meeting of Harry Howard Hook & Ladder Co. No. 1 the company held an election to reinstate a member; and

WHEREAS, Marcos DeMelo has been elected to be a new active member.

Now, therefore, be it

RESOLVED, that the Board of Trustees hereby accepts and approves the election of Marcos DeMelo to Harry Howard Hook & Ladder Co. No. 1, as an active member of the Port Chester Fire Department, conditioned upon passing the required medical examination.

Approved as to Form:

Anthony M. Cerreto, Village Attorney

RESOLUTION

ACCEPTANCE AND APPROVAL OF THE REINSTATEMENT OF RONALD GEORGIO AS AN ACTIVE MEMBER OF HARRY HOWARD HOOK & LADDER CO. NO. 1

On motion of TRUSTEE DIDDEN, seconded by TRUSTEE FERRARA, the following resolution was adopted by the Board of Trustees of the Village of Port Chester, New York:

WHEREAS, at the Wednesday, December 7, 2016 meeting of Harry Howard Hook & Ladder Co. No. 1 the company held an election to reinstate a member; and

WHEREAS, Ronald Georgio has been elected to be a new active member.

Now, therefore, be it

RESOLVED, that the Board of Trustees hereby accepts and approves the election of Ronald Georgio to Harry Howard Hook & Ladder Co. No. 1, as an active member of the Port Chester Fire Department, conditioned upon passing the required medical examination.

Approved as to Form:

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Anthony M. Cerreto, Village Attorney

ROLL CALL

AYES: TRUSTEES DIDDEN, FERRARA, BRAKEWOOD, CECCARELLI, ADAMS, MARINO AND MAYOR PILLA
NOES: NONE
ABSENT: NONE

RESOLUTION
REQUESTING STATE LEGISLATIVE DELEGATION TO SUPPORT POLICE OFFICER'S TRANSFER IN ENROLLMENT IN THE NEW YORK STATE POLICE AND FIRE RETIREMENT SYSTEM

On motion of TRUSTEE DIDDEN, seconded by TRUSTEE MARINO, the following resolution was adopted by the Board of Trustees of the Village of Port Chester, New York:

WHEREAS, the Village of Port Chester has adopted coverage for the optional 20-year retirement plan for members of the Police Department pursuant to Section 384-d of the Retirement and Social Security Law; and

WHEREAS, Police Officer Michael Sprague ("Sprague") was appointed by the Village of Port Chester on January 7, 2013; and

WHEREAS, due to a clerical error on Sprague's application and miscommunication with the New York Police and Fire State Retirement System, he was not enrolled in the 384-d Plan; and

WHEREAS, Sprague desires to transfer his enrollment to join such Plan; and

WHEREAS, special state legislation is required to reopen the provisions of Section 384-d to allow Sprague to change his enrollment to the 384-d Plan; and

WHEREAS, should such legislation be enacted, the Village would be required to incur thel past service cost which estimated expense has been provided to the Board; and

WHEREAS, the Village will be responsible for its annual contribution on behalf of Sprague in the usual course. Now, therefore, be it

RESOLVED, that the Board of Trustees authorizes the Mayor on its behalf to request State Senator George Latimer and Assemblyman Steven Otis to propose bills in their respective

chambers that would accomplish Police Officer Michael Sprague's transfer of enrollment to New York State Police and Fire Retirement Plan 384-d.

Approved as to Form:

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Anthony M. Cerreto

ROLL CALL

AYES: TRUSTEES DIDDEN, FERRARA, BRAKEWOOD, CECCARELLI, ADAMS, MARINO AND MAYOR PILLA
NOES: NONE
ABSENT: NONE

RESOLUTION

APPROVAL OF THE PORT CHESTER FIRE DEPARTMENT ELECTION OF CHIEF ENGINEER AND FIRST AND SECOND ASSISTANT ENGINEERS

On motion of TRUSTEE DIDDEN, seconded by TRUSTEE MARINO, the following

resolution was adopted by the Board of Trustees of the Village of Port Chester, New York:

WHEREAS, on December 15, 2016, the Port Chester Fire Department held the Election of Chief Engineer and First and Second Assistant Engineers; and

WHEREAS, the Secretaries of the Fire Companies of the Village of Port Chester have certified to the Board of Trustees the results of that election; and

WHEREAS, the results of said election held, Michael Devittorio for Chief Engineer, Enrico Casterella for First Assistant Engineer and Herbert Bocchino for Second Assistant Engineer;

WHEREAS, each office shall be for a term of two years.

Now, therefore, be it

RESOLVED, that the Board of Trustees hereby approves of the results of the Election of Chief Engineer and First and Second Assistant Engineers.

APPROVED AS TO FORM:

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Anthony Cerreto - Village Attorney

ROLL CALL

AYES: TRUSTEES DIDDEN, FERRARA, BRAKEWOOD, CECCARELLI, ADAMS, MARINO AND MAYOR PILLA
NOES: NONE
ABSENT: NONE

MINUTES HELD NOVEMBER 21, 2016

On motion of TRUSTEE FERRARA, seconded by TRUSTEE CECCARELLI, the minutes of the November 21, 2016 Board of Trustees meetingwere adopted by the Board of Trustees of the Village of Port Chester, New York:

ROLL CALL

AYES: TRUSTEES DIDDEN, FERRARA, BRAKEWOOD, CECCARELLI, AND MARINO
NOES: NONE
ABSENT: NONE
RECUSED: TRUSTEE ADAMS AND MAYOR PILLA

MINUTES OF BOARD OF TRUSTEE'S MEETING ON NOVEMBER 21, 2016

RESOLUTION

A Meeting of the Board of Trustees of the Village of Port Chester, New York, was held on November 21, 2016 at 6:00 p.m. in the Village Justice Courtroom of the Police Headquarters Building, 350 North Main Street, Port Chester, New York

Board Members in attendance: Trustee Ferrara has joined the meeting via videoconference from Deland, Florida

Mayor Pilla - Absent

Trustees:

Didden - Present
Ferrara – Present
Brakewood – Absent
Ceccarelli – Present
Adams – Present
Marino – Absent

Also present were Village Clerk Dave Thomas, Village Attorney Anthony Cerreto, Village Manager Christopher Steers, Village Treasurer Leonie Douglas, Planning Director Eric Zamft, Human Resources Director Ed Brancati, Police Chief Richard Conway and Fire Chief Edward Quinn,

Trustee Brakewood arrived at 6:10 PM.

On motion of TRUSTEE DIDDEN, seconded by TRUSTEE CECCARELLI, Trustee

Adams was designated as the Chair for the Executive session for November 21, 2016 meeting.

ROLL CALL

AYES: TRUSTEES DIDDEN, FERRARA, BRAKEWOOD, CECCARELLI AND ADAMS
NOES: NONE
ABSENT: TRUSTEES MARINO, AND MAYOR PILLA

On motion of TRUSTEE CECCARELLI, seconded by TRUSTEE DIDDEN, the meeting was declared open for November 21, 2016

ROLL CALL

AYES: TRUSTEES DIDDEN, FERRARA, BRAKEWOOD, CECCARELLI AND ADAMS
NOES: NONE
ABSENT: TRUSTEES MARINO, AND MAYOR PILLA

PROPOSED MOTION FOR EXECUTIVE SESSION

On motion of TRUSTEE DIDDEN, seconded by TRUSTEE BRAKEWOOD, the Executive Session was declared open.

2. Consultation with Special Counsel on 2nd Report
3. CSEA Contract Negotiations

ROLL CALL

AYES: TRUSTEES DIDDEN, FERRARA, BRAKEWOOD, CECCARELLI AND ADAMS
NOES: NONE
ABSENT: TRUSTEES MARINO, AND MAYOR PILLA

On motion of TRUSTEE ADAMS, seconded by TRUSTEE CECCARELLI, the Executive Session was declared closed.

ROLL CALL

AYES: TRUSTEES DIDDEN, FERRARA, BRAKEWOOD, CECCARELLI AND ADAMS
NOES: NONE
ABSENT: TRUSTEES MARINO, AND MAYOR PILLA

Mayor Pilla arrived at 7:04 PM

AWARDS

Mayor Pilla presented the Mayor's Leadership Award to John Zicca.

PRESENTATION

Audit Presentation by Drescher and Malecki LLP

PUBLIC COMMENTS

Mr. Richard Abel commented on Resolution #6 regarding the G&S letter on parking. The Yield Sign on Willett Avenue under the railroad bridge is not very obvious. It is dangerous because people do not know who has the right of way. Also, people do not stop at the stop light on Willett; they just make the right turn without stopping.

RESOLUTIONS

RESOLUTION

COUNSEL TO MAYOR ARISING OUT OF A CERTAIN CORRESPONDENCE BETWEEN THE VILLAGE MANAGER AND MAYOR

On motion of TRUSTEE DIDDEN, seconded by TRUSTEE CECCARELLI, the

following resolution was not adopted by the Board of Trustees of the Village of Port Chester, New York:

WHEREAS, the Village Manager, Christopher Steers, directed correspondence dated October 5, 2015 to Mayor Dennis Pilla, and provided copies to the Board of Trustees and the Village Attorney, Anthony Cerreto; and

WHEREAS, the correspondence raised issues arising out of a procurement process with regard to the dog run at Abendroth Park, Marina bulkhead, and grant-writing services; and

WHEREAS the Village Attorney was placed in the position of being a potential witness in certain of these matters; and

WHEREAS, the Board took judicial notice that Section 77-7D of the Village Code provides that "[T]he Board of Trustees shall have the power and duty to investigate the affairs of every department or agency of Village government and the official conduct of every officer and employee."; and

WHEREAS, the Manager and Mayor are not insulated from such scrutiny; and

WHEREAS, given the unique circumstances presented, the Board elected to delegate its investigatory authority to a special, independent counsel to conduct fact-finding, make conclusions of law and recommend the proper course of action; and

WHEREAS, on November 2, 2015, the Board authorized the retainer of Brian Murphy ("Attorney Murphy") of, the Matera Law Firm, Melville, New York, who was highly qualified given his past service as an assistant district attorney and prior employment with the Village's Labor Counsel whose assignments involved several workplace investigations in the various Village Departments; and

WHEREAS; after investigation, which involved considerable time consisting of interviews, reviewing extensive records and legal research, Attorney Murphy presented the Board a written report dated April 3 2016 ("Murphy Report"); and

WHEREAS, at a meeting on April 4, 2016, the Board accepted the Murphy Report which concluded that the Mayor violated the Code of Ethics when he should have (but did not) disclose the full nature and extent of his business relationship with the Laberge Group and recuse himself from participating in the debate and vote over its bid for grant-writing services so as to avoid any appearance of impropriety; and

WHEREAS, Attorney Murphy recommended that the Board counsel the Mayor as to same and his future performance of the mayoral duties in accordance with the Code of Ethics; and

WHEREAS, Attorney Murphy further recommended that the Board counsel the Mayor as to the limited role and minimal independent authority of the office of the mayor; and

WHEREAS, as an alternative to formal action, the Board caused the delivery of a proposed letter prepared by Attorney Murphy for the Mayor to sign that would acknowledge the findings and conclusions of the Murphy report; and

WHEREAS, since that time, the Mayor has made a public statement as to his conduct and that he would not agree to sign any such acknowledgment letter; and

WHEREAS, the Board is therefore left with the recommendation of Attorney Murphy to counsel the Mayor as to his actions in the form of a resolution. Now,

therefore, be it

RESOLVED, that the Board of Trustees hereby counsels the Mayor that he should have complied with the Village's Code of Ethics and proactively disclosed the full nature and extent off his business relationship with the Laberge Group and recused himself from participating in the debate and vote over its bid for grant-writing services so as to avoid any appearance of impropriety; and be it further

RESOLVED, that the Board further counsels the Mayor of the limited role and minimal independent authority of the office of the mayor; and be it further

RESOLVED, it is the expectation of this Board that going forward that the Mayor, and indeed all members should be mindful or their obligation to conduct themselves with the highest of ethical standards to assure the confidence of the public in the discharge of their official duties, and when confronted with a potential ethical issue, all should avail themselves of the Village's Board of Ethics for guidance; and be it further

RESOLVED, that with this resolution, the Board desires that the matter be brought to a close so that it may devote its time to other Village business.

Approved as to Form:

_____

Anthony M. Cerreto, Village Attorney

ROLL CALL

AYES: TRUSTEES DIDDEN, FERRARA AND CECCARELLI,
NOES: TRUSTEES BRAKEWOOD, AND ADAMS
ABSENT: TRUSTEE MARINO
RECUSED: MAYOR PILLA

DATE: NOVEMBER 21, 2016

DISCUSSION

1. Establishing a Citizen's Advisory Committee for the Village's Sesquicentennial in 2018

ADD-ON RESOLUTION

On motion of TRUSTEE DIDDEN, seconded by TRUSTEE BRAKEWOOD, the following resolution was added on by the Board of Trustees of the Village of Port Chester, New York:

ROLL CALL
AYES: Trustees Didden, Ferrara, Brakewood, Ceccarelli, Adams and Mayor Pilla
NOES: None
ABSENT: Trustee Marino

DATE: November 21, 2016

On motion of TRUSTEE DIDDEN, seconded by TRUSTEE BRAKEWOOD, this Resolution was adopted by the Board of Trustees of the Village of Port Chester, NY

Resolved, that the Board of Trustees hereby establishes a Citizen's Advisory Committee for the Village's Sesquicentennial in 2018 consisting of ten (10) members to be initially comprised of Mary Strauch, Joan DiBuono and Denise Quinn.

ROLL CALL
AYES: Trustees Didden, Ferrara, Brakewood, Ceccarelli, Adams and Mayor Pilla
NOES: None
ABSENT: Trustee Marino

DATE: November 21, 2016

2. Bulkhead Design Project Update
3. Police/Court Facility Update
4. Parking Study and Short Term Improvements
5. Prior Open permit fees
6. Update on FOIL Request# 2016-034

RESOLUTIONS

RESOLUTION
ACKNOWLEDGING THAT AN EXAMINATION OF THE JUSTICE COURT RECORDS AND DOCKETS WAS CONDUCTED
FOR FISCAL YEAR 2015--2016

On motion of TRUSTEE DIDDEN, seconded by TRUSTEE ADAMS, the following resolution was adopted by the Board of Trustees of the Village of Port Chester, New York:

WHEREAS, Uniform Justice Court Act, Section 2019-a sets out, in pertinent part, the following:

"It shall be the duty of every justice, at least once a year and upon the last audit day of such village or town, to present his records and dockets to the auditing board of said village or town; which board shall examine said records and docket or cause same to be examined and a report submitted to the board by a certified public accountant or public accountant and enter into the minutes of its proceedings the fact that such records and docket have been duly examined and that the fines therein collected have been turned over to the proper officials of the village or town as required by law. Any such justice who shall willfully fail to make and enter in such records and docket forthwith, the entries by this section required to be made or to exhibit such records and docket when reasonably required, or present his records or docket to the auditing board as herein required, shall be guilty of a misdemeanor and shall, upon conviction, in addition to the punishment provided by law for a misdemeanor, forfeit his office."

WHEREAS, the Village retained the accounting firm of Drescher Malecki

LLP, Buffalo, New York, as independent auditor to conduct an audit of the Village books, including the records and docket of the Justice Court of the Village of Port Chester; and

WHEREAS, the auditors have since presented the Village with the Village's audit its' opinion that the financial statements present fairly in all material respects the cash balances as of May 31, 2016 and the cash receipts collected and cash disbursements paid of the Justices of the Justice Court for the 2015-2016 Fiscal Year ended May 31, 2016. Now, therefore, be it

RESOLVED, that the Village Board of Trustees acknowledges that the required audit was conducted of the records and docket of the Port Chester Justice Court for Fiscal Year 2015-2016 and that the fines therein collected have been turned over to the Village Treasurer; and be it further

RESOLVED, that a certified copy of this resolution together with a copy of the audit for the aforesaid year be provided to the New York State Office of Court Administration.

Approved as to Form:

_____

Village Attorney, Anthony Cerreto

ROLL CALL

AYES: TRUSTEES DIDDEN, FERRARA, BRAKEWOOD, CECCARELLI, ADAMS AND MAYOR PILLA
NOES: NONE
ABSENT: TRUSTEE MARINO

DATE: NOVEMBER 21, 2016

RESOLUTION

2016-2017 FISCAL YEAR BUDGET AMENDMENT

AMENDED RESOLUTION

On motion of TRUSTEE BRAKEWOOD, seconded by TRUSTEE DIDDEN, the following resolution was adopted as amended by the Board of Trustees of the Village of Port Chester, New York:

ROLL CALL

AYES: TRUSTEES DIDDEN, FERRARA, BRAKEWOOD, CECCARELLI, ADAMS AND MAYOR PILLA
NOES: NONE
ABSENT: TRUSTEE MARINO

DATE: NOVEMBER 21, 2016

On motion of TRUSTEE CECCARELLI, seconded by TRUSTEE DIDDEN, the following resolution was adopted by the Board of Trustees of the Village of Port Chester, New York:

WHEREAS, on May 2, 2016, the Board of Trustees adopted a budget for the 2016-2017 fiscal year; and

WHEREAS, during the budget workshop for the Port Chester Justice Court, there was comment that Acting Justice Jose O. Castaneda should receive the same amount in compensation as Acting Justice Matthew Troy; and

WHEREAS, the adopted budget did not provide for same. Now, therefore, be it

RESOLVED, that effective June 1, 2016, Acting Justice Jose O. Castaneda's annual compensation will be increased from $25,000 to $38,110, and be it further

RESOLVED, that the Board of Trustees authorizes the Village Treasurer to transfer $ 13,110 for General Fund Contingency account 1.1990.400 to Justice Court Personnel line 1.1110.100.

Approved as to Form:

_____
Anthony M. Cerreto, Village Attorney

ROLL CALL

AYES: TRUSTEES DIDDEN, FERRARA, BRAKEWOOD, CECCARELLI, ADAMS AND MAYOR PILLA
NOES: NONE
ABSENT: TRUSTEE MARINO

DATE: NOVEMBER 21, 2016

RESOLUTION

On motion of TRUSTEE DIDDEN, seconded by TRUSTEE BRAKEWOOD, the following resolution was adopted as amended by the Board of Trustees of the Village of Port Chester, New York:

ROLL CALL

AYES: TRUSTEES DIDDEN, FERRARA, BRAKEWOOD, CECCARELLI, ADAMS AND MAYOR PILLA

NOES: NONE
ABSENT: TRUSTEEMARINO

DATE: NOVEMBER 21, 2016

EXTENDING THE SUSPENSION OF PARKING RESTRICTIONS ON KING STREET

On motion of TRUSTEE CECCARELLI, seconded by TRUSTEE BRAKEWOOD, the following resolution was adopted by the Board of Trustees of the Village of Port Chester, New York:

WHEREAS, the Village suspended overnight parking restrictions on King Street between Highland Street and Chestnut Street, in response to a request from Longview Owners, Inc. for the period of October 17, 2016 to November 17, 2016 to accommodate the residents during their parking lot reconstruction; and

WHEREAS, the construction on the parking lot has gone on longer than first expected, and Longview Owners Inc., have requested an extension of the suspension of overnight parking restriction to November 30, 2016 or as such later date as may be authorized by the Village Manager; and

Now, therefore, be it,

RESOLVED, that the Board of Trustees hereby extends the overnight parking restrictions on King Street between Highland Street and Chestnut Street until November 30, 2016 and ratifies such extension by and through this resolution.

Approved as to Form:

_____

Anthony M. Cerreto, Village Attorney

ROLL CALL

AYES: TRUSTEES DIDDEN, FERRARA, BRAKEWOOD, CECCARELLI, ADAMS AND MAYOR PILLA
NOES: NONE
ABSENT: TRUSTEE MARINO

DATE: NOVEMBER 21, 2016

RESOLUTION

ACCEPTANCE AND APPROVAL OF MAX GONZALEZ AS AN ACTIVE MEMBER OF HARRY HOOK & LADDER CO. NO. 1

On motion of TRUSTEE DIDDEN, seconded by TRUSTEE ADAMS, the following resolution was adopted by the Board of Trustees of the Village of Port Chester, New York:

WHEREAS, at the November 1, 2016 meeting of Harry Howard Hook & Ladder Co. No. 1 the company held an election for a new active member; and

WHEREAS, Max Gonzalez has been elected to be a new active member. Now, therefore, be it

RESOLVED, that the Board of Trustees hereby accepts and approves the election of Max Gonzalez to Harry Howard Hook & Ladder Co. No. 1, as an active member of the Port Chester Fire Department, conditioned upon passing the required medical examination.

Approved as to Form:

_____

Anthony M. Cerreto, Village Attorney

ROLL CALL

AYES: TRUSTEES DIDDEN, FERRARA, BRAKEWOOD, CECCARELLI, ADAMS AND MAYOR PILLA
NOES: NONE
ABSENT: TRUSTEE MARINO

DATE: NOVEMBER 21, 2016

RESOLUTION

ACCEPTANCE AND APPROVAL OF JOSEPH TINELLI AS AN ACTIVE MEMBER OF RELIANCE ENGINE & HOSE CO. NO. 1

On motion of TRUSTEE DIDDEN, seconded by TRUSTEE CECCARELLI, the following resolution was adopted by the Board of Trustees of the Village of Port Chester, New York:

WHEREAS, at the November 4, 2016 meeting of Reliance Engine & Hose Co. No. 1 the company held an election for a new active member; and

WHEREAS, Joseph Tinelli has been elected to be a new active member. Now, therefore, be it

RESOLVED, that the Board of Trustees hereby accepts and approves the election of Joseph Tinelli to Reliance Engine & Hose Co. No. 1, as an active member of the Port Chester Fire Department, conditioned upon passing the required medical examination.

Approved as to Form:

_____

Anthony M. Cerreto, Village Attorney

ROLL CALL

AYES: TRUSTEES DIDDEN, FERRARA, BRAKEWOOD, CECCARELLI, ADAMS AND MAYOR PILLA
NOES: NONE
ABSENT: TRUSTEE MARINO

DATE: NOVEMBER 21, 2016

RESOLUTION

2016-2017 FISCAL YEAR BUDGET AMENDMENT TO INCREASE APPROPRIATION FOR OVERTIME IN THE POLICE DEPARTMENT

On motion of TRUSTEE DIDDEN, seconded by TRUSTEE ADAMS, the following resolution was adopted by the Board of Trustees of the Village of Port Chester, New York:

WHEREAS, on May 2, 2016, the Board of Trustees adopted a budget for the

2016-2017 fiscal year; and

WHEREAS, $512,500 was appropriated for overtime in the Police Department; and

WHEREAS, the Village Treasurer has advised that the overtime account has been significantly depleted; and

WHEREAS, the contributing factors for such situation include the failure to fund three police officers requested by the department, number of members out of work due to on-the job disability and sickness, an increase in number of parades and processions, protests, protection of street paving work and training; and

WHEREAS, Board action is required to make a supplemental appropriation to this budget line. Now, therefore, be it; and.

RESOLVED, that the FY 2016-2017 General Fund Budget is hereby amended as follows:

Increase:

001.3120.0101 Police-Overtime
$200,000

Decrease:

1.990.400 Contingency
$200,000

Approved as to Form:

_____
Anthony M. Cerreto, Village Attorney

ROLL CALL

AYES: TRUSTEES DIDDEN, FERRARA, BRAKEWOOD, CECCARELLI, ADAMS AND MAYOR PILLA
NOES: NONE
ABSENT: TRUSTEE MARINO

DATE: NOVEMBER 21, 2016

RESOLUTION

2016-2017 FISCAL YEAR BUDGET AMENDMENT TO INCREASE APPROPRIATION FOR PENSION CONTRIBUTIONS ON BEHALF OF MEMBERS OF THE POLICE DEPARTMENT

On motion of TRUSTEE CECCARELLI, seconded by TRUSTEE DIDDEN, the following resolution was adopted by the Board of Trustees of the Village of Port Chester, New York:

WHEREAS, on May 2, 2016, the Board of Trustees adopted a budget for the 2016-2017 fiscal year; and

WHEREAS, $1,769,680 was appropriated for pension contributions for members of the Police Department; and

WHEREAS, the Village Treasurer has advised that the New York State Retirement System invoiced the Village $1,888,605 for members of the Department that is due by December 15, 2016; and

WHEREAS, Board action is required to make a supplemental appropriation to this budget line. Now, therefore, be it; and.

RESOLVED, that the FY 2016-2017 General Fund Budget is hereby amended as follows:

Increase:

1.9010.801
New York Police and Fire Retirement
$118,925

Decrease:

1.990.400 Contingency
$118,925

Approved as to Form:

_____
Anthony M. Cerreto, Village Attorney

ROLL CALL

AYES: TRUSTEES DIDDEN, FERRARA, BRAKEWOOD, CECCARELLI, ADAMS AND MAYOR PILLA

NOES: NONE
ABSENT: TRUSTEE MARINO

DATE: NOVEMBER 21, 2016

RESOLUTION

AUTHORIZING AN INTERMUNICIPAL AGREEMENT WITH THE COUNTY OF WESTCHESTER WITH REGARD TO PARTICIPATION IN THE STOP DWI PROGRAM FOR 2016-2017

On motion of TRUSTEE DIDDEN, seconded by TRUSTEE BRAKEWOOD, the following resolution was adopted by the Board of Trustees of the Village of Port Chester, New York:

WHEREAS, the Westchester County STOP DWI Program ("Program") is an overtime, added patrol effort with participating municipal police departments to enforce the New York State Vehicle and Traffic Laws against intoxicated and impaired driving; and

WHEREAS, upon submission of documentation, the County reimburses the participating department for overtime expense not to exceed a prescribed amount; and

WHEREAS, the County has forwarded a proposed Intermunicipal Agreement (IMA) to the Village of Port Chester that would enable the Port Chester Police Department to continue its participation in the Program for the period October 1, 2015 through September 30, 2016, with reimbursement not to exceed $12,000; and

WHEREAS, the Chief of Police supports the Police Department's continued participation in the program. Now, therefore, be it

RESOLVED, that the Village Manager be and is hereby authorized to enter into an IMA with the County of Westchester to continue the Port Chester Police Department's participation in the Stop DWI Program for 2015-2016.

Approved as to Form:
_____
Anthony M. Cerreto, Village Attorney

ROLL CALL

AYES: TRUSTEES DIDDEN, FERRARA, BRAKEWOOD, CECCARELLI, ADAMS AND MAYOR PILLA
NOES: NONE
ABSENT: TRUSTEE MARINO

DATE: NOVEMBER 21, 2016

Port Chester: 2016-2020-30

THIS AGREEMENT made this day of , 20_____ by and between:
THE COUNTY OF WESTCHESTER, a municipal corporation of the State of New York, having an office and place of business in the Michaelian Office Building, 148 Martine Avenue, White Plains, New York 10601 (hereinafter referred to as the "County") Acting by and through its Department of Public Safety Services (hereinafter referred to as the "Department")
And

Village of Port Chester
350 N. Main Street
Port Chester, NY 10573

_____ a municipal corporation of the State of New York having an office and place of business at _____ _____, New York _____ acting by and through the _____ Police Department, (hereinafter referred to as the "Municipality").

1. In consideration of an amount not to exceed EIGHT THOUSAND FOUR HUNDRED ($8,400.00) DOLLARS per year to be paid in the manner and at the rates set forth in Schedule "A," which is attached to and forms a part of this Agreement, the Municipality shall participate in the Westchester County STOP-DWI Patrol/Datamaster Project as described in Schedule "A" (hereinafter the "Work").

2. The parties recognize and acknowledge that the obligations of the County under this Agreement are subject to the County's receipt of funds from New York State to operate the Westchester County STOP-DWI Patrol/Datamaster Project.

If, for any reason, the full amount of said funds is not paid over or made available to the County by New York State, the County may terminate this Agreement immediately or reduce the amount payable to the Municipality, in the discretion of the County. The County shall give prompt notice of any such termination or reduction to the Municipality. If the County subsequently offers to pay a reduced amount to the Municipality, then the Municipality shall have the right to terminate this Agreement upon reasonable prior written notice.

In addition, the parties recognize and acknowledge that the obligations of the County under this Agreement are subject to annual appropriations by its Board of Legislators pursuant to the Laws of Westchester County. Therefore, this Agreement shall be deemed executory only to the extent of the monies appropriated and available. The County shall have no liability under this Agreement beyond funds appropriated and available for payment pursuant to this Agreement. The parties

understand and intend that the obligation of the County hereunder shall constitute a current expense of the County and shall not in any way be construed to be a debt of the County in contravention of any applicable constitutional or statutory limitations or requirements concerning the creation of indebtedness by the County, nor shall anything contained in this Agreement constitute a pledge of the general tax revenues, funds or moneys of the County. The County shall pay amounts due under this Agreement exclusively from legally available funds appropriated for this purpose. The County shall retain the right, upon the occurrence of the adoption of any County Budget by its Board of Legislators during the term of this Agreement or any amendments thereto, and for a reasonable period of time after such adoption(s), to conduct an analysis of the impacts of any such County Budget on County finances. After such analysis, the County shall retain the right to either terminate this Agreement or to renegotiate the amounts and rates set forth herein. If the County subsequently offers to pay a reduced amount to the Municipality, then the Municipality shall have the right to terminate this Agreement upon reasonable prior written notice.

This Agreement is also subject to further financial analysis of the impact of any New York State Budget (the "State Budget") proposed and adopted during the term of this Agreement. The County shall retain the right, upon the occurrence of any release by the Governor of a proposed State Budget and/or the adoption of a State Budget or any amendments thereto, and for a reasonable period of time after such release(s) or adoption(s), to conduct an analysis of the impacts of any such State Budget on County finances. After such analysis, the County shall retain the right to either terminate this Agreement or to renegotiate the amounts and rates approved herein. If the County subsequently offers to pay a reduced amount to the Municipality, then the Municipality shall have the right to terminate this Agreement upon reasonable prior written notice.

3. All records or recorded data of any kind compiled by the Municipality in completing the Work described in this Agreement, including but not limited to written reports, studies, computer printouts, graphs, charts, and all other similar recorded data, shall become and remain the property of the County. The Municipality may retain copies of such records for its own use and shall not disclose any such information without the express written consent of the Stop-DWI Director or his designee ("Director"). The County shall have the right to reproduce and publish such records, if it so desires, at no additional cost to the County.

4. The Work to be performed pursuant to the terms of this Agreement shall commence January 1, 2016 and continue through December 31, 2020.

The Municipality shall issue progress reports to the County as the Director may direct and shall immediately inform the Director in writing of any cause for delay in the performance of its obligations under this Agreement.

5. The Municipality agrees and shall be subject to the insurance requirements contained in Schedule "B," which schedule is attached to and forms a part of this Agreement. In addition to and not in limitation of the insurance provisions contained in

Schedule "B," the Municipality agrees:

(a) that except for the amount, if any, of damage contributed to, caused by or resulting from the negligent or intentional acts, errors and omissions or willful misconduct of the County, the Municipality shall indemnify and hold harmless the County, its officers, employees, and agents from and against any and all liability, damage, claims, demands, costs, judgments, fees, attorney's fees or loss arising out of the negligent or intentional acts, errors and omissions or willful misconduct of the Municipality or third parties under the direction or control of the Municipality; and

(b) to provide defense for and defend, at its sole expense, any and all claims, demands or causes of action arising out of the negligent or intentional acts, errors and omissions or willful misconduct of the Municipality or third parties under the direction and control of the Municipality and to bear all other costs and expenses related thereto.

6. The Municipality shall comply, at its own expense, with the provisions of all applicable local, state and federal laws, rules and regulations, including, but not limited to, those applicable to the Municipality as an employer of labor or otherwise.

7. Requests for payment to be made shall be submitted by the Municipality on properly executed payment vouchers of the County in accordance with Schedule "A" and paid only after approval by the Director. All payment vouchers must be accompanied by a numbered invoice and must contain the invoice number where indicated. All invoices submitted during each calendar year shall utilize consecutive numbering and be non-repeating. In no event shall payment be made to the Municipality prior to completion of all Work and the approval of same by the Director.

The Municipality shall, at no additional charge, furnish all labor, services, materials, tools, equipment and other appliances necessary to complete the Work, unless specific additional charges are expressly permitted under this Agreement. It is recognized and understood that even if specific additional charges are expressly permitted under this Agreement, in no event shall total payment to the Municipality exceed the not-to-exceed amount set forth in Section 1 above.

All payments made by the County to the Municipality will be made by electronic funds transfer ("EFT") pursuant to the County's Vendor Direct program. Municipalities doing business with Westchester County, who are not already enrolled in the Vendor Direct Program, will be required to fill out and submit an EFT Authorization Form prior to receiving an award or purchase order. The EFT Authorization Form and related information are annexed hereto as Schedule "C." The completed Authorization Form must be returned by the Municipality to the Westchester County Department of Finance ("Finance Department") prior to execution of the contract. In rare cases, a hardship waiver may be granted. For a Hardship Waiver Request Form, please contact the Finance Department.

8. (a) The County, upon ten (10) days notice to the Municipality, may terminate this Agreement in whole or in part when the County deems it to be in its best interest. In such

event, the Municipality shall be compensated and the County shall be liable only for payment for services already rendered under this Agreement prior to the effective date of termination at the rates specified in Schedule "A." Upon receipt of notice that the County is terminating this Agreement in its best interests, the Municipality shall stop work immediately and incur no further costs in furtherance of this Agreement without the express approval of the Director, and the Municipality shall direct any approved subconsultants to do the same.

In the event of a dispute as to the value of the Work rendered by the Municipality prior to the date of termination, it is understood and agreed that the Director shall determine the value of such Work rendered by the Municipality. The Municipality shall accept such reasonable and good faith determination as final.

(b) In the event the County determines that there has been a material breach by the Municipality of any of the terms of the Agreement and such breach remains uncured for forty-eight (48) hours after service on the Municipality of written notice thereof, the County, in addition to any other right or remedy it might have, may terminate this Agreement and the County shall have the right, power and authority to complete the Work provided for in this Agreement, or contract for its completion, and any additional expense or cost of such completion shall be charged to and paid by the Municipality. Without limiting the foregoing, upon written notice to the Municipality, repeated breaches by the Municipality of duties or obligations under this Agreement shall be deemed a material breach of this Agreement justifying termination for cause hereunder without requirement for further opportunity to cure.

9. All notices of any nature referred to in this Agreement shall be in writing and either sent by registered or certified mail postage pre-paid, or delivered by hand or overnight courier, or sent by facsimile (with acknowledgment received and a copy of the notice sent by registered or certified mail, postage pre-paid), as set forth below or to such other addresses as the respective parties hereto may designate in writing. Notice shall be effective on the date of receipt. Notices shall be sent to the following:

To the County:
Commissioner - Sheriff of Public Safety
1 Saw Mill River Parkway
Hawthorne, New York 10532

With a copy to:
Director, Drug Abuse Prevention & STOP-DWI
112 E. Post Road, 3rd Floor
White Plains, New York 10601

with a copy to:
County Attorney
Michaelian Office Building, Room 600
148 Martine Avenue
White Plains, New York 10601

To the Municipality:

_____
_____
_____

10. This Agreement and its attachments constitute the entire Agreement between the parties with respect to the subject matter hereof and shall supersede all previous negotiations, commitments and writings. It shall not be released, discharged, changed or modified except by an instrument in writing signed by a duly authorized representative of each of the parties.

11. In the event of any conflict between the terms of this Agreement and the terms of any schedule or attachment hereto, it is understood that the terms of this Agreement shall be controlling with respect to any interpretation of the meaning and intent of the parties.

12. Nothing contained herein shall be construed to make either party the agent, employee or co-venturer of the other and the parties hereto expressly disclaim the existence of any such relationship between them.

13. The failure of the County to insist upon strict performance of any term, condition or covenant herein, shall not be considered a waiver of such breach or default or any subsequent breach or default of the terms, conditions and covenants herein. The remedies contained herein are cumulative and shall not limit or restrict any other remedy at law or in equity to which the County may be entitled.

14. Except as provided herein, the Municipality shall not assign, sublet, subcontract or otherwise dispose of this Agreement, or any right, duty or interest herein, without the prior express written approval of the County. Any purported delegation of duties, assignment of rights under this Agreement without the prior express written consent of the County is void. No assignment, subcontracting, subletting or other such disposition of this Agreement, either with or without such consent of the County, shall serve to relieve the Municipality of its obligations under this Agreement.

15. This Agreement shall be construed and enforced in accordance with the Laws of the State of New York.

16. This Agreement shall not be enforceable until signed by all parties and approved by the Office of the County Attorney.

IN WITNESS WHEREOF, the County of Westchester and the Municipality have caused this Agreement to be executed.

THE COUNTY OF WESTCHESTER

BY:_____
GEORGE N. LONGWORTH
Commissioner – Sheriff of Public Safety

MUNICIPALTIY

BY:_____
Name & Title

Approved by the Westchester County Board of Legislators on the 30th day of March, 2016 by Act No. 39-2016.

Approved by the Westchester County Board of Acquisition and Contract on the 26th day of May, 2016.

Approved as to form and manner of execution

_____
Assistant County Attorney
County of Westchester

ACKNOWLEDGMENT

STATE OF NEW YORK)
) ss.:
COUNTY OF WESTCHESTER)

On the _____ day of _____ in the year 201 _____ before me, the undersigned, personally appeared _____, personally known to me or proved to me on the basis of satisfactory evidence to be the individual(s) whose name(s) is (are) subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their capacity(ies), and that by his/her/their signature(s) on the instrument, the individual(s), or the person upon behalf of which the individual(s) acted, executed the instrument.

Date: _____ _____
Notary Public

RPL § 309-a; NY CPLR § 4538

CERTIFICATE OF AUTHORITY
(CORPORATION)

I, _____,
(Officer other than officer signing contract)

certify that I am the _____ of
(Title)
the _____
(Name of Corporation)

a corporation duly organized and in good standing under the
_____ (Law under which organized, e.g., the New York Business Corporation Law) named in the foregoing agreement; that
_____
(Person executing agreement)

who signed said agreement on behalf of the
_____
(Name of Corporation)

was, at the time of execution
_____
(Title of such person)

of the Corporation and that said agreement was duly signed for and on behalf of said Corporation by authority of its Board of Directors, thereunto duly authorized and that such authority is in full force and effect at the date hereof.

_____
(Signature)

STATE OF NEW YORK)
) ss.:
COUNTY OF WESTCHESTER)

On the _____ day of _____ in the year 201____ before me, the undersigned, a Notary Public in and for said State, _____personally appeared, personally known to me or proved to me on the basis of satisfactory evidence to be the officer described in and who executed the above certificate, who being by me duly sworn did depose and say that he/she resides at _____, and he/she is an officer of said corporation; that he/she is duly authorized to execute said certificate on behalf of said corporation, and that he/she signed his/her name thereto pursuant to such authority.

_____

Notary Public

Date

SCHEDULE A

STOP-DWI PATROL PROJECT

The STOP-DWI Patrol Project is an overtime, added, patrol effort to enforce the New York State Vehicle and Traffic Laws against intoxicated and impaired driving (DWI/DWAI) in Westchester County. Each participating municipality, through its police department, must submit the required documentation to claim reimbursement from the STOP-DWI Program. This is described below.

The Patrol Project requires that the STOP-DWI Patrol activity and assignment be in addition to the participating police department's normal and /or routine patrol activity and assignment. **It cannot be used to replace any regular, normal or routine patrol**. The additional patrol must be conducted during the critical DWI/DWAI hours of evening and nighttime as approved by the STOP-DWI Director. The STOP-DWI Patrol Project vehicle must bear the special logo and markings to increase public awareness of the enforcement effort. A police chief project director is appointed to work with the STOP-DWI Program in the operation of the patrol project. **ALL PATROLS AND SOBRIETY CHECKPOINTS MUST BE SCHEDULED AND APPROVED PRIOR TO CONDUCTING SAID OPERATION. THE MUNICIPALITIES' DWI PROJECT COORDINATOR MUST CALL THE COUNTY'S STOP-DWI OFFICE AND GET AN APPROVED CONTROL NUMBER. ONLY OPERATIONS WITH AN APPROVED CONTROL NUMBER WILL BE PROCESSED FOR PAYMENT.**

THE MAXIMUM AMOUNT PAYABLE UNDER THIS AGREEMENT IS $8,400.00 PER YEAR.

Sobriety Checkpoints may be conducted with the reimbursable funds and one or more quarters may be combined to fund this particular effort. Coordination with the STOP-DWI Program Director is required **before** the checkpoint is conducted.

Patrol Project Reimbursement Documentation Packet - The following four items are required for reimbursement under this program and **MUST** be forwarded to the STOP-DWI Office within two weeks of the end of each quarter for payment to be approved. Each Municipality is required to maintain copies of all submitted documents and have them available for examination for a minimum of two calendar years in addition to the current calendar year. This is to facilitate future audits.

A. **OFFICER Tracking Report**: This is to be completed and signed by the Police Officer assigned to a specific STOP-DWI Patrol. The form must also be signed by the Supervisor in charge for a specific STOP-DWI Patrol. All of the entries must be completed, including the date, times, number of hours, number of stops, tickets issued, arrests made before submission.

B. **PATROL Tracking Report Summary**: This is to be completed and signed by the Supervisor in charge for a specific STOP-DWI Patrol. The report summarizes the work of each officer assigned to particular STOP DWI patrol duty for a given date. The information

should be a compilation of the individual Officer Tracking Report. Note – Please use this report ONLY if there is more than one officers assigned to the patrol.

C. **Payment Voucher**: A copy of the overtime report form used by the Municipality to pay each assigned officer must be included. Copy MUST show the assigned officer's name, title, number of hours, and assignment to solely to STOP-DWI Patrol. **AN AUTHORIZED INDIVIDUAL MUST SIGN THE SUBMITTED COPY AS CERTIFICATION THAT IT IS A TRUE AND ACCURATE COPY OF THE ORIGINAL AND THAT THE STOP-DWI PATROL ASSIGNMENTS WERE IN ADDITION TO ROUTINE PATROLS**. The originals are to be kept by the submitting agency.

Vouchers MUST include your municipality's assigned "Vendor number." and "Account number." They must show that they are for the STOP-DWI Patrol Program and include the quarter and dates, officer's name, number of hours worked, officer's actual hourly rate and total payment for officer. The rate of reimbursement for officers assigned to STOP-DWI is the officer's actual hourly rate up to a maximum of $75.00 per hour.

D. **Quarterly Summary Report:** For reimbursement, each submission must have a Summary Report included. This Report, which indicates the activity of the Municipality for the quarter, will cover a specific period and should be submitted at the **END OF THE QUARTER**. This is a Summary of the **Patrol Tracking Report Summary** that is filled out for each STOP DWI Enforcement Patrol

Copies of the **OFFICER'S Patrol Tracking Report,** the **PATROL Tracking Report Summary**, as well as the **Payment Voucher** are to be attached to the completed **Quarterly Summary Report**. This complete reimbursement documentation packet is to be forwarded to:

Director, STOP-DWI
112 E. Post Road
3rd Floor
White Plains, New York 10601

ANY REIMBURSEMENT DOCUMENTATION PACKET FILED MORE THAN 30 DAYS AFTER THE CLOSE OF A QUARTER WILL NOT BE PAID UNLESS SPECIAL ARRANGEMENTS HAVE BEEN MADE WITH THE STOP-DWI PROGRAM DIRECTOR IN ADVANCE.

SCHEDULE B
STANDARD INSURANCE PROVISIONS
(MUNICIPALITY)

1. Prior to commencing work, the Municipality shall obtain at its own cost and expense the required insurance from insurance companies licensed in the State of New York, carrying a Best's financial rating of A or better, and shall provide evidence of such insurance to the County of Westchester, as may be required and approved by the Director of Risk Management of the County. The policies or certificates thereof shall provide that thirty days prior to cancellation or material change in the policy, notices of same shall be given to the Director of Risk Management of the County of Westchester by registered mail, return receipt requested, for all of the following stated insurance policies. All notices shall name the Municipality and identify the Agreement.

If at any time any of the policies required herein shall be or become unsatisfactory to the County, as to form or substance, or if a company issuing any such policy shall be or become unsatisfactory to the County, the Municipality shall upon notice to that effect from the County, promptly obtain a new policy, submit the same to the Department of Risk Management of the County of Westchester for approval and submit a certificate thereof. Upon failure of the Municipality to furnish, deliver and maintain such insurance, the Agreement, at the election of the County, may be declared suspended, discontinued or terminated. Failure of the Municipality to take out, maintain, or the taking out or maintenance of any required insurance, shall not relieve the Municipality from any liability under the Agreement, nor shall the insurance requirements be construed to conflict with or otherwise limit the contractual obligations of the Municipality concerning indemnification. All property losses shall be made payable to and adjusted with the County.

In the event that claims, for which the County may be liable, in excess of the insured amounts provided herein are filed by reason of any operations under the Agreement, the amount of excess of such claims or any portion thereof, may be withheld from payment due or to become due the Municipality until such time as the Municipality shall furnish such additional security covering such claims in form satisfactory to the County of Westchester.

2. The Municipality shall provide proof of the following coverage (if additional coverage is required for a specific agreement, those requirements will be described in the "Special Conditions" of the contract specifications):

(a) Workers' Compensation. Certificate form C-105.2 (9/07) or State Fund Insurance Company form U-26.3 is required for proof of compliance with the New York State Workers' Compensation Law. State Workers' Compensation Board form DB-120.1 is required for proof of compliance with the New York State Disability Benefits Law. Location of operation shall be "All locations in Westchester County, New York."

Where an applicant claims to not be required to carry either a Workers' Compensation Policy or Disability Benefits Policy, or both, the employer must complete NYS form CE-200, available to download at: www.wcb.state.ny.us (click on Employers/Businesses, then Business Permits/Licenses/Contracts to see instruction manual).

If the employer is self-insured for Worker's Compensation, he/she should present a certificate from the New York State Worker's Compensation Board evidencing that fact (Either

SI-12, Certificate of Workers' Compensation Self-Insurance, or GSI-105.2, Certificate of Participation in Workers' Compensation Group Self-Insurance).

(b) Employer's Liability with minimum limit of $100,000.00.

(c) Commercial General Liability Insurance with a minimum limit of liability per occurrence of $1,000,000.00 for bodily injury and $100,000.00 for property damage or a combined single limit of $1,000,000.00 (c.s.l.), naming the County of Westchester as an additional insured. This insurance shall indicate the following coverages:

(i) Premises - Operations.
(ii) Broad Form Contractual.

(d) Automobile Liability Insurance with a minimum limit of liability per occurrence of $1,000,000.00 per occurrence for bodily injury and a minimum limit of $100,000.00 per occurrence for property damage or a combined single limit of $1,000,000.00 unless otherwise indicated in the contract specifications. This insurance shall include for bodily injury and property damage the following coverages:

(i) Owned automobiles.
(ii) Hired automobiles.
(iii) Non-owned automobiles.

3. All policies of the Municipality shall be endorsed to contain the following clauses:

(a) Insurers shall have no right to recovery or subrogation against the County of Westchester (including its employees and other agents and agencies), it being the intention of the parties that the insurance policies so effected shall protect both parties and be primary coverage for any and all losses covered by the above-described insurance.

(b) The clause "other insurance provisions" in a policy in which the County of Westchester is named as an insured, shall not apply to the County of Westchester.

(c) The insurance companies issuing the policy or policies shall have no recourse against the County of Westchester (including its agents and agencies as aforesaid) for payment of any premiums or for assessments under any form of policy.

(d) Any and all deductibles in the above described insurance polices shall be assumed by and be for the account of, and at the sole risk of, the Municipality.

SCHEDULE "C"
Westchester County Vendor Direct Program Frequently Asked Questions

1. WHAT ARE THE BENEFITS OF THE ELECTRONIC FUNDS TRANSFER (EFT) ASSOCIATED WITH THE VENDOR DIRECT PROGRAM?
There are several advantages to having your payments automatically deposited into your designated bank account via EFT:

Payments are secure – Paper checks can be lost in the mail or stolen, but money deposited directly into your bank account is more secure.

You save time – Money deposited into your bank account is automatic. You save the time of preparing and delivering the deposit to the bank. Additionally, the funds are immediately available to you.

2. ARE MY PAYMENTS GOING TO BE PROCESSED ON THE SAME SCHEDULE AS THEY WERE BEFORE VENDOR DIRECT?
Yes.

3. HOW QUICKLY WILL A PAYMENT BE DEPOSITED INTO MY ACCOUNT?
Payments are deposited two business days after the voucher/invoice is processed. Saturdays, Sundays, and legal holidays are not considered business days.

4. HOW WILL I KNOW WHEN THE PAYMENT IS IN MY BANK ACCOUNT AND WHAT IT IS FOR?
Under the Vendor Direct program you will receive an e-mail notification two days prior to the day the payment will be credited to your designated account. The e-mail notification will come in the form of a remittance advice with the same information that currently appears on your check stub, and will contain the date that the funds will be credited to your account.

5. WHAT IF THERE IS A DISCREPANCY IN THE AMOUNT RECEIVED?
Please contact your Westchester County representative as you would have in the past if there were a discrepancy on a check received.

6. WHAT IF I DO NOT RECEIVE THE MONEY IN MY DESIGNATED BANK ACCOUNT ON THE DATE INDICATED IN THE E-MAIL?
In the unlikely event that this occurs, please contact the Westchester County Accounts Payable Department at 914-995-4708.

7. WHAT MUST I DO IF I CHANGE MY BANK OR MY ACCOUNT NUMBER?
Whenever you change any information or close your account a new Vendor Direct Payment Authorization Form must be submitted. Please contact the Westchester County Accounts Payable Department at 914-995-4708 and we will e-mail you a new form.

8. WHEN COMPLETING THE PAYMENT AUTHORIZATION FORM, WHY

MUST I HAVE IT SIGNED BY A BANK OFFICIAL IF I DON'T INCLUDE A VOIDED CHECK?

This is to ensure the authenticity of the account being set up to receive your payments.

Westchester gov.com

Westchester County • Department of Finance • Treasury Division

Electronic Funds Transfer (EFT) Vendor Direct Payment Authorization Form

Authorization is: *(check one)*
- ☐ New
- ☐ Change

INSTRUCTIONS: Please complete both sections of this Authorization Form and attach a voided check. See the reverse side for more information and instructions.

Mail to: Westchester County, Department of Finance, Treasury Division, 148 Martine Avenue, White Plains, NY 10601
Attention: Vendor Direct

Section I - Vendor Information

1. Vendor Name:

2. Taxpayer ID Number or Social Security Number:

3. Vendor Primary Address

4. Contact Person Name: | Contact Person Telephone Number:

5. Vendor E-Mail Addresses for Remittance Notification:

6. Vendor Certification: *I have read and understand the Vendor Direct Payment Program and hereby authorize payments to be received by electronic funds transfer into the bank that I designate in Section II. I further understand that in the event that an erroneous electronic payment is sent, Westchester County reserves the right to reverse the electronic payment. In the event that a reversal cannot be implemented, Westchester County will utilize any other lawful means to retrieve payments to which the payee was not entitled.*

Authorized Signature | Print Name/Title | Date

Section II- Financial Institution Information

7. Bank Name:

8. Bank Address:

9. Routing Transit Number:

10. Account Type: (check one) ☐ Checking ☐ Savings

11. Bank Account Number: | 12. Bank Account Title:

13. Bank Contact Person Name: | Telephone Number:

14. FINANCIAL INSTITUTION CERTIFICATION (required **ONLY** if directing funds into a Savings Account **OR** if a voided check is not attached to this form): *I certify that the account number and type of account is maintained in the name of the vendor named above. As a representative of the named financial Institution, I certify that this financial Institution is ACH capable and agrees to receive and deposit payments to the account shown.*

Authorized Signature | Print Name / Title | Date

(Leave Blank - to be completed by Westchester County) - Vendor number assigned

Westchester County • Department of Finance • Treasury Division

Electronic Funds Transfer (EFT)
Vendor Direct Payment Authorization Form

GENERAL INSTRUCTIONS

Please complete both sections of the Vendor Direct Payment Authorization Form and forward the completed form (along with a voided check for the account to which you want your payments credited) to: Westchester County Department of Finance, 148 Martine Ave, Room 720, White Plains, NY 10601, Attention: Vendor Direct. Please see item 14 below regarding attachment of a voided check.

Section I - VENDOR INFORMATION

1. Provide the name of the vendor as it appears on the W-9 form.
2. Enter the vendor's Taxpayer ID number or Social Security Number as it appears on the W-9 form.
3. Enter the vendor's complete primary address (not a P.O. Box).
4. Provide the name and telephone number of the vendor's contact person.
5. Enter the business e-mail address for the remittance notification. THIS IS VERY IMPORTANT. This is the e-mail address that we will use to send you notification and remittance information two days prior to the payment being credited to your bank account. We suggest that you provide a group mailbox (if applicable) for your e-mail address. You may also designate multiple e-mail addresses.
6. Please have an authorized Payee/Company official sign and date the form and include his/her title.

Section II - FINANCIAL INSTITUTION INFORMATION

7. Provide bank's name.
8. Provide the complete address of your bank.
9. Enter your bank's 9 digit routing transit number.
10. Indicate the type of account (check one box only).
11. Enter the vendor's bank account number.
12. Enter the title of the vendor's account.
13. Provide the name and telephone number of your bank contact person.
14. If you are directing your payments to a Savings Account OR you can not attach a voided check for your checking account, this line needs to be completed and signed by an authorized bank official. IF YOU DO ATTACH A VOIDED CHECK FOR A CHECKING ACCOUNT, YOU MAY LEAVE THIS LINE BLANK.

RESOLUTION

ACKNOWLEDGING RECEIPT OF A REVISED PRELIMINARY FINAL ENVIRONMENTAL IMPACT STATEMENT FOR THE PROPOSED REDEVELOPMENT OF THE UNITED HOSPITAL SITE

On motion of Trustee ADAMS, seconded by Trustee DIDDEN, the following resolution was adopted by the Board of Trustees of the Village of Port Chester, New York:

WHEREAS, on April 21, 2014, the Board of Trustees (herein referred to as "Board") adopted a resolution accepting the petition of PC406 BPR, LLC and PC 999 High Street Corp. (together the "Applicant") for consideration of proposed zoning text and map amendments to the Village Code, Chapter 345 relating to a proposed Southern Gateway Mixed Use Overlay District or, in the alternative, to a text amendment modifying Article XI of the existing Zoning Regulation, Section 345-62, with respect to 406-408 Boston Post Road and 999 High Street (the "Subject Property"); and

WHEREAS, the Applicant seeks to develop the Subject Property for a mixed multi-family residential and commercial use development (the proposed zoning amendments and development are, collectively, the "Proposed Action"); and

WHEREAS, the Board of Trustees is the designated Lead Agency under the New York State Environmental Quality Review Act ("SEQRA"); and

WHEREAS, the Village Board determined that the Proposed Action is a Type I Action pursuant to the SEQRA and the regulations at 6 NYCRR Part 617 and issued a Positive Declaration that the Proposed Action may have a significant impact on the environmental, and required the Applicant to prepare an Environmental Impact Statement (EIS); and

WHEREAS, the Board accepted as complete the Draft Environmental Impact Statement ("DEIS") on July 20, 2015; and

WHEREAS, public hearings were held on the DEIS on August 27, 2015 and September 8, 2015; and

WHEREAS, the comment period for the DEIS ended on September 25, 2015; and

WHEREAS, the Board held a public workshop specific to traffic on April 6, 2016; and

WHEREAS, the Board held a public workshop specific to the economic assessment and zoning on April 26, 2016; and

WHEREAS, the Applicant prepared and submitted to the Village a preliminary Final Environmental Impact Statement ("pFEIS"), which includes additional revisions to the PMU Zoning District ("Proposed Revised Zoning") on April 27, 2016; and

WHERAS, the Board held public hearings on the pFEIS on May 24, 2016 and June 1, 2016 and held a written comment period open until June 17, 2016; and

WHEREAS, the Applicant, on July 25, 2016, submitted a revised pFEIS for consideration by the Village.

WHEREAS, Village staff and its consultants reviewed the July 25, 2016 for completeness, and noted the outstanding issues in an October 13, 2016 memorandum to the Board; and

WHEREAS, the Village has received additional comments on the pFEIS since the July 25, 2016 submittal, including those from NYSDOT, the City of Rye, and public; and

WHEREAS, in response to those reviews and comments, the Applicant has prepared and submitted a revised pFEIS to the Village on November 14, 2016.

NOW, THEREFORE, be it

RESOLVED, that the Village of Port Chester Board of Trustees acknowledges receipt of the pFEIS; and be it further

RESOLVED, that the Board directs Village staff and its consultants to review the pFEIS for completeness; and be it finally

RESOLVED, that the Board of Trustees has scheduled a special meeting to discuss the completeness of the pFEIS for November 29, 2016 at 6:00 P.M. or shortly thereafter at the Village of Port Chester Senior Center, 220 Grace Church Street, Port Chester NY 10573.

Approved as to Form:

_____
Village Attorney, Anthony Cerreto

ROLL CALL

AYES: TRUSTEES DIDDEN, FERRARA, BRAKEWOOD, CECCARELLI, ADAMS AND MAYOR PILLA
NOES: NONE
ABSENT: TRUSTEE MARINO

DATE: NOVEMBER 21, 2016

APPROVAL OF MINUTES

On motion of Trustee ADAMS, seconded by Trustee CECCARELLI, the Minutes for the Meeting held on August 15, 2016 were accepted and approved by the Board of Trustees of the Village of Port Chester, New York:

ROLL CALL

AYES: TRUSTEES FERRARA, BRAKEWOOD, CECCARELLI, ADAMS AND MAYOR PILLA
NOES: NONE
ABSENT: TRUSTEE MARINO
RECUSE: TRUSTEE DIDDEN

DATE: NOVEMBER 21, 2016

On motion of Trustee DIDDEN, seconded by Trustee CECCARELLI, the Minutes for the Meeting held on September 6, 2016 were accepted and approved by the Board of Trustees of the Village of Port Chester, New York:

ROLL CALL

AYES: TRUSTEES DIDDEN, FERRARA, BRAKEWOOD, CECCARELLI, ADAMS AND MAYOR PILLA
NOES: NONE
ABSENT: TRUSTEE MARINO
RECUSE: TRUSTEE

DATE: NOVEMBER 21, 2016

On motion of Trustee ADAMS, seconded by Trustee CECCARELLI, the Minutes for the Meeting held on September 19, 2016 were accepted and approved by the Board of Trustees of the Village of Port Chester, New York:

ROLL CALL

AYES: TRUSTEES DIDDEN, FERRARA, BRAKEWOOD, CECCARELLI, ADAMS AND MAYOR PILLA
NOES: NONE
ABSENT: TRUSTEE MARINO

DATE: NOVEMBER 21, 2016

On motion of Trustee ADAMS, seconded by Trustee CECCARELLI, the Minutes for the Meeting held on October 5, 2016 were accepted and approved by the Board of Trustees of the Village of Port Chester, New York:

ROLL CALL

AYES: TRUSTEES DIDDEN, FERRARA, BRAKEWOOD, CECCARELLI, ADAMS AND MAYOR PILLA
NOES: NONE
ABSENT: TRUSTEE MARINO

DATE: NOVEMBER 21, 2016

On motion of Trustee ADAMS, seconded by Trustee CECCARELLI, the Minutes for the Meeting held on October 17, 2016 were accepted and approved by the Board of Trustees of the Village of Port Chester, New York:

ROLL CALL

AYES: TRUSTEES DIDDEN, FERRARA, BRAKEWOOD, CECCARELLI, ADAMS AND MAYOR PILLA
NOES: NONE
ABSENT: TRUSTEE MARINO
RECUSE: TRUSTEE BRAKEWOOD

DATE: NOVEMBER 21, 2016

On motion of Trustee ADAMS, seconded by Trustee CECCARELLI, the Minutes for the Meeting held on November 7, 2016 were accepted and approved by the Board of Trustees of the Village of Port Chester, New York:

ROLL CALL

AYES: TRUSTEES DIDDEN, FERRARA, BRAKEWOOD, CECCARELLI, ADAMS AND MAYOR PILLA
NOES: NONE
ABSENT: TRUSTEE MARINO
RECUSE: TRUSTEE BRAKEWOOD AND MAYOR PILLA

DATE: NOVEMBER 21, 2016

CORRESPONDENCE

		From Fire Patrol & Rescue Co. #1 on the expulsion of Augustine Diaz		Acknowledged
		From Harry Hook & Ladder co. No. 1 on the acceptance of Max Gonzalez		Accepted
		From Harry Howard Hook & Ladder on voting to drop Nick Summa		Acknowledged
		From Putnam Engine & Hose Co. on the resignation of Martin Vargas		Acknowledged
		From Reliance Engine & Hose Co. No. 1 on the election of Joseph Tinelli		Accepted
		11/14/16 Letter to Mayor Pilla re_ Petition to amend Chapter 345 (zoning)		Referred to Staff
		Request for Free Holiday Parking from Chamber of Commerce		Resume to be prepared
		Legislation Delivered to the Governor		Acknowledged

PUBLIC COMMENTS

There were no public comments.

TRUSTEE COMMENTS

Trustee Ferrara commented on the contingency saved from the firefighters has been spoken for. He is looking forward to the strategy session in February. We have to get our property values higher.

Trustee Didden commented about the *Westmore News* article about Seaside Johnny's. He congratulated our President and Vice President elect. We will find the resources needed to support the Fire Department in their efforts.

Trustee Brakewood commented it is important to invest in the Fire Department. He commented he does not have a good feeling about how you grow the assessable with regard to the growth factor. We have to make sure we maximize the revenue. He would like an update on the title searches with regard to water access.

Trustee Ceccarelli was impressed with the fine job done by Dave Thomas for the Veteran's ceremony at the African -American cemetery. Port Chester has a fine working staff. He thanked the Board for all the work that is done.

Trustee Adams commented he appreciated all the staff does.

Mayor Pilla commented we live in a community where we care about each other.

PROPOSED MOTION FOR EXECUTIVE SESSION

On motion of TRUSTEE ADAMS, seconded by TRUSTEE DIDDEN, the Executive Session was declared open.

1. Sewer Rent – Housing Authority

ROLL CALL

AYES: TRUSTEES DIDDEN, FERRARA, BRAKEWOOD, CECCARELLI, ADAMS AND MAYOR PILLA
NOES: NONE
ABSENT: TRUSTEES MARINO

On motion of TRUSTEE ADAMS, seconded by TRUSTEE CECCARELLI, the Executive Session was declared closed.

ROLL CALL

AYES: TRUSTEES DIDDEN, FERRARA, BRAKEWOOD, CECCARELLI, ADAMS AND MAYOR PILLA
NOES: NONE
ABSENT: TRUSTEES MARINO

On motion of TRUSTEE ADAMS, seconded by TRUSTEE DIDDEN, the meeting was declared closed.

ROLL CALL

AYES: TRUSTEES DIDDEN, FERRARA, BRAKEWOOD, CECCARELLI, ADAMS AND MAYOR PILLA
NOES: NONE
ABSENT: TRUSTEES MARINO

On motion of TRUSTEE FERRARA, seconded by TRUSTEE CECCARELLI, the minutes of the August 2, 2016 Board of Trustees meeting were adopted by the Board of Trustees of the Village of Port Chester, New York:

ROLL CALL

AYES: TRUSTEES DIDDEN, FERRARA, BRAKEWOOD, CECCARELLI, ADAMS AND MAYOR PILLA
NOES: NONE

ABSENT: NONE
RECUSED: TRUSTEE MARINO

SPECIAL MEETING HELD AUGUST 2, 2016

A Special Meeting of the Board of Trustees of the Village of Port Chester, New York, was held on Tuesday, August 2, 2016 at 7:00 p.m. in the Village Hall Conference Room at 222 Grace Church Street, Port Chester, New York.
Present were Trustees Bart Didden, Francis Ferrara, Daniel Brakewood, Gene Ceccarelli, and Luis Marino.
Also present were Village Clerk David Thomas, Village Manager Christopher Steers, Village Attorney Anthony Cerreto and Assistant to the Village Attorney David Kenny.

On motion of TRUSTEE BRAKEWOOD, seconded by TRUSTEE DIDDEN, the meeting was declared opened at 7:00 p.m.
ROLL CALL
AYES: Trustees Didden, Ferrara, Brakewood, Ceccarelli, Marino
NOES: None
ABSENT: Trustee Adams and Mayor Pilla

PROPOSED MOTION FOR EXECUTIVE SESSION

On motion of TRUSTEE BRAKEWOOD, seconded by TRUSTEE FERRARA, the Board went into Executive Session for

1. ***Consultation with Special Counsel regarding Starwood Development*** (with Staff).

ROLL CALL
AYES: Trustees Didden, Ferrara, Brakewood, Ceccarelli, Marino
NOES: None
ABSENT: Trustee Adams and Mayor Pilla
Mayor Pilla arrived in time for Executive Session.

On motion of TRUSTEE FERRARA, seconded by TRUSTEE MARINO, the Board closed the Executive Session.
ROLL CALL
AYES: Trustees Didden, Ferrara, Brakewood, Ceccarelli, Marino and Mayor Pilla
NOES: None
ABSENT: Trustee Adams

PUBLIC COMMENTS ON STARWOOD DEVELOPMENT

Mr. John Reavis commented on tonight's Resolution. We are not sure what the Resolution really says. It is general and not specific. People in our community should be afforded the opportunity for the jobs created by the Starwood development, and this should be included in their specs. What services do we have to give to insure that the developers who come into the community are benefiting the community?
Mr. Didden commented that the information on this Resolution is available on the website.
Ms. Blanca Lopez commented that we should be assured that there are going to be

jobs, training and housing for residents.
Mrs. Doris Bailey-Reavis commented her main concern is with the housing and the number of housing units. The location of the project and the traffic are not good and the Board needs to propose some kind of alternative. You are not taking into consideration the effect on our community.
Mrs. Joan Thomas commented we have given the Board the opportunity. We are the people who elected you and we are the people responsible for giving a head's up. You should re-read the document and get the people of the Village involved in negotiations.
Mr. Stiglione of Yonkers commented to beware of policy from the developers. The developer promised a new firehouse when they built a new shopping center, and when the project was sold to a new developer the firehouse did not carry over.
Mrs. Bailey-Reavis commented you are now talking about changing zoning. If they sell the property to the Marriott Corporation they will make a lot of money.

RESOLUTIONS

RESOLUTION

RESOLUTION REGARDING BENEFIT AGREEMENTS PERTAINING TO THE PROPOSED REZONING AND REDEVELOPMENT OF THE FORMER UNITED HOSPITAL SITE BY PC406 BPR, LLC AND PC 999 HIGH STREET CORP.

On motion of TRUSTEE FERRARA, seconded by TRUSTEE CECCARELLI, this motion was tabled by the Board of Trustees of the Village of Port Chester, New York

ROLL CALL
AYES: Trustees Didden, Ferrara and Ceccarelli
NOES: Trustees Brakewood and Marino and Mayor Pilla
ABSENT: Trustee Adams

Mr. Reavis commented that you need a citizen's organization that the Board can fall back on in order to better negotiate.

DISCUSSIONS

1. ***BOT Rules and Procedures.***

Village Attorney Cerreto said the rules determine how effective the Board wants to be.
Trustee Ceccarelli commented that at the end of the night it is counter-productive. Once we identify high priority items we should get them cleared up and let the other things wait. We need to come to the meetings prepared. You should stick to a meeting schedule.
Trustee Brakewood commented the root cause of the problem is that we don't give the Mayor the authority to control the agenda.
Trustee Didden commented we have discussions because they lead to resolutions.
Trustee Marino commented we don't follow the agenda. We jump all over the place.
Trustee Ferrara suggested we change the way we do business. We don't need a third meeting each month. We need to have an agenda meeting and then follow that agenda at the second meeting of the month.
Village Manager Steers commented there is a lot of discussion and interaction with staff. If an issue comes up we should discuss it rather than waiting for the Board

meeting.
Mayor Pilla commented that things that come up would be left undone if we only had one Board meeting a month.

2. ***Strategic Plan***

We have budgeted two new fire trucks.

3. ***Adding a third Board of Trustees Public Meeting***

Mayor Pilla commented it would help a lot to have a consent agenda like they use in White Plains. If we need to have a discussion for every Resolution it takes a lot of time.

Trustee Brakewood commented resolutions do not take that long. We can pass 20 resolutions in about 20 minutes. What takes long are public hearings and public comments.

Trustee Didden commented we should have, after the Pledge to the Flag, an adoption of the consent agenda.

4. ***Acceptance of offer to visit project site from Streetworks***

Mayor Pilla commented you don't need Board authorization if people want to go.
Trustee Brakewood commented height and usage are important. West Hartford would be a three hour ride. Village Manager Steers will arrange a site visit. This could be done on a weekend.

5. ***Starwood/United Hospital Development Final Environmental Impact Statement and Related Items.***

Planning Director Zamft commented this is on the website for everybody to look at. It will take one month to go through the document for completeness. Once the Board notes the document as complete, it will refer it to the Planning Commission and the Westchester County Planning Board for their review and for publication. Once the document is declared complete the Board can hold a Public Hearing.
The different traffic analyses are included in the document. The DOT has received a copy.

6. ***Correspondence from Gramatan Management.***

The correspondence was referred to Staff.
Trustee Ceccarelli commented he liked the idea of a consent meeting.
Mayor Pilla commented he will work with staff to come up with changes to the rules and procedures. The second meeting of the month should be for discussions. Public hearings will be at a third meeting.

Village Attorney Cerreto added on a resolution to go into Executive Session for consultation with Counsel, Human Resources Director Ed Brancati and Village

Manager Steers regarding the Professional Firefighters.

On motion of TRUSTEE DIDDEN, seconded by TRUSTEE MARINO, the Board of Trustees of the Village of Port Chester, New York went into executive discussion.
ROLL CALL:
AYES: Trustees Didden, Ferrara, Brakewood, Ceccarelli, Marino and Mayor Pilla
NOES: None
ABSENT: Trustee Adams

A motion was made by TRUSTEE DIDDEN, seconded by TRUSTEE CECCARELLI, that the Board go into Executive Session to discuss the appointment of a particular person.

ROLL CALL:
AYES: Trustees Didden, Ferrara, Brakewood, Ceccarelli, Marino and Mayor Pilla
NOES: None
ABSENT: Trustee Adams

The meeting was adjourned at 9:05 p.m.

Respectfully submitted,

David Thomas
Village Clerk

PUBLIC COMMENTS

Mr. Richard Abel wished all a happy holiday.
Mr. Ken Sunderland commented on the Parks in Port Chester. You cannot get to Lyons Park when there is a function. We need parking facilities. Regarding the Stop sign on Parkway Drive turning onto Putnam Avenue, this should be moved back another car length.

TRUSTEE COMMENTS
Trustee Didden commented Mr. Hyman speaks about our neighboring communities and what they are doing about affordable housing. Regarding Mr. Smith's comments, there is no way to reduce the number of trucks coming off the highway at the Starwood site. #6 Quintard Drive is being renovated. The New York State Public Service Commission will prohibit ESCOs from selling electric in New York State to low income. A special thank you to the line officers of our volunteer fire department because they are dedicated individuals. He wished all a happy holiday.

Trustee Ferrara wished the entire Village a joyous holiday season. He commented on the Oakland warehouse fire. We need to prepare for the future in urban areas for the middle class. We did not receive any CFA funding. The Village staff works hard.

Trustee Brakewood commented that the Board has a lot to do in the coming year. We will be getting the pro forma for the municipal center and the police station. We need to understand the context of the budget in order to determine where we are going in formulating next year's budget. We have a strategy session planned for the end of January. We have $500 million worth of investments coming to this Village next year through Starwood, School Board, municipal center, G&S development and sewer investment

Trustee Ceccarelli commented on the middle class individuals who are struggling to continue living in the Village. There are several establishments in the Village that have boards covering windows. He thanked Chris Steers and his staff . He appreciates all the services done by the police, fire, DPW and EMTs. He wished everyone a happy holiday.

Trustee Adams wished everybody a happy holiday. He thanked the staff for all their work.
Trustee Marino wished all happy holidays. He thinks the municipal center is too expensive. We should just concentrate on the police station.

Mayor Pilla commented the Village has an incredible working staff. We have a staff that knows how to do more with less. He commented on the volunteer fire department. It is important that we consider having another round of the amnesty program. He wished all residents in Port Chester a happy holiday.
Trustee Marino commented on the amnesty program. We have not discussed changes to this program.

On motion of TRUSTEE ADAMS, seconded by TRUSTEE FERRARA, the meeting was declared closed at 9:58 p.m.

ROLL CALL

AYES: TRUSTEES DIDDEN, FERRARA, BRAKEWOOD, CECCARELLI, ADAMS, MARINO AND MAYOR PILLA
NOES: NONE
ABSENT: NONE

Respectfully submitted,

David Thomas
Village Clerk

CORR - 01
BOT 1-17-2017

VILLAGE OF PORT CHESTER
PLANNING COMMISSION

222 Grace Church Street
Port Chester, NY 10573
(P) 914.937.6780
(F) 914.939-2733

Peter Coperine, Chairman
Michael Scarola, Commissioner
Chris Summa, Commissioner
Gerry Espinoza, Commissioner
Anthony Baxter, Commissioner
Ciro Cuono, Commissioner
Joseph Montesano, Commissioner

To: Board of Trustees
From: Planning Commission
Date: December 26, 2016
Re: Undergrounding of Overhead Power Lines in Port Chester

Members of the Board,

As the Planning Commission, we have seen first-hand how recently completed, ongoing, and planned real estate development within the Village of Port Chester has helped to breathe new life into the Village and its built environment. As we have discussed individual projects we have realized that, as Port Chester continues to transform and develop, the Village Board of Trustees will have to make tough policy and fiduciary decisions about where to invest its resources in order to improve its capital assets. In particular, the presence of overhead electric utility lines throughout the Village is not aesthetically pleasing and in some locations unsightly. To that end, the Planning Commission, collectively, offers to the Board of Trustees that undergrounding of overhead electric utility lines, especially in the downtown area (generally described as Mill Street to the north, the Byram River to the east, Purdy Avenue to the south, and N. Pearl Street to the west), should be an important area for targeted investment. Based upon research provided by the Department of Planning & Economic Development, this memorandum will outline the costs and benefits associated with undergrounding overhead utility lines within the Village, notably the downtown area.

Reliability of service immediately improves after the conversion of overhead lines to underground utility infrastructure. According to a 2012 study published by the Edison Electric Institute, both the Customer Average Interruption Duration Index (CAIDI) and System Average Interruption Duration Index (SAIDI) demonstrate that the average customer experiences significantly fewer minutes of service outage from underground system outage events each year when compared to traditional overhead electric systems. Further, the number of interruptions per customer are significantly fewer for underground electrical systems than overhead electrical systems. In our case, recent storms, notably Hurricane Sandy, resulted in significant service outage. For those communities and areas in the region that had underground utility systems, they were significantly less impacted.

Aesthetics is another reason for converting overhead electrical systems to an underground system. Most residents prefer an environment that is not cluttered and clogged with wires and poles. As a whole, a village that has mitigated the visual impact of overhead wires by converting to underground lines is much more attractive to developers, residents, visitors and future business owners. A prime example in our own Village is Main Street from Mill Street south to Boston Post Road, where utilities have been undergrounded. Here the skyline is uncluttered with wires and poles, and the facades of the historic buildings can be seen in all their glory.

Maintenance demand on overhead power lines and utility poles remains high, especially during storm events and throughout the winter season. Throughout the year, street trees must continuously be trimmed and pruned to not interfere with overhead electric lines along the sidewalk. Overhead lines are susceptible to damage in vehicle accidents due to their proximity to Village streets. According to a 1999 study by the Legislative Reference Bureau, underground

VILLAGE OF PORT CHESTER
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Port Chester, NY 10573
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Peter Coperine, Chairman
Michael Scarola, Commissioner
Chris Summa, Commissioner
Gerry Espinoza, Commissioner
Anthony Baxter, Commissioner
Ciro Cuono, Commissioner
Joseph Montesano, Commissioner

lines result in significantly lower operating and maintenance costs over their lifespan when compared to overhead infrastructure.

The US Energy Administration estimates that on a cost-per-mile basis, new underground wires in urban areas cost just over $2,000,000 per mile. In comparison, new overhead power lines cost under $500,000 per mile according to the same study. Converting overhead power lines to underground lines in either urban or rural areas is slightly more expensive than new underground installation, and can cost over two million per linear mile. With that said, the specific costs of undergrounding overhead electric lines in one particular area is difficult to accurately estimate, based on a wide variety of inputs. These input factors include customer density, construction/conversion techniques, soil conditions, existing right-of-way, labor costs, voltage levels and existing vegetation. Massive coordination is required between various utility agencies and the governing municipality. A large-scale undergrounding effort can potentially impact businesses, traffic, and pedestrian flow. Further, portions of the Village in the floodplain of the Byram River may be exposed to additional risks by undergrounding wires.

Despite these costs, the potential benefits accrued to the Village through such a monumental transformation are likely to far outpace the initial investment required – the downtown could become even more attractive to residents, shoppers, and perhaps most importantly, prospective businesses. In planning for these efforts, the Village may accomplish the end goal of burying all overhead power lines within the downtown area of the Village. This could be accomplished by establishing one or more special districts or creating a development fund that can set aside dedicated funding for this type of improvement. In sum, it is the recommendation of the Planning Commission that the Board of Trustees seriously consider studying the cost and impacts of removing the overhead wires in the downtown area in advance of considering infrastructural improvements.

EXAMPLE: KING STREET BEFORE REMOVING OVERHEAD POWER LINES:



VILLAGE OF PORT CHESTER
PLANNING COMMISSION

222 Grace Church Street
Port Chester, NY 10573
(P) 914.937.6780
(F) 914.939-2733

Peter Coperine, Chairman
Michael Scarola, Commissioner
Chris Summa, Commissioner
Gerry Espinoza, Commissioner
Anthony Baxter, Commissioner
Ciro Cuono, Commissioner
Joseph Montesano, Commissioner

EXAMPLE: KING STREET AFTER REMOVING OVERHEAD POWER LINES:



CORR - 02
BOT 1-17-2017

Received
DEC 30 2016
Village Clerk
VILLAGE OF PORT CHESTER

Washington Engine & Hose Co. #4, Inc.

PORT CHESTER FIRE DEPARTMENT
PORT CHESTER, NEW YORK

December 2, 2016

Village Clerk
Village of Port Chester
222 Grace Church St
Port Chester NY 10573

Dear Village Clerk:

Washington E&H Co #4 has elected a new member at its December meeting:

Jason LaBerteaux
46 Valley Rd
Stamford, Ct 06902

Please add this communication to the Board's agenda for approval.

Sincerely,

Paul Cregan
Secretary

CORR - 03
BOT 1-17-2017

Mellor Engine & Hose Co. No 3, Inc.

P.O. BOX 575
PORT CHESTER, NEW YORK 10573

Received
JAN 4 2017
Village Clerk
VILLAGE OF PORT CHESTER

Gregg Gregory, ***President***
Daniel Romanello, ***Vice President***
John Colucci, ***Treasurer***
Donna Gordiski, ***Secretary***

Les Murphy, ***Captain***
Scott Sprague, ***1st Lieutenant***
Andrew Mutz, ***2nd Lieutenant***
Frank Gordiski, ***Sergeant***
Peter Mutz, ***Chief Driver***

December 2016

Village of Port Chester
Village Clerk
222 Grace Church Street
Port Chester, NY 10573

To whom it may concern:

Ernest Tigani has resigned from active membership from the Port Chester Fire Department; please remove him from active rolls. His badge will be returned in a timely manner.

Sincerely,

Donna Gordiski

Donna C. Gordiski
Secretary

CORR - 04
BOT 1-17-2017

Received
JAN 6 2017
Village Clerk
VILLAGE OF PORT CHESTER

Mellor Engine & Hose Co. No 3, Inc.

P.O. BOX 575
PORT CHESTER, NEW YORK 10573

Gregg Gregory, *President*
Daniel Romanello, *Vice President*
John Colucci, *Treasurer*
Donna Gordiski, *Secretary*

Les Murphy, Captain
Scott Sprague, *1st Lieutenant*
Andrew Mutz, *2nd Lieutenant*
Frank Gordiski, *Sergeant*
Peter Mutz, *Chief Driver*

January 5, 2017

Village of Port Chester
Village Clerk
222 Grace Church St.
Port Chester, New York 10573

To whom it may concern:

The members of Mellor Engine & Hose Company #3, Inc. have elected Mr. Justin Neri to active membership in our Company. This action took place during our regular monthly meeting on January 3, 2017.

Mr. Neri resides at 112 N. Regent St., Port Chester, NY 10573. We believe that Mr. Neri will be an asset to the Port Chester Fire Department. Upon completion of the necessary physical exam requirements, Mr. Neri will present a copy of this letter to your office.

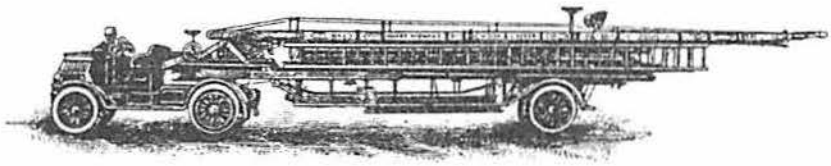
We hope the Village Trustees approve Mr. Neri for membership in the Port Chester Fire Department.

Sincerely,

Donna C. Gordiski

Donna C. Gordiski
Secretary of Mellor E&H Co. #3

CORR - 05
BOT 1-17-2017



HARRY HOWARD HOOK & LADDER CO. NO. 1
PORT CHESTER, N.Y. 10573

January 9, 2017

Honorable Dennis Pilla and
Members of the Village Board of Trustees
Village of Port Chester
222 Grace Church Street
Port Chester, NY 10573
Attn: Dave Thomas Village Clerk

Re: Member Dropped from the Rolls
Gersom Reyes

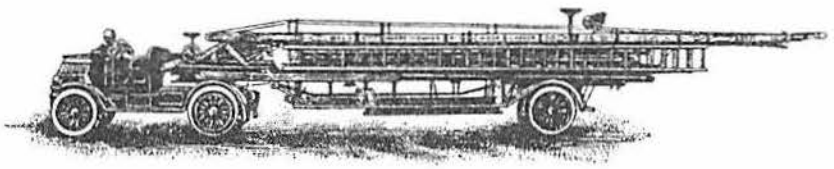
Dear Mayor Pilla & Members of the Board

The purpose of this letter is to inform you that on January 3, 2017, at the regularly scheduled monthly meeting of the Company, the members of Harry Howard Hook & Ladder Company #1 unanimously voted to drop the following member from the rolls of the Company for cause.

Gersom Reyes
8 Fox Island Road
Port Chester, NY

Sincerely,

ROBERT J. SUHRE
Secretary



HARRY HOWARD HOOK & LADDER CO. NO. 1
PORT CHESTER, N.Y. 10573

January 9, 2017

Honorable Dennis Pilla and
Members of the Village Board of Trustees
Village of Port Chester
222 Grace Church Street
Port Chester, NY 10573
Attn: Dave Thomas Village Clerk

Re: Member Dropped from the Rolls
Edwin Villa-Muniz

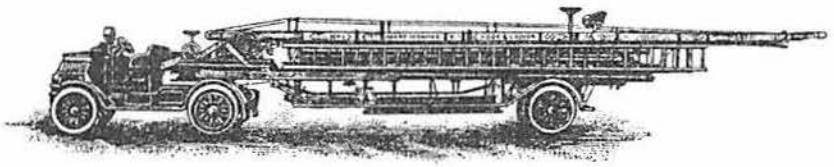
Dear Mayor Pilla & Members of the Board

The purpose of this letter is to inform you that on January 3, 2017, at the regularly scheduled monthly meeting of the Company, the members of Harry Howard Hook & Ladder Company #1 unanimously voted to drop the following member from the rolls of the Company for cause.

Edwin Villa-Muniz
18 Prospect Street
Port Chester, NY

Sincerely,

ROBERT J. SUHRE
Secretary



HARRY HOWARD HOOK & LADDER CO. NO. 1
PORT CHESTER, N.Y. 10573

January 9, 2017

Honorable Dennis Pilla and
Members of the Village Board of Trustees
Village of Port Chester
222 Grace Church Street
Port Chester, NY 10573
Attn: Dave Thomas Village Clerk

Re: Member Dropped from the Rolls
Mario T. DiLonardo.

Dear Mayor Pilla & Members of the Board

The purpose of this letter is to inform you that on January 3, 2017, at the regularly scheduled monthly meeting of the Company, the members of Harry Howard Hook & Ladder Company #1 unanimously voted to drop the following member from the rolls of the Company for cause.

Mario T. DiLonardo
12 Fairview Place
Port Chester, NY

Sincerely,

ROBERT J. SUHRE
Secretary

CORR - 06
BOT 1-17-2017

Received
JAN 3 2017
Village Clerk
VILLAGE OF PORT CHESTER

Debra A. Scocchera
275 Madison Avenue
Port Chester, NY 10573
914-934-2007

VIA FACSIMILE
 # 914-305-2560

January 3, 2017

Mayor Dennis Pilla & Board of Trustees
c/o Village Clerk's Office
222 Grace Church Street
Port Chester, NY 10573

RE: PC Beautification Commission

Dear Mayor Pilla and Honorable Board of Trustees:

Please accept this letter as a formal request to be considered as a member of the Port Chester Beautification Commission.

I did not have to give joining this Beautification Committee much thought. I was born in raised in our little Village, along with two generations before me. I love our diversified Village.

While Port Chester is going through its share of growing pains, and has been for some years, I know what great potential our little Village has. I know that we have some of the most beautiful Parks in lower Westchester, that we have a diversified Community makeup that is very different than that of our surrounding communities. Our infrastructure though aging, is full of history. History, that when driving through the Village, I feel very inclined to explain to my children, just as my father and grandparents had explained to me as a child. I know that we have a Community, though a bit cramped at this time, that is about to blossom back into a hub of retail and restaurants, just as it was when I was a small child. Port Chester just needs a bit of TLC.

I have faith in Port Chester. I take much pride in saying that I am from and currently reside in Port Chester. Kindly consider me as a member of the PC Beautification Committee.

Sincerely,

Debra Ann Scocchera

CORR - 07
BOT 1-17-2017

KATIE DELUCA, AICP
DIRECTOR PLANNING AND ZONING/ZONING ENFORCEMENT COORDINATOR/TOWN PLANNER

PATRICK LAROW, AICP, Deputy Director Planning and Zoning/Assistant Town Planner
MAREK KOZIKOWSKI, AICP, Senior Planner
CINDY TYMINSKI, AICP, Planner II
MARISA ANASTASIO, Planner II
ADAM PISARKIEWICZ, Planner I
LAUREN LOCKWOOD, Applications Coordinator

PLANNING AND ZONING - LAND USE DEPARTMENT

Received
DEC 8 2016
Village Clerk
VILLAGE OF PORT CHESTER

CERTIFIED MAIL

December 5, 2016

David Thomas, Village Clerk
Village of Port Chester
222 Grace Church Street
Port Chester, NY 10573

RE: Application for Final Coastal Site Plan and Application for Special Permit to Greenwich, Connecticut Planning and Zoning Commission
Proposed Multi-Family Development
88 South Water Street, Greenwich, Connecticut
PLPZ #201600608 & PLPZ #201600609

Dear Mr. Thomas:

Pursuant to Section 8/7(d) of the Connecticut General Statutes, we are notifying you herewith that an application for a final coastal site plan, and an application for special permit have been filed with the Greenwich Planning and Zoning Commission by South Water Street Owner LLC for a proposed multi-family dwelling and associated improvements at 88 South Water Street, Greenwich Connecticut. The proposed multi-family dwelling is a three-story building that will house 14 units.

The Greenwich Planning and Zoning Commission will hold a public hearing on the applications on a date, time, and place to be published in the Legal Notice section of the Greenwich Time newspaper. Your municipality may, through a representative, appear and be heard at any hearing on this application. Any questions and/or comments on the application may also be addressed to this agency by telephone (203-622-7894) between the hours of 8:00 am to 4:00 pm weekdays, in person at Greenwich Town Hall between the hours of 8:00 and 3:30 pm Mondays, Tuesdays, Thursdays and Fridays; or by mail to the address provided above.

Sincerely,

Leonard Kendall,
Planning Assistant

Enc.

KATIE DELUCA, AICP
DIRECTOR PLANNING AND ZONING/ZONING ENFORCEMENT COORDINATOR/TOWN PLANNER

PATRICK LAROW, AICP, Deputy Director Planning and Zoning/ Assistant Town Planner
MAREK KOZIKOWSKI, AICP, Senior Planner
CINDY TYMINSKI, AICP, Planner II
MARISA ANASTASIO, Planner II
ADAM PISARKIEWICZ, Planner I
LAUREN LOCKWOOD, Applications Coordinator

Received
DEC 8 2016
Village Clerk
VILLAGE OF PORT CHESTER

PLANNING AND ZONING - LAND USE DEPARTMENT

ROUTING SLIP

TO:

☒ Zoning Enforcement	☒ Fire Department	☐ Law Department
☒ Engineering Division	☐ DPW-Eng-Traffic	☐ Traffic Consultant
☒ Conservation Department	☒ DEEP-OLISP	☒ Harbor / HDC / Abut. Towns
☒ Sewer Division	☐ Health Department	☒ File Copy

FROM: Leonard Kendall, Planning Assistant

DATE: 12/5/16

RE: Request for Your Comments

☐ For P&Z Administrative Review
☒ For P&Z Commission Review Estimated Meeting Date: **January**

Please check the Tentative Agendas that are published and distributed 2 weeks before the meeting date to determine when the project will actually be review by the Commission. Please provide comments no later than the Thursday before the published meeting date.

Project Name:

Project Address: **88 South Water Street**

Project Number: **PLPZ201600608, 609**

Application Type: Final Site Plan Special Permit / Coastal /

Application Review Status: Pending Commission Item

Materials for your Review: ☒ New ☐ Revisions ☐ Additional Information

Dept:	Item:	Prepared By:	Date:	Revised Date:
ALL	Narrative	Gilbride, Tusa, Last and Spellane	12/1/16	
ALL	Engineering Plans	Rocco V. D'Andrea, Inc.	11/14/16	
ZEO, SEWER, FIRE	Architectural Plans	Ridberg Assoc.	10/26/16	
ENG, CONS, DEP	Drainage Report	Rocco V. D'Andrea, Inc.	11/14/16	
CONS	Landscaping Plan	Studer Design Studios	11/15/16	

FRANK J. GILBRIDE II
CHARLES S. TUSA
BENNETT H. LAST
THOMAS P. SPELLANE
JOHN P. TESEI, P.C.
ERIC H. SELTZER
KENNETH M. GAMMILL, JR.
JONATHAN M. WELLS
SAL MELI
DOROTHY MATTHEWS FREEBURG
CHRISTOPHER D. BRISTOL

ALESSIA P. MILLER
JEFFREY A. SLAVIN
MATTHEW J. CRAWFORD

GILBRIDE, TUSA, LAST & SPELLANE LLC

ATTORNEYS AT LAW
31 BROOKSIDE DRIVE
P.O. BOX 658
GREENWICH, CONNECTICUT 06836

(203) 622-9360
FACSIMILE (203) 622-9392
WWW.GTLSLAW.COM

COUNSEL
ROBERT N. LITTMAN
SHEILA ANNMARIE MOELLER
FREDERIC P. RICKLES
TODD S. SHARINN
THEODORE L. SANDLER

NOT ADMITTED IN FLORIDA
NOT ADMITTED IN CONNECTICUT OR FLORIDA
NOT ADMITTED IN NEW YORK OR FLORIDA
NOT ADMITTED IN CONNECTICUT
ALSO ADMITTED IN NEW JERSEY
ALSO ADMITTED IN MASSACHUSETTS
ALSO ADMITTED IN MASSACHUSETTS, PENNSYLVANIA AND USPTO

December 1, 2016

RECEIVED
DEC 2 2016
PLANNING & ZONING COMMISSION

BY HAND
Ms. Lauren Lockwood, Applications Coordinator
Planning and Zoning Department
Town of Greenwich
101 Field Point Road
Greenwich, Connecticut 06830

Re: Final Coastal Site Plan and Special Permit Applications for Property located at 88 South Water Street, Greenwich, Connecticut

Dear Lauren:

We represent South Water Street Owner LLC ("Applicant"), owner of subject property located at 88 South Water Street (the "Property"). The Property contains 1.89 acres of land area and is located on the west side of South Water Street along the Byram River in the WB zone.

The Property is currently improved with a single multi-family building containing six (6) townhouses and marina office space. The units were partially completed approximately seven (7) years ago by the former owner of the Property. The Applicant acquired the Property in January of 2014 and has now completed construction of the townhouses and marina office space and has obtained Certificates of Occupancy for their use.

You will find enclosed herewith a certain Stipulation of Settlement dated March 15, 2005 (the "Stipulation") that was entered into by the Planning and Zoning Commission (the "Commission") and the former owner of the Property to settle two (2) administrative appeals of denials of applications to develop the Property into residential condominium respectively proposed to contain 47 and 37 dwelling units. The Stipulation provided for a redevelopment of the Property with 20 residential condominium units and 20 boat slips, with public access, marina building and marina parking pursuant to certain architectural, site and landscaping plans as specifically referenced therein (the "Original Plans"). The 20 dwelling units were to be located in three (3) parallel building, each running east to west. Of the three (3) buildings only the northernmost building was constructed; it is the building referred to in the preceding paragraph and was known as "Building 3" on the Original Plans. In addition to Building 3, a significant portion of the required public access has been constructed, the marina has been built, and the marina/public access parking has been installed as well sufficient parking to meet the technical zoning parking requirements for the six (6) townhouses in Building 3.

The Stipulation provided for a Floor Area Ratio of 0.55 for the redevelopment of the Property. Except for this floor area ratio and the residential use of the Property, the relevant provisions of the Greenwich Building Zone Regulations (the "Regulations") in existence prior to April 30, 2015 were deemed by the Commission to be applicable for the redevelopment of the Property pursuant to the Stipulation.

The Applicant obtained approval from the Commission of Preliminary Coastal Site Plan and Special Permit Applications PLPZ 2015-0477 and 0478 as shown by the enclosed decision letter to the Applicant dated March 22, 2016 to modify the Stipulation to construct one new multi-family building containing 14 units instead of the two other buildings shown on the Original Plans, subject to certain requested "modifications".

We are now filing the enclosed Final Coastal Site Plan and Special Permit applications on behalf of our client seeking permission to modify the Stipulation and existing Site Plan to construct on the Property a single multi-family building consisting of fourteen (14) residential units as shown on the accompanying engineering and architectural plans (the "New Plans"), taking into consideration the requested modifications of the Preliminary Site Plan approval we have determined appropriate to address at this time.

The new building will be three stories with parking on the lower level and residential units on the second and third floors and a "green roof" that includes solar panels and a rooftop terrace area for use by the building's residents. There will be ten (10) two-bedroom units and four (4) three-bedroom units for which 47 additional parking spaces plus two ADA parking spaces will be provided. The new building will be 32 feet high (which appears to be less than the actual height of the previous buildings measured under today's standards) and contain 28,081 square feet of Floor Area. The existing building on the Property contains 13,219 square feet of Floor Area, producing a total Floor Area of 41,300 and a total Floor Area Ratio of 0.50.

An extended pedestrian walkway has been provided along the south side of the Property to connect to the public access boardwalk that borders the Byram River. The pedestrian walkway as well as proposed landscaping and lighting are shown on the enclosed landscaping and lighting plans. These are concurrently being submitted to the Architectural Review Committee for its review.

Drainage has been designed by the project engineer after much discussion with DPW in keeping with the Preliminary Site Plan decision. Along with various catch basins and tie-ins to the existing drainage system on the developed portion of the Property, the development plan also includes a rain garden on the south side of the Property between the new building and the pedestrian walkway that will help store and treat stormwater before being discharged.

The Preliminary Site Plan decision noted that the Inland Wetlands and Watercourses Agency (the "IWWA") requires a new application to approve the proposed development of the remainder of the Property. It is our understanding that there are no wetlands or watercourses within 100 feet of the Property. A Green Sheet from the IWWA has been requested. We note that no IWWA permit was required for the approval of the existing development on the Property or in connection with the Settlement.

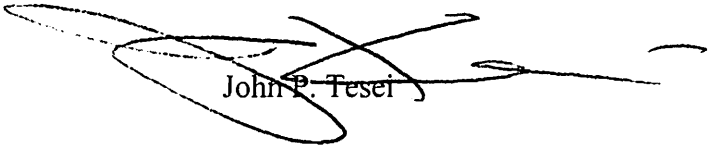
Note that the Commission found in the Preliminary Site Plan decision that the Site Plan approved by way of the Stipulation was amended by Administrative Site Plan No. 2347 for a redesign of the boardwalk in April 2008, and will not expire until April 8, 2017 based upon the statutory time to complete site plan' improvements set forth in Connecticut General Statutes Section 8-3(m). Therefore, the Site Plan approved by the Stipulation is in existence thereby allowing it to properly be modified as requested.

We therefore request that the Stipulation be amended to include the New Plans as the permitted Site Plan for the Property. In connection with this request, you will find enclosed the following:

1. Detailed narrative, i.e. this cover letter (original and 8 copies);
2. Completed Site Plan Application form (original and 8 copies);
3. Special Permit Application form (original and 8 copies);
4. Completed Coastal Site Plan Application form (original and 8 copies);
5. Letter of client authorization (original and 8 copies);
6. Affidavit of Notice (original and 8 copies);
7. Certificate of Mailing (original and 8 copies);
8. Stipulation of Settlement dated March 15, 2015 (8 copies);
9. Preliminary Site Plan decision letter (8 copies);
10. Engineering Plans (15 full sets and 8 reduced sets);
11. Architectural Plans and FAR calculations (10 full sets and 8 reduced sets);
12. Floor Area plans for Building 3;
13. Drainage Summary Report (5 copies); and
14. Check in the amount of the required filing fees.

Should have any questions or require further information, please do not hesitate to contact me or my colleague Christopher D. Bristol, Esq. Thank you.

Very truly yours,



John P. Tesei

Enclosures
cc: South Water Street Owner LLC

Town of Greenwich
Planning & Zoning Department
Town Hall - 101 Field Point Road, Greenwich, CT 06836-2540
Phone 203-622-7894 - Fax 203-622-3795

Signature required
Type online, print & sign

☐ **PRELIMINARY** **SITE PLAN APPLICATION** ☑ **FINAL**

Project Name _____

Project Address 88 South Water Street

Project Lot Number(s) Pts 11 and 10

Property Owner(s) South Water Street Owner LLC

Tax Account Number(s) 04-1328/S Zone(s) WB Lot Area 1.8859 acres

- ☑ Special Permit – Complete special permit application form
- ☑ Coastal Zone
- ☑ Is project 500 feet from Municipal Boundary? (for notification)
- ☐ Amendment to Building Zone Regulations – Section(s)_____
- ☐ Amendment to Building Zone Map – Zone(s) affected_____
- ☐ Business Zone Plate Number_____
- ☑ Architectural Review Committee Application attached or Review needed
- ☐ Planning & Zoning Board of Appeals review needed
- ☐ Inland Wetlands and Watercourses Agency Review / Approval Required

Estimated amount of time needed to present item to Commission at meeting: 30 minutes

AUTHORIZED AGENT

Name Christopher D Bristol Esq and John P Tesei Esq Firm name Gilbride, Tusa, Last & Spellane LLC

Street Address 31 Brookside Drive City Greenwich State CT Zip 06830

Phone 203-622-9360 FAX 203-622-7415

Signature _____ date 12/1/2016

PROPERTY OWNER(S) AUTHORIZATION

Signature See attached Date _____

Name South Water Street Owner LLC

Street Address 1330 Avenue of the Americas, 12th Floor City New York State NY Zip 10019

Phone (646)560-1710 FAX _____

ENGINEER

Name Anthony L. D'Andrea Firm name Rocco V. D'Andrea, Inc.

Street Address 6 Neil Lane City Riverside State CT Zip 06878

Phone 203-637-1779 FAX 637-1770

ARCHITECT

Name Rudy Ridberg Firm name Ridberg + Associates

Street Address 20 Church St Suite #A4 City Greenwich State CT Zip 06830

Phone 203-625-0491 FAX 203-625-0621

Staff-assigned Number _____ Fee submitted at time of application: $ _____

Town of Greenwich
Planning & Zoning Department
Town Hall - 101 Field Point Road, Greenwich, CT 06836-2540
Phone 203-622-7894 - Fax 203-622-3795

SITE PLAN ZONING STATISTICS

	EXISTING	PROPOSED	PERMITTED / REQUIRED
COMMERCIAL /OFFICE			
Gross Floor Area			
Usable Floor Area			
Parking Spaces			
COMMERCIAL/RETAIL			
Gross Floor Area			
Usable Floor Area			
Parking Spaces			
OTHER USES	Marina		
Gross Floor Area	220	220	
Usable Floor Area	165	165	
Parking Spaces	25 total existing	57 total proposed	
RESIDENTIAL			
Number Of Units	6	20	
Number Of Bedrooms	18	50	
Gross Floor Area	13,219	41,300	45,182 sf
Usable Floor Area	9,914	30,975	33,887 sf
Parking Spaces	25 total existing	47 + 2 ADA	47
NUMBER OF STORIES	new building	3	2.5
BUILDING HEIGHT	new building	32 ft	30 ft
FLOOR AREA RATIO	0.158	0.50	0.55
BUILDING COVERAGE AREA	9%	24.7%	30%
LOT COVERAGE	34%		90%
TOTAL PARKING SPACES	25	47 + 2 ADA	47

CHECK AS APPROPRIATE **This Site Plan Involves:**

☐ **ADDITIONS** ☐ **ALTERATIONS** ☐ **DEMOLITION** ☑ **RE-CONSTRUCTION**

Town of Greenwich
Planning & Zoning Department
Town Hall – 101 Field Point Road - Greenwich, CT 06836-2540
Phone: (203) 622-7894 - Fax: (203) 622-3795

APPLICATION FOR REVIEW OF COASTAL SITE PLAN

Applicant's Name: South Water Street Owner LLC Date: 11/30/2016

Address: 1330 Avenue of the Americas, 12th Floor, New York, NY 10019

Project Address or Locations: 88 South Water Street, Greenwich, Connecticut

The following information must be supplied by the applicant and submitted in addition to, and along with, any application, plans and data required for approval of the proposed project under the zoning and/or subdivision regulations of this municipality. Attach additional sheets if more space is required.

I. PLANS

A. Project Plan(s)
This application must be accompanied by a plan (or plans) of the entire project indicating 1) project location, 2) design of all existing and proposed buildings, structures, and uses, 3) all proposed site improvements or alterations, and 4) ownership and type of use on adjacent properties.

B. Coastal Resources
This application must be accompanied by a plan showing the location of all coastal resources (as defined in Section 22a-93(7) of the Connecticut Coastal Management Act) on and contiguous to the site.

II. WRITTEN INFORMATION

A. Description of the Proposed Project
Describe the entire project including types of buildings and structures, uses, methods and timing of construction, type and extend of development adjacent to the site. This information should supplement and/or clarify plans in I (A) above.

Construct a new multi-family residential building containing 14 units with associated parking areas, walks, landsdcaping and public access boardwalk.

B. Description of Coastal Resources

Identify the coastal resources on and contiguous to the site (as shown on the coastal resources map) and describe their condition. This information should supplement and/or clarify the plan in I(B) above.

developed shorefront; tidal wetlands

C. Assessment of the Suitability of the Project for the Proposed Site and the Capability of the Resources to Accommodate the Proposed Use.

(1) Identify any and all coastal use policies (in Section 22a-92(10)(b)(1) of Connecticut Coastal Management Act) applicable to the proposed project.

CGS Section 22a-92(10)(b)(1)(A) and (D)

(2) Identify and all coastal resource policies (in Section 22a-92(10)(b)(2) of Connecticut Coastal Management Act) applicable to the proposed project.

CGS Section 22a-92(10)(b)(2)(F)

(3) Describe how the proposed project is consistent with all of the coastal policies identified in C (1) and (2) above (i.e. describe the extent to which the project complies or conflicts with each policy). Note: If a project conflicts with any policy, the project should be modified to reduce or eliminate the conflict.

Project does not adversely impact coastal resources or increase danger to life and property.

D. Evaluation of the Potential Beneficial and Adverse Impacts of the Project and Description of Proposed Methods to Mitigate Adverse Effects.

(1) Identify and describe the potential adverse impacts (as defined in Section 22a-93(15) of Connecticut Coastal Management Act and potential beneficial impacts of the project on coastal resources.

None

FOR WATERFRONT PROPERTY ONLY:

(2) Is the project a water dependent use as defined in Section 22a-93(16) of the Connecticut Coastal management Act? If, so, explain why.

Project is a multi-family residential buidlings with public boardwalk access to Byram River and contains 20 boat slips.

FOR WATERFRONT PROPERTY ONLY:

(3) Describe the impacts or effects (either positive or negative) that the project will have on future water dependent uses or development on and adjacent to this site as defined in Section 22a-93(17).

Proposal will positively impact future water dependent uses by stabalizing the remainnig portion of the property (property left partially-developed when project abandoned seven years ago). Will provide for public access to the Byram River waterfront by boardwalk. Project includes boat slips.

(4) Describe the proposed measures to mitigate (reduce or eliminate) any adverse impacts on coastal resources described in D(1) and, if applicable, on future water dependent development opportunities described in D(3).

No adverse impacts.

E. Demonstration of the Acceptability of Remaining or Unmitigated Adverse Impacts on Coastal Resources and Future Water Dependent Uses and Development.

(1) Describe any adverse impacts that remain after employing all reasonable mitigation measures.

None.

(2) Explain why these remaining adverse impacts were not mitigated.

N/A

(3) Explain why the commission reviewing this application should find these remaining adverse impacts to be acceptable.

N/A

Town of Greenwich
Planning & Zoning Department
Town Hall - 101 Field Point Road, Greenwich, CT 06836-2540
Phone 203-622-7894 - Fax 203-622-3795

Signature required
Print & sign

SPECIAL PERMIT APPLICATION

I, Christopher D. Bristol (Authorized Agent) representing South Water Street Owner LLC (Applicant), hereby request application for Special Permit from the Planning and Zoning Commission of the Town of Greenwich for the project at 88 South Water Street, Greenwich, Connecticut (Address).

The Special Permit is required by the below noted section(s) of the Building Zone Regulations.

Signature _____ Date 12/1/2016

PLEASE MARK ALL APPLICABLE SECTIONS

- [x] **Section 6-17** — Special Permit standards and procedure
- [ ] **Section 6-30** — Conservation Zone special provisions
- [ ] **Section 6-94(b)** —Non-residential Uses and Group Living Facilities permitted in Residential Zones including Resident Medical Professional Office
- [x] **Section 6-98** — Multi-Family Dwelling Units
- [ ] **Section 6-100**—Use Groups: Group Living Facilities, Restaurants not between front and rear building lines, Supermarkets, Use Group 7b —subordinate to water dependent uses, Banks, Automotive Uses, Jobbers and Veterinarians
- [x] **Section 6-101, 107** — Buildingsover 40,000 c.f. in Central Greenwich Impact Overlay Zone, Post Road Impact Overlay Zone, WB, LB or LBR Zones; and over 150,000 c.f. in all other zones
- [ ] **Section 6-103.1** — Parking deficient uses in CGBR
- [ ] **Section 6-104** — Parking Structures incl. underground in LB Zone and Height exceptions
- [ ] **Section 6-105, 106** — Front Yard Parking in GB or GBO Zone
- [ ] **Section 6-109, 109.1** — HO & HRO Zones
- [ ] **Section 6-110** — Dwellings under special requirements for Business Zones
- [ ] **Section 6-112** — IND-RE Zone applications
- [ ] **Section 6-113** — In Hospital Zones: certain accessory uses, expansions exceeding4,000 s.f. or interior alterations or changes of use exceeding 20,000 s.f. (cumulative within 2 years)
- [ ] **Section 6-114** — CCRC (Continuing Care Retirement Community)
- [ ] **Section 6-118.1** — Uses within railroad rights of way
- [ ] **Section 6-123** — Setbacks from Connecticut Turnpike in Business Zones
- [ ] **Section 6-140.1** — Satellite Earth Stations which emit microwaves
- [ ] **Section 6-141** — Changes in non-conforming uses, buildings
- [ ] **Section 6-205** — Historic structures in CBG Zone exceeding FAR And Notes 7, 8 & 9

Town Project Number _____ Special Permit Number assigned by Staff _____

Accompanying fees _____ Site Plan Number assigned by Staff _____

SOUTH WATER STREET OWNER LLC
c/o ROC GROUP, INC.
1330 AVENUE OF THE AMERICAS 12TH FLOOR
NEW YORK, NEW YORK

September 16, 2015

Planning and Zoning Commission
Town of Greenwich
101 Field Point Road
Greenwich, Connecticut 06830

Re: Coastal Site Plan and Special Permit Applications for property located at 88 South Water Street, Greenwich, CT

Dear Members of the Commission:

As Managing Member of South Water Street Owner LLC, owner of the subject property, please be advised that John P. Tesei and Christopher D. Bristol, or any attorney of the law firm Gilbride, Tusa, Last & Spellane LLC, are hereby authorized to represent South Water Street Owner LLC in connection with its referenced applications.

Thank you.

Very truly yours,

SOUTH WATER STREET OWNER LLC
By: Roderick O'Connor

By: _____
Managing Member

AFFIDAVIT OF NOTICE

PLANNING AND ZONING COMMISSION

STATE OF CONNECTICUT)
) ss: Greenwich November 30, 2016
COUNTY OF FAIRFIELD)

I, **CHRISTOPHER D. BRISTOL**, being duly sworn, do hereby certify that on November 30, 2016, I caused to be mailed, postage prepaid, to those persons whose names are set forth on Exhibit A, attached hereto, a copy of the notice attached hereto as Exhibit B. Said persons were the record owners, as of November 30, 2016 as shown on the Town Tax Assessor's Office records of property abutting and across the street from property located at **88 South Water Street, Greenwich, Connecticut** owned by **South Water Street Owner LLC**, for which **Final Coastal Site Plan and Special Permit Applications** have been filed with the Town of Greenwich Planning and Zoning Commission to construct a new building to contain fourteen (14) dwelling units and to make other related site improvements.

CHRISTOPHER D. BRISTOL, ESQ.

Subscribed and sworn to before
me on November 30, 2016

~~Notary Public~~/
Commissioner of the Superior Court

EXHIBIT A

ABUTTING OWNERS

88 SOUTH WATER STREET
GREENWICH, CONNECTICUT

PARCEL ID: 04-1730/S
84 SOUTH WATER STREET LLC
1 OAK ST
GREENWICH, CT 06830

PARCEL ID: 04-1207/S
77 S WATER STREET LLC
1 OAK ST
GREENWICH, CT 06830

PARCEL ID: 04-2194/S
95 SOUTH WATER STREET LLC
1 OAK ST
GREENWICH, CT 06830

PARCEL ID: 04-1350/S
99 SOUTH WATER STREET LLC
1 OAK ST
GREENWICH, CT 06830

PARCEL ID: 04-1250/S
ERIC W MAURER & ANGELA C MACIAS
101 SOUTH WATER STREET
GREENWICH, CT 06830

PARCEL ID: 04-1948/S
108 SOUTH WATER STREET LLC
36 BYRAM SHORE RD.
GREENWICH, CT 06830

VILLAGE OF PORT CHESTER
VILLAGE CLERK
222 GRACE CHURCH STREET
PORT CHESTER, NY 10573

EXHIBIT B

November 30, 2016

TO WHOM IT MAY CONCERN:

Notice is hereby given that South Water Street Owner LLC, owner of property located at 88 South Water Street, Greenwich, Connecticut, has filed Final Coastal Site Plan and Special Permit Applications with the Town of Greenwich Planning and Zoning Commission to construct a new building that will contain fourteen (14) dwelling units and to make other related site improvements.

Further information concerning these applications may be obtained by contacting the Greenwich Planning and Zoning Commission or the undersigned.

Planning and Zoning Commission
Town of Greenwich
101 Field Point Road
Greenwich, Connecticut 06830
Telephone: (203) 622-7894

Christopher D. Bristol, Esq.
Gilbride, Tusa, Last & Spellane LLC
31 Brookside Drive
Greenwich, Connecticut 06830
Telephone: (203) 622-9360

FRANK J. GILBRIDE II[1]
CHARLES S. TUSA[1]
BENNETT H. LAST[1]
THOMAS P. SPELLANE[1]
JOHN P. TESEI, P.C.[1]
ERIC H. SELTZER[1]
KENNETH M. GAMMILL, JR.[1]
JONATHAN M. WELLS[1]
SAL MEU[4]
DOROTHY MATTHEWS FREEBURG[1]
CHRISTOPHER D. BRISTOL[1]

ALESSIA P. MILLER[1]
JEFFREY A. SLAVIN[1,4]
MATTHEW J. CRAWFORD[4]

GILBRIDE, TUSA, LAST & SPELLANE LLC

ATTORNEYS AT LAW
31 BROOKSIDE DRIVE
P.O. BOX 658
GREENWICH, CONNECTICUT 06836

(203) 622-9360
FACSIMILE (203) 622-9392
WWW.GTLSLAW.COM

COUNSEL
ROBERT N. LITTMAN[2]
SHEILA ANNMARIE MOELLER[2]
FREDERIC P. RICKLES[3,4]
TODD S. SHARINN[3,4,5]
THEODORE L. SANDLER[3,4]

[1]NOT ADMITTED IN FLORIDA
[2]NOT ADMITTED IN CONNECTICUT OR FLORIDA
[3]NOT ADMITTED IN NEW YORK OR FLORIDA
[4]NOT ADMITTED IN CONNECTICUT
[5]ALSO ADMITTED IN NEW JERSEY
[6]ALSO ADMITTED IN MASSACHUSETTS
[7]ALSO ADMITTED IN MASSACHUSETTS, PENNSYLVANIA AND USPTO

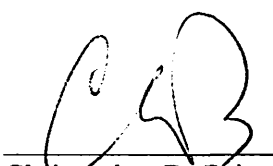
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November 30, 2016

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Town of Greenwich
101 Field Point Road
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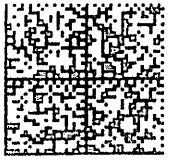
Christopher D. Bristol, Esq.
Gilbride, Tusa, Last & Spellane LLC
31 Brookside Drive
Greenwich, Connecticut 06830
Telephone: (203) 622-9360

Name and Address Of Sender: Gilbride Tusa Last & Spellane LLC, 31 Brookside Drive, Greenwich CT 06830

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3		95 SOUTH WATER STREET LLC 1 OAK ST GREENWICH, CT 06830													
4		99 SOUTH WATER STREET LLC 1 OAK ST GREENWICH, CT 06830													
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6		108 SOUTH WATER STREET LLC 36 BYRAM SHORE RD. GREENWICH, CT 06830													
7		VILLAGE OF PORT CHESTER VILLAGE CLERK 222 GRACE CHURCH STREET PORT CHESTER, NY 10573													
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KATIE DELUCA, AICP
DIRECTOR PLANNING AND ZONING/ZONING ENFORCEMENT COORDINATOR/TOWN PLANNER

PATRICK LAROW, AICP
Deputy Director Planning and Zoning/Assistant Town Planner

MAREK KOZIKOWSKI, AICP, Senior Planner
CINDY TYMINSKI, AICP, Planner II

MARISA ANASTASIO, Applications Coordinator

PLANNING AND ZONING - LAND USE DEPARTMENT

CERTIFIED MAIL

March 22, 2016

Mr. John Tesei, Esq.
Gilbride, Tusa, Last & Spellane
P. O. Box 658
31 Brookside Drive
Greenwich, CT 06830

RESOLVED the applications of John P. Tesei, Esq., authorized agent, for Greenwich Landing/South Water Street Owner LLC, record owners, for a preliminary coastal site plan and special permit, and amendment to the Stipulation of Settlement, PLPZ 2015 00477 and PLPZ 2015 00478, to construct one new multi-unit building with 14 units per Sections 6-13 through 6-15, 6-17, and 6-205 of the Town of Greenwich Building Zone Regulations on a 1.89 acre property located at 88 South Water Street in the WB zone as shown on architectural plans prepared by Ridberg Architects dated 2/25/16 and a landscaping plan prepared by Studer Design Associates dated 2/29/16.

Dear Mr. Tesei:

At a regular meeting held on March 8, 2016 the Planning and Zoning Commission considered the above-referenced application and took the following action:

Upon a motion to move the preliminary site plan to the final with modifications with no action on the special permit, made by Maitland and seconded by Fox, the following resolution was adopted (Voting in favor: Heller, Maitland, Alban, Levy, and Fox; and

Whereas the Commission held public hearings on 12/08/15 and 01/12/16 and took all testimony required by law; and

Whereas the Commission notes that the property is in the Waterfront Business Zone, which requires water-dependent uses; and

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Whereas the site was historically used as an office and oil distribution use, improved with an oil tank farm and a 20,568 square foot office/warehouse type structure that sat directly on the north and east property line; and

Whereas two proposals were submitted to Planning and Zoning, one in 2002 for the construction of 47 residential condominium units with 94 parking spaces, and 37 boat slips (Application PSP #2268-C) and the second in 2003 for construction of 37 residential condominium units on an elevated deck with 127 parking spaces below and 37 boat slips (Application PSP #2347-C). A single appeal was taken on both applications that resulted in a 2005 stipulated settlement (CV 02 0192165 S) that permitted 20 residential condominium units, 20 boat slips with public access boardwalk, marina building and marina parking, and 70 total parking spaces (30 outside spaces and 40 garage spaces). One of the buildings was constructed comprising six, three-bedroom units; and

Whereas the applicant requested a preliminary coastal site plan and special permit approval to amend the 2005 Stipulation of Settlement, by allowing an increase to 26 residential units from the imposed limit of 20 units where the additional 6 units are moderate income units, slightly amending the location of the public access way, reducing the buildings from three to two and associated changes to drainage, landscaping, and parking, on a 1.89 acre property located at 88 South Water Street as shown on a development plan prepared by Rocco V. D'Andrea last dated 8/25/15; and

Whereas the Commission finds that although the desire to construct moderate income units is laudable, the WB Zone does not permit residential uses and therefore the Commission finds that the additional 6 units are not permitted pursuant to Section 6-107 of the Building Zone Regulations and do not meet the definition of water dependent uses as defined under 6-5(52.1) of the zoning regulations; and

Whereas the Commission further notes that Sec. 22a-93 of the Connecticut General Statutes does not include residential in their definition of water dependent uses; and

Whereas the Commission notes that the applicant revised the proposal to include 14 units within one structure and there are already six, three-bedroom units constructed in one existing building so the total number of units will be 20; and

Whereas the Commission finds that the revision to the plan to develop the remaining 14 units in one building is more in keeping with the requirement of the WB zone as it provides for more visual access to the water; and

Whereas the garage or ground level of the proposed building will predominantly be parking spaces although there are enclosed spaces for the lobby and for storage; and

Whereas the 14 proposed units will include (10) two-bedroom and (4) three-bedroom units; and

Whereas 47 new parking spaces (19 outside and 28 garage spaces) are proposed; and

Whereas the property lies entirely in the AE-14 Flood Zone (NAVD88), which is a different datum and flood zone designation than AE-12 flood zone (NGVD 29), which was the designation when the site was approved through settlement; and

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Whereas the Commission notes the result of these changes effectively equates to a 3' change in Flood Insurance Rate Maps (FIRM) for the still water flood levels for the 100-year storm; and

Whereas the Commission notes that the existing building was constructed well in compliance of the 1' above the Base Flood Elevation (BFE) in that the first floor elevations are at 19' or 20'; and

Whereas the other proposed changes include:

1. A reduction from three buildings (one of which has been constructed already) to two buildings to create more green space and view corridors
2. An decrease in lot coverage
3. A decrease in building coverage
4. A slight modification of the location of the public access area and completion of the public access area.
5. Reconfiguration of associated parking, drainage, landscaping.
6. Architectural changes to the building
7. Improve pedestrian access to the Byram River which is a stated goal of not just the 2009 POCD but also the Byram Neighborhood Plan

Whereas this project is directly adjacent to the waters of the Byram River and the majority of the drainage associated with this project will eventually be discharged into the river; and

Whereas the Town Department of Public Works issued comments as did the Department of Energy and Environmental Protection (DEEP) State Office of Long Island Sound Program stating significant attention and coordination led to an innovative and effective stormwater management plan being proposed and approved for the original residential development a decade ago and that treatment approach, which included stormwater retention to reduce the volume of stormwater discharged to the river, was critical to the DEEP issuing an authorization to retain the discharge pipe; and

Whereas the applicant now proposes to discharge a higher volume of stormwater through the same pipe and since the permit did not anticipate that the development would not be constructed, thereby leaving an authorized pipe for use with an unknown stormwater treatment approach, the DEEP requests that the Commission require an equivalent level of stormwater treatment and upland design elements that maintain a similar discharge volume as had been previously authorized; and

Whereas the Commission finds that the applicant shall address the recommendations made by the DEEP; and

Whereas the Commission notes that the date of approval of the coastal site plan/special permit is 2005 when the stipulation of settlement was approved by the court; and

Whereas the Commission approved an amendment to the stipulation of settlement under Final Site Plan #2347 for a redesign of the public access boardwalk and new materials for public access areas. as noted in April 8th, 2008 decision letter that stated, "In accordance with Section 6-14.1 (e) of the Building Zone Regulations of the Town of Greenwich and Section 8-3 (i) of the Connecticut General Statues,

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construction in connection with this site plan must start within three years, and all work must be completed within five years, of the following date of approval: March 25, 2008"; and

Whereas the Commission further notes that Connecticut General Statutes (CGS) 8-3m was amended in 2010 to grant developers additional time to complete site plan improvements due to the difficulties presented by the 2008 recession. Section 8-3(m) states as follows:

> Notwithstanding the provisions of this section, any site plan approval made under this section prior to July 1, 2011, that has not expired prior to May 9, 2011, except an approval made under subsection (j) of this section, shall expire not less than nine years after the date of such approval and the commission may grant one or more extensions of time to complete all or part of the work in connection with such site plan, provided no approval, including all extensions, shall be valid for more than fourteen years from the date the site plan was approved.

Whereas the Commission finds that the date of the Stipulation is the equivalent of the date of approval of the Property's Site Plan, i.e. March 15, 2005. The Administrative Site Plan was approved prior to July 1, 2011 and had not expired by May 9, 2011. Given the Administrative Site Plan's effective date of April 8, 2008, the Site Plan is currently valid and will not expire until April 8 2017 according to the time periods contained in CGS Section 8-3(m); and

Whereas the Commission notes comments from the Zoning Enforcement Officer, DPW Engineering, the State Office of Long Island Sound Program, and the neighboring Village of Portchester; and

Whereas the Commission notes that the Inland Wetlands and Watercourses Agency stated that new applications are needed for this project to proceed; and

THEREFORE BE IT RESOLVED that the applications of John P. Tesei, Esq., authorized agent, for Greenwich Landing/South Water Street Owner LLC, record owners, for a preliminary coastal site plan and special permit, and amendment to the Stipulation of Settlement, PLPZ 2015 00477 and PLPZ 2015 00478, to construct one new multi-unit building with 14 units per Sections 6-13 through 6-15, 6-17, and 6-205 of the Town of Greenwich Building Zone Regulations on a 1.89 acre property located at 88 South Water Street in the WB zone as shown on architectural plans prepared by Ridberg Architects dated 2/25/16 and a landscaping plan prepared by Studer Design Associates dated 2/29/16 is hereby moved to final with modifications and no action on the special permit.

The requested modifications should be addressed and incorporated into a submission for final site plan and special permit to the Commission:

a. The applicant shall work with DPW and DEEP to address the stormwater issues particularly whether infiltration will be permitted on the remediated part of the site, details on the curbing and sidewalks, and additional information on the drainage.
b. The public access walkway shall be designed to continue along the southern side of the property to create a horseshoe loop on the property. This shall be done with consideration of the comments from DEEP that indicate there is considerable discussion and possible re-design needed on the design measures that could be implemented to minimize the inherent conflict between the proposed residential and public access uses. Such measures include, but may not be limited to, the distance

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between the uses, visual exposure to the road, parking area and other adjacent public areas, topographic change, physical barriers, design elements that reinforce that the two uses and dedicated areas are separate, quality of materials used, appropriate signage, and features that are common in public areas such as benches and educational signage.

c. The restrictions on the boat slips and hours of operation for the public access should be noted on the plans.
d. The existing and proposed floor areas for all buildings shall be noted
e. All of the documentation on the environmental clean-up and sign-off from the appropriate State Agency should be submitted for the record.
f. A construction-phasing plan should be submitted.
g. An SU-30 plan and vehicle load space should be provided and the movements indicated on the plans.
h. A landscape plan should be provided. It is critical that the 8 street trees shown on the approved landscape plan are included.
i. The Town Tree Warden will need to review and approve the removal of several trees within the Town's right-of-way.
j. The Architectural Review Committee shall review the building facades, landscaping, lighting and signage.
k. The settlement and the Declaration of Restrictions for the Homeowners Association's that outlines the responsibilities for and maintenance of the public access boardwalk, paved plaza, marina office, paved walkway from the public parking area and the 10 public parking spaces in front and the 10 public boat slips shall be referenced and noted on the site plan.
l. A table shall be added to the site plan that describes the proposed zoning statistics, the approved zoning statistics from the settlement, and the WB zone requirements. There is unnecessary confusion right now in that the desirable portions of the R-6, WB, and the settlement appear to be chosen. It should be made clear that the site is governed by the terms of settlement and future changes to the site are governed by the WB zone.
m. Additional details shall be provided on the building materials and flood vents and their appropriate sizing shall be shown on the plans so that compliance with 6-139.1 can be determined.
n. Details on the "green" roof and/or solar and additional amenity space for the residents shall be provided

If you have any questions, please do not hesitate to call.

Sincerely,

Katie DeLuca, AICP
Director, Planning and Zoning /Town Planner

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D.N. CV 02 0192165 S	:	SUPERIOR COURT
AMERITRADE WORLDWIDE, INC.	:	J.D. OF STAMFORD/NORWALK
V.	:	AT STAMFORD
PLANNING AND ZONING COMMISSION OF THE TOWN OF GREENWICH	:	MARCH 15, 2005
D.N. CV 03 0197572 S	:	SUPERIOR COURT
AMERITRADE WORLDWIDE, INC.	:	J.D. OF STAMFORD/NORWALK
V.	:	AT STAMFORD
PLANNING AND ZONING COMMISSION OF THE TOWN OF GREENWICH	:	MARCH 15, 2005

STIPULATION OF SETTLEMENT

WHEREAS, the above actions, docket numbers CV 02 0192165 S and CV 03 0197572, are currently pending before the Superior Court for the Judicial District of Stamford/Norwalk at Stamford;

WHEREAS, both actions are administrative appeals under General Statutes 8-8 from applications filed with defendant, the Planning and Zoning Commission of the Town of Greenwich (the "Commission"), for coastal site plan and special permit approval to construct a residential development on 1.8859 acres at 88 South Water Street in Greenwich (the "Site"), in the Waterfront Business Zone;

WHEREAS, the first appeal, docket number CV 02 0192165 S, is taken from denial of an application to construct 47 residential condominium units (the "First Application");

WHEREAS, the First Application was filed on or about April 15, 2002, prior to certain amendments to the Building Zone Regulations adopted by the Commission on April 30, 2002, and is not governed by such amendments;

WHEREAS, the second appeal, docket number CV 03 0197572, is taken from denial of an application to construct 37 residential condominium units (the "Second Application");

WHEREAS, the Second Application was filed on or about March 18, 2003, subsequent to certain amendments to the Building Zone Regulations adopted by the Commission on April 30, 2002, and is governed by such amendments;

WHEREAS, the plaintiff, Ameritrade Worldwide, Inc. ("Ameritrade"), and the Commission are willing to accept an alternative development for the Site, calling for construction of 20 residential condominium units and 20 boat slips, with public access boardwalk, marina building and marina parking, pursuant to the plans and specifications prepared for Ameritrade by Rocco V. D'Andrea, Inc. dated March 1, 2005, for the 88 South Water Street Project, Greenwich, Connecticut, the Conceptual Grading Plan prepared for Ameritrade by Rutherford Associates dated January 18, 2005, and the architectural drawings for Ameritrade dated February 28, 2005, prepared by Stein-Troost for 88 South Water Street, all of which plans, specifications and drawings, and any modifications thereof required to comply with the Greenwich Building Zone Regulations, are hereby incorporated by reference (collectively, the "Plans");

WHEREAS, the Site is located in the Waterfront Business ("WB") Zone, the purpose of which is to encourage water-dependent uses, and the 20 boat slips, boardwalk, marina building and marina parking set forth on the Plans are integral to the WB Zone and the water-dependent use of the Site;

WHEREAS, the parties agree that the Plans shall meet all zoning requirements for applications filed prior to April 30, 2002, except as to floor area ratio ("FAR") for the WB Zone and as to parking for the public boat slips, and agree that the Plans shall not exceed an FAR of 0.55;

WHEREAS, the Commission finds that allocating one parking space in the marina parking area for each public access boat slip, for a total of 10 parking spaces in the marina parking area, is appropriate given the size of the slips (for smaller watercraft) and consistent with Connecticut Department of Environmental Protection standards as to parking for public access boat slips;

WHEREAS, the parties acknowledge and agree that 50 percent of the boat slips will be leased to members of the public, which leases to the public may not be subleased or assigned; and the parties also acknowledged and agree that the remaining 50 percent of the boat slips will be owned or leased by owners of units in the development, and that such boat slips reserved for owners in the development may not be subleased or assigned to non-residents of the Premises;

WHEREAS, the Commission finds that the proposed use of the Site as set forth on the Plans is not more detrimental to the neighborhood than the existing non-conforming use;

WHEREAS, the Commission finds that the proposed use of the Site is consistent with the Plan of Development insofar as it provides waterfront recreation and access, promotes water dependent uses, and is consistent with the R-6 density of the adjacent residential zone, and also finds that it is consistent with State policies, standards and criteria as set forth in a letter to James Wahba dated December 9, 2004, from Susan Jacobson, Environmental Analyst, of the State Department of Environmental Protection;

WHEREAS, the Plans shall comply with the provisions of the Flood Hazard Overlay Zone, as set forth in Section 6-139.1 of the Greenwich Building Zone Regulations;

WHEREAS, all parties are in favor of Ameritrade proceeding with development of the Site according to the Plans in lieu of the previous proposals for 47 and 37 residential condominium units; and

WHEREAS, the parties desire to settle both pending actions pursuant to the terms and conditions of this stipulation of settlement.

NOW, THEREFORE, the parties hereby stipulate and agree as follows:

1. The Commission hereby grants coastal site plan and special permit approval to Ameritrade for the project, pursuant to the Plans on file with the Commission and incorporated by reference herein (the "Approvals"), which Plans may be modified as set forth herein. It is understood and agreed that an integral part of this Stipulation of Settlement and the Approvals granted herein is the water-dependent use of the Site as shown on the Plans, including 20 boat slips, public access boardwalk, marina building and marina parking.

2. The number of dwelling units to be constructed on the Site shall not exceed twenty (20) units, and the Site shall be developed substantially in accordance with the Plans.

3. Notwithstanding the approvals granted to Ameritrade pursuant to this Stipulation, Ameritrade acknowledges and agrees that, in connection with development of the Plans for this project, it must comply with the requirements of all other agencies, departments and/or divisions of the Town of Greenwich (the "Town") having jurisdiction over the project, including but not limited to engineering, building, sewer, health, and inland wetlands and watercourses (if the inland wetlands and watercourses agency has

jurisdiction), as well as any agencies, departments and/or divisions of the State of Connecticut and/or the United States, including but not limited to the Connecticut Department of Environmental Protection and the Army Corps. of Engineers, and the Commission and its Staff shall cooperate with and not object to the approvals needed from such other departments and agencies; provided, however, that Ameritrade agrees that any material changes to the project required by such other agencies, departments and/or divisions will be re-submitted to the Commission for approval, and that any minor or immaterial changes to the project will be re-submitted to Commission for approval on an administrative basis.

4. In connection with development of the project pursuant to the Plans, the parties hereto agree as follows:

a. The Marina Office Building, boardwalk and related water dependent structures as shown on the Plans will be located in the 30' required rear yard of the WB Zone, but pursuant to section 6-107(c)(8) of the Regulations the Commission finds that location of these water dependent structures in the rear yard is consistent with the purposes of the WB Zone, provided all other buildings and structures shall be located at least 30 feet from the mean high water line except for at-grade patios, which shall have steps to such patios either within the footprint of the structures or carved/incorporated into the proposed grade, but in no event shall any elevated decks or covered porches be located in such 30-foot rear yard setback area.

b. No construction, excavation, clearing, filling, grading, or other site disturbance shall occur except in accordance with the phasing schedule set forth in subparagraph 4(d) below.

c. Prior to any remediation and/or removal of contamination on Site, Ameritrade shall obtain any necessary approvals from the Town of Greenwich Department of Health, if applicable, and/or the Inland Wetlands and Watercourses Agency (if the Inland Wetlands and Watercourses Agency has jurisdiction) ("IWWA"), concerning compliance with applicable State of Connecticut standards for removal of contamination on the Site;

d. Having received a favorable Consistency Determination Letter from the DEP dated December 9, 2004, addressed to James Wahba from Susan Jacobson, Environmental Analyst for the DEP, Ameritrade may apply for permits from the Building Department in phases according to the following phasing schedule:

PHASE 1 – EROSION CONTROL – PRIOR TO ANY SITE ACTIVITY

All Soil and Erosion controls and Tree Protection measures to be placed on site including tracking pad and fencing and erosion fabric fencing and hay bales. Land Use Staff will inspect upon notification of installation.

Provided the soil and erosion controls and tree protection measures are in place and have been inspected by Planning and Zoning Staff, remediation may proceed in Phase One to remove contaminated fill from the site, and to monitor groundwater, which shall be performed in accordance with the Connecticut General Statutes, under the supervision of the Greenwich Department of Environmental Health and/or other municipal or governmental agencies, if applicable, and such remediation shall be under the oversight of a licensed environmental professional.

PHASE 2 – FOUNDATION PERMIT CONDITIONS – PRIOR TO ISSUANCE

- IWWA final approval and signoff, if IWWA has jurisdiction, shall be obtained prior to foundation permit.
- Final approval by DPW and IWWA of Storm Drainage and Detention systems.
- Any Health Department conditions, if applicable, signed off before foundation permit issuance.

PHASE 3 – AFTER FOUNDATION PERMIT ISSUANCE BUT PRIOR TO START OF WORK

If not commenced in Phase One, remediation to remove contaminated fill from the site and monitoring of groundwater shall be preformed in accordance with the Connecticut General Statutes and under the supervision of the Town of Greenwich Environmental Health Department and/or other municipal or governmental agencies, if applicable. The remediation will be under the oversight of a Licensed Environmental Professional.

Storm drainage systems installation may proceed after remediation of soils and ground water monitoring subject to DPW Engineering approval and IWWA approvals.

IF ANY BLASTING WILL BE CONDUCTED ON SITE, A PRE-BLAST SURVEY MUST BE COMPLETED AND ALL NEIGHBORS MUST BE NOTIFIED. LIST OF NEIGHBORS NOTIFIED MUST BE SUBMITTED TO PLANNING AND ZONING

Any new fill being added to the site must be clean fill. No reuse of existing on site soils is permitted, if such soils contain any contamination.

PHASE 4 – FRAMING PERMITS AND REMAINDER OF PROJECT

Prior to any construction beyond the foundation and site remediation only, the remainder of the construction must be reviewed and approved by Planning and Zoning Staff , as set forth in paragraphs six and seven below. A status report must be submitted and reviewed as part of this sign off.

PRIOR TO ISSUANCE OF ANY TEMPORARY OF FINAL CERTIFICATE OF OCCUPANCY THE FOLLOWING CONDITIONS MUST BE MET (NOTES FOR BUILDING PERMIT)

Prior to any C.O., all landscaping improvements must be in place and inspected by Planning and Zoning Staff.

An as-build map and professional engineering certification for all drainage and site work shall be submitted to the Planning and Zoning Department, and shall be referred to DPW Engineering Division for review and approval in writing.

Site inspections by the Planning and Zoning, IWWA (if it has jurisdiction) and ZEO will be made for signoff of all conditions being met. Health Department approvals will be forwarded to the Building Department and Planning and Zoning, including comments on ground water monitoring wells if required remaining on site for a specified period of time.

e. Prior to issuance of any certificate of occupancy for units, structures or other improvements on Site, Ameritrade agrees that it: (1) shall obtain all final site plan and

related approvals from all Town agencies, departments and/or divisions having jurisdiction over the project; (2) shall obtain final DEP approval of the Plans, including any modifications thereto; (3) shall confirm and establish that the Site meets and/or exceeds all applicable State and Federal guidelines and standards concerning contamination on Site; (4) shall complete installation and construction of the boat slips, boardwalk and marina; (5) shall submit elevation certificates for each structure on the Site; and (6) shall file a Declaration of Restrictions on the land records, subject to approval of the Town Planner and the Town Attorney, which Declaration shall incorporate applicable terms from this Stipulation of Settlement including but not limited to public access to the boat slips, boardwalk, marina and marina parking; and

f. If the DEP requires monitoring wells on Site, Ameritrade agrees to re-submit the revised Plans showing the monitoring wells to the Commission for approval on an administrative basis.

5. Ameritrade shall submit to Commission Staff a sedimentation and erosion control plan, and a grading and drainage plan, for review and approval prior to any site disturbance. Implementation of these plans shall be reviewed on-site prior to Building Permit sign-off.

6. Ameritrade agrees to submit all final site and architectural plans to Commission Staff and the Zoning Enforcement Officer to ensure compliance with all applicable requirements of the Building Zone Regulations, except as to FAR, which shall not exceed 0.55. The plans submitted to the ZEO shall demonstrate complete zoning compliance including, but not limited to site coverage, building coverage, setbacks, FAR and building heights. Such review by Commission Staff and the ZEO shall be done expeditiously and approval shall not be unreasonably withheld.

7. Prior to application for Building Permits, Ameritrade agrees to submit final landscaping, lighting, signage and building designs to Commission Staff, the Zoning Enforcement Officer, and the Architectural Review Committee for approval. Such review by Commission Staff, the ZEO and the ARC shall be done expeditiously and approval shall not be unreasonably withheld,

8. Prior to application for Building Permits, Ameritrade agrees to submit three (3) final sets of architectural and site plans to the Commission's staff for review and sign-off. Such review by Commission Staff shall be done expeditiously and approval shall not be unreasonably withheld,

9. It is an integral part of this Stipulation of Settlement and any judgment entered hereunder that the Court entering such judgment shall have continuing jurisdiction to the full extent of the law for purposes of effectuating the monitoring and compliance with all provisions of this Stipulation of Settlement and/or judgment, or resolving any disputes arising therefrom.

10. The date of approval of the coastal site plan and special permit by the Commission shall be the date this Stipulation of Settlement is approved by the Court.

11. The Parties agree that an original counterpart of this Stipulation of Settlement shall be recorded in the Greenwich Land Records and shall run with the land.

12. Judgment may enter in accordance with this Stipulation of Settlement, after a hearing in accordance with General Statutes §8-8(m), without costs to either party.

13. The parties hereto agree that this Stipulation shall be binding on all heirs, successors and assigns.

14. The parties hereto shall have the right to enforce the terms of this Stipulation, and shall have the right to institute any proceedings at law or in equity in a court of competent jurisdiction.

15. The parties acknowledge that the Connecticut Department of Environmental Protection ("DEP") may require certain modifications to the Plans prior to issuing a Notice of Final Approval. Ameritrade agrees that any material changes to the Plans as required by DEP shall be re-submitted to the Commission for approval, and that any minor or immaterial changes to the Plans shall be re-submitted to the Commission for approval on an administrative basis. The parties agree that they will negotiate in good faith and make reasonable efforts to accommodate any such modifications required by DEP, provided that in no event shall the project exceed twenty (20) residential condominium units with the building coverage as shown on the Plans.

If the modifications required by DEP would cause the project to be out of compliance with the Building Zone Regulations for the WB Zone and/or to exceed a floor area ratio of 0.55, and if the Commission determines that a waiver of strict compliance with the WB Regulations and/or the FAR of 0.55 is inconsistent with the intent of the WB Zone, the Plan of Development and/or this settlement, the parties agree that, at the request of either party, the matter may be submitted to the Court for resolution of the dispute in accordance with the continuing jurisdiction of the Superior Court over this Settlement.

Dated at Greenwich, Connecticut, as of the 15TH day of March, 2005.

Plaintiff, Ameritrade Worldwide, Inc.

By: James Wahba
Its:

Defendant, Planning and Zoning
Commission Of The Town of Greenwich

By: Harry A. LeBien, Its Chairman

SITE PLAN
REVIEW SET

RESIDENTIAL DEVELOPMENT

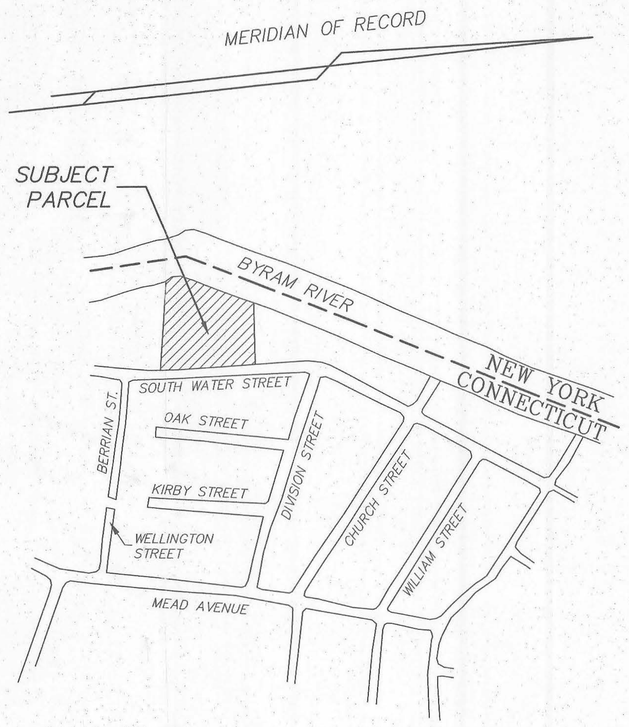
LOCATION

88 SOUTH WATER STREET, GREENWICH, CONNECTICUT

PREPARED FOR

SOUTH WATER STREET OWNER, LLC

AREA = 82,151 S.F.
"WB" ZONE
(WATERFRONT BUSINESS)
REFER TO MAPS 8260, 8272, AND 8275 G.L.R.



SHEET INDEX

SHEET	TITLE	REVISION	DATE
1 OF 1	EXISTING CONDITIONS	0	11-14-16
1 OF 4	DEVELOPMENT PLAN	0	11-14-16
2 OF 4	NOTES & DETAILS	0	11-14-16
3 OF 4	SEDIMENTATION & EROSION CONTROL PLAN	0	11-14-16
4 OF 4	LOW IMPACT DEVELOPMENT PLAN	0	11-14-16
1 OF 1	SIGHT DISTANCE PLAN	0	11-14-16

RECEIVED
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PLANNING & ZONING COMMISSION

PLAN SET PREPARED BY:

ROCCO V. D'ANDREA, INC.
ANTHONY L. D'ANDREA, CT PE No. 9873

11-14-16
DATE

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ROCCO V. D'ANDREA, INC.
• LAND PLANNERS
• ENGINEERS
• SURVEYORS
P.O. BOX 549 RIVERSIDE, CT 06878
6 NEIL LANE TEL. 637-1779

PROJECT	RESIDENTIAL DEVELOPMENT
PREPARED FOR	SOUTH WATER STREET OWNER, LLC
LOCATION	88 SOUTH WATER STREET GREENWICH, CONNECTICUT

REV.	DATE	DESCRIPTION
0	11-14-16	COASTAL SITE PLAN REVIEW

WESTSOWAT_13TL_2_COVER_0.DWG (ASC)

13TL

REFER TO MAPS 8260, 8272, AND 8275 G.L.R. "WB" ZONE (WATERFRONT BUSINESS) AREA = 82,151 S.F.

GENERAL NOTES:

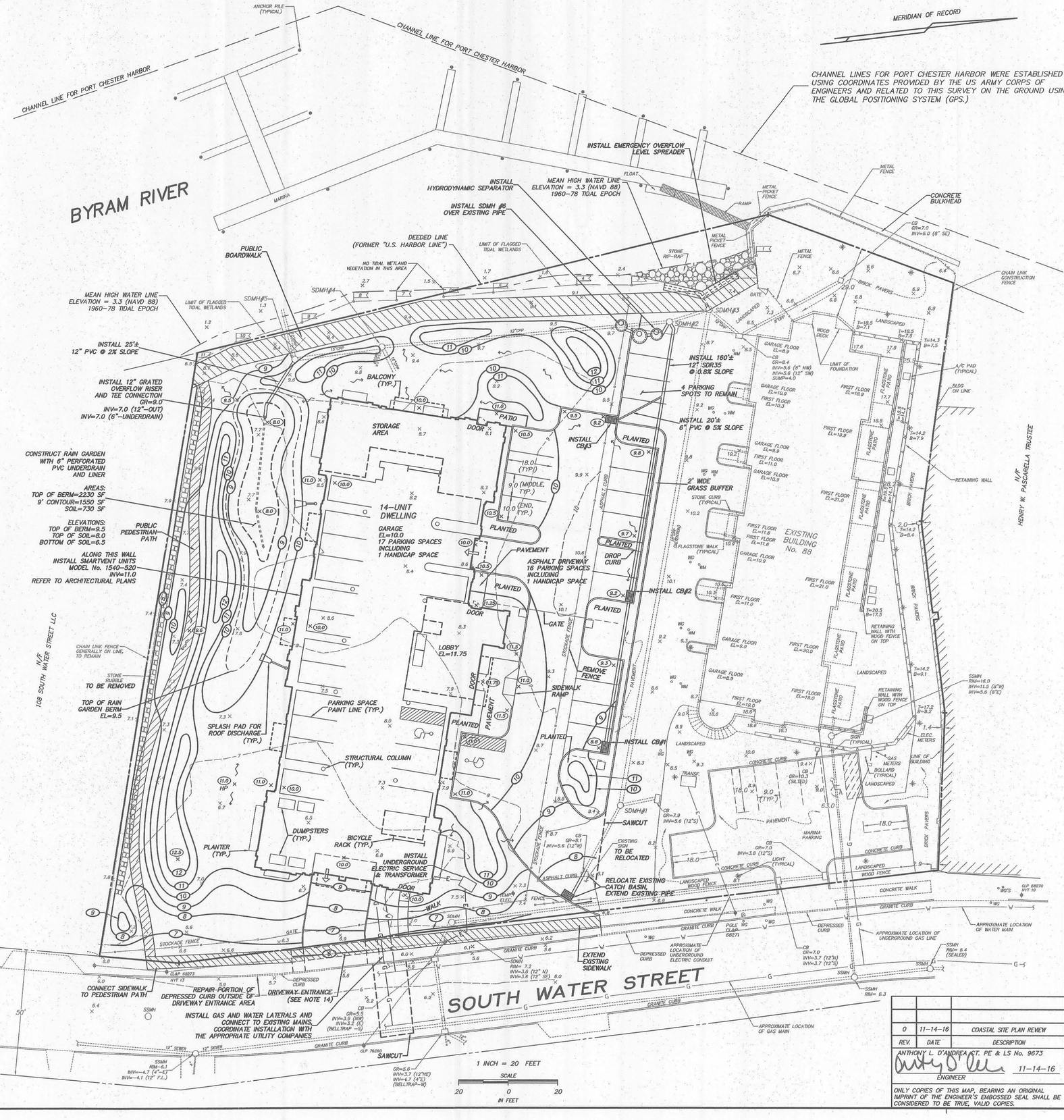
1. Boundary information, existing features and topography were taken from a survey entitled "Existing Conditions 88 South Water Street Greenwich, Connecticut Prepared For South Water Street Owner, LLC", as prepared by Rocco V. D'Andrea, Inc., dated August 25, 2015.
2. Contours and elevations depicted hereon are referenced to the North American Vertical Datum of 1988 (NAVD88).
3. In accordance with Connecticut Public Act 87–71 and Connecticut General Statutes (CGS) Sections 16–345 through 16–359, the contractor shall verify the depth and location of all utilities prior to commencing construction, and shall contact "Call Before You Dig, Inc." at 1.800.922.4455, 48 hours prior to commencing construction.
4. The locations of subsurface structures and utilities as depicted hereon indicate only that the structures exist, and no responsibility is assumed by the engineer or surveyor for the accuracy of the locations shown.
5. This property is served by public water and sewer utilities. The proposed dwelling shall be served by the existing sanitary sewer lateral, and the connection to this lateral shall be coordinated with the Town of Greenwich Sewer Department.
6. All construction shall comply with applicable sections of the State of Connecticut, Local, and International Building codes, and those criteria shall take precedent over these plans.
7. The contractor shall dig test pits to verify the depth and location of existing utilities, sewers, and storm drains prior to construction. Any potential conflicts shall be brought to the attention of the project engineer.
8. Upon completion of construction and prior to the issuance of a Certificate of Occupancy, a letter of certification prepared by a Professional Engineer registered in the State of Connecticut and an "Improvement Location Survey" map that depicts as–built conditions prepared by a Licensed Land Surveyor registered in the State of Connecticut, shall be submitted for the purpose of confirming that construction was completed substantially in accordance with the approved plans.
9. Coordinate final locations of proposed utility services with each respective utility company.
10. Contractor to specify location of foundation drains and interior sump pump if required.
11. The limit of flagged wetlands was determined by Matthew J. Popp, professional wetland scientist on May 14, 2002, surveyed on June 11, 2002 and plotted on July 8, 2002.
12. Land lies entirely within Zone "AE (EL 14)" as depicted on FIRM map number 09001C0493G revised July 8, 2013 published by the Federal Emergency Management Agency (FEMA).
13. Easements of record are not depicted hereon.
14. Remove and replace sidewalk and curb for construction of reinforced concrete driveway entrance ramp (see detail). Install sign during construction to direct pedestrians to sidewalk across street.

SEWER CONNECTION NOTES:

1. This property is served by the town of Greenwich sanitary sewer system. The existing lateral serving the dwelling shall be exposed and inspected by the sewer department and the Supervising Engineer. The conditions of the lateral shall be assessed for continued use or replacement in accordance with Town standards. Prior to issuance of a sewer permit, the applicant shall provide the Sewer Department with a DVD of a CCTV camera inspection of the lateral to confirm its condition. All sewer work shall be coordinated with the Sewer Division.
2. The contractor shall excavate and expose the existing lateral connection at the main to confirm the invert elevation and size of the lateral.
3. A new PVC, SDR 35, lateral shall be installed from the existing tee connection at the main to the new dwelling.
4. The diameter of the new lateral pipe shall match the diameter of the existing tee connection at the main.
5. The connection of the new lateral pipe to the existing tee connection at the main shall be made with Fernco coupling or engineer approved equal.
6. Refer to additional "Sewer Notes" on "Notes and Details" sheet.

STORM SEWER STRUCTURE INVERT TABLE

EXISTING	PROPOSED
SDMH #1 RIM=8.3 INV=5.8 (12" RCP–N) INV=5.8 (12" CPP–SE) INV=5.4 (18" CPP–W) SUMP=5.1	SDMH #6 RIM=10.0± INV=4.9± (6"IN–NE, PROPOSED) INV=5.3± (12"IN–N, EXISTING) INV=5.3± (12"OUT–S, EXISTING)
SDMH #2 RIM=10.0 INV=6.4 (12" CPP–N) INV=5.4 (4" PVC–N) INV=5.4 (12" CPP–S) SUMP=5.2 INV=6.0 (12"–E PROPOSED) INV=4.9 (6"–SEPARATOR PROPOSED)	CB #1 GR=8.8± INV=7.3 (12"OUT–W) SUMP=5.3 CB #2 GR=9.2± INV=6.8 (12"IN–E) INV=6.8 (12"OUT–W) SUMP=4.8
SDMH #3 RIM=10.8 INV=6.7 (12" CPP–S) INV=5.5 (4" PVC–S) INV=5.5 (12" CPP–NE) INV=5.2 (18" CPP–E) SUMP=5.0 INV=7.0 (12"–W PROPOSED)	CB #3 GRATE=9.2± INV=7.2 (6"OUT–NW) SUMP=5.2
SDMH #4 RIM=9.9 INV=4.9 (12"–N) INV=6.3 (15"–NE) INV=5.2 (6"–SE) INV=4.8 (15"–S)	
SDMH #5 RIM=10.3 INV=4.5 (15"–N) INV=4.4 (12"–W) INV=6.0 (6"–SE PROPOSED)	



LEGEND:

–10–	EXISTING CONTOUR
× 8.6	EXISTING SPOT ELEVATION
(11)	PROPOSED CONTOUR
× (9.5)	PROPOSED SPOT ELEVATION
	EXISTING STONE WALLS
	PROPERTY LINE
W	WATER SERVICE
G	GAS SERVICE
E.T.C.	ELEC, TELE, & CABLE SERVICES
GG	GAS GATE
WG	WATER GATE
WM	WATER METER
	ELECTRIC UTILITY POLE
	LIGHT
	FIRE HYDRANT
SDMH	STORM DRAIN MANHOLE
SSMH	SANITARY SEWER MANHOLE
CB	CATCH BASIN
C.O	CLEAN OUT
TW	TOP OF WALL
BW	BOTTOM OF WALL
HP	HIGH POINT
PVC	POLYVINYL CHLORIDE
CPP	CORRUGATED POLYETHYLENE PIPE
RCP	REINFORCED CONCRETE PIPE
T.O.W.	TOP OF WALL
V.I.F.	VERIFY IN FIELD
A.O.B.E.	AS ORDERED BY ENGINEER
2 0	WETLANDS FLAG
	DIRECTION OF RUNOFF

RECEIVED
DEC 2 2016
PLANNING & ZONING COMMISSION

ROCCO V. D'ANDREA, INC.
• LAND PLANNERS
• ENGINEERS
• SURVEYORS
P.O. BOX 549 RIVERSIDE, CT 06878
6 NEIL LANE TEL. 637–1779

REV.	DATE	DESCRIPTION
0	11–14–16	COASTAL SITE PLAN REVIEW

ANTHONY L. D'ANDREA CT. PE & LS No. 9673
ENGINEER 11–14–16

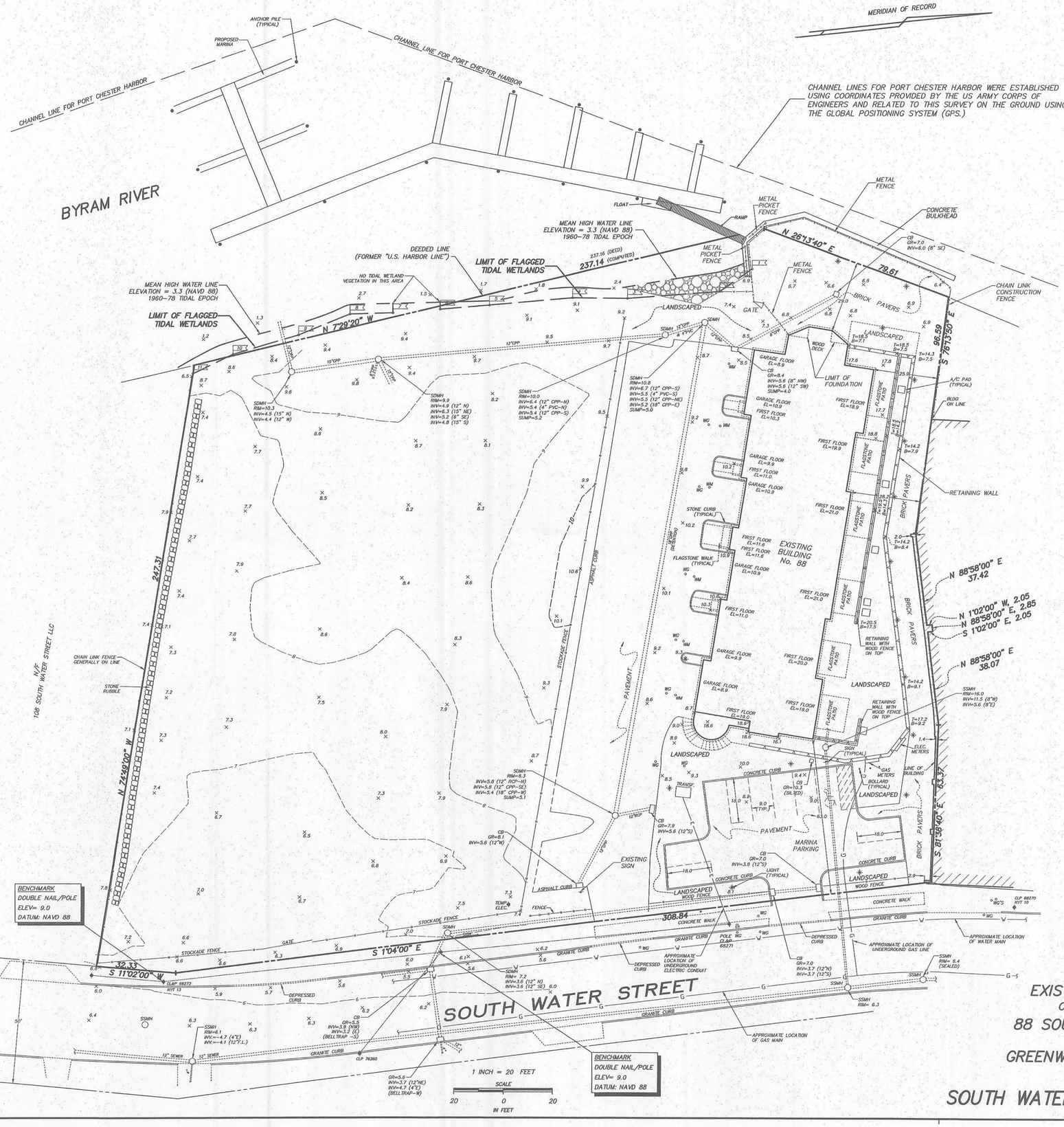
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PROJECT	RESIDENTIAL DEVELOPMENT
PREPARED FOR	SOUTH WATER STREET OWNER, LLC
LOCATION	88 SOUTH WATER STREET GREENWICH, CONNECTICUT
1 OF 4	DEVELOPMENT PLAN

WESTSOWAT_13TL_2_DP_0_REVD.DWG (ASC) 13TL

NOTES

1. The limit of flagged wetlands was determined by Matthew J. Popp, professional wetland scientist on May 14, 2002, surveyed on June 11, 2002 and plotted on July 8, 2002.
2. Land lies entirely within Zone "AE (EL 14)" as depicted on FIRM map number 09001C0493G map revised July 8, 2013 published by the Federal Emergency Management Agency (FEMA).
3. Easement described in Book 2844 Page 258 G.L.R. only affects the "first tract" depicted hereon.
4. This Survey depicts evidence of sub-surface utilities that is observable at the surface such as gas and water shut-off valves, gas meters, electric panels and transformers.
5. In accordance with Connecticut Public Act 87-71 and Connecticut General Statutes(CGS) Sections 16-345 through 16-359, the contractor shall verify the depth and location of all utilities prior to commencing construction, and shall contact "Call Before You Dig, Inc." at 1.800.922.4455, 48 hours prior to commencing construction.
6. The locations of subsurface structures and utilities as depicted hereon indicate only that the structures exist, and no responsibility is assumed by the engineer or surveyor for the accuracy of the locations shown.
7. Easements of record are not depicted hereon.



SYMBOL LEGEND

- ELECTRIC METER
- WM WATER METER
- WG WATER GATE
- GG GAS GATE
- SSMH SANITARY SEWER MANHOLE
- SDMH STORM DRAIN MANHOLE
- FH FIRE HYDRANT
- UTILITY POLE
- CB CATCH BASIN
- 8.6 × EXISTING SPOT ELEVATIONS
- 10 EXISTING CONTOUR

CONTOURS AND ELEVATIONS DEPICTED HEREON ARE REFERENCED TO THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD 88).

THIS MAP IS A TOPOGRAPHIC SURVEY. TOPOGRAPHIC DATA IS IN ACCORDANCE WITH CLASS "T-2" TOPOGRAPHIC ACCURACY. BOUNDARY INFORMATION IS BASED ON A RESURVEY CONDUCTED IN ACCORDANCE WITH HORIZONTAL ACCURACY CLASS "A-2" AS DEFINED IN THE REGULATIONS OF CONNECTICUT STATE AGENCIES SECTIONS 20-300b-1 THROUGH SEC. 20-300b-20.

NEW MONUMENTATION HAS NOT BEEN SET IN THE COURSE OF MAKING THIS SURVEY.

ONLY COPIES OF THIS MAP, BEARING AN ORIGINAL IMPRINT OF THE SURVEYOR'S EMBOSSED SEAL SHALL BE CONSIDERED TO BE TRUE, VALID COPIES.

REFER TO MAP No. 8260 G.L.R., 8272 G.L.R., AND 8275 G.L.R.

AREA = 82,151 S.F. (1.8859 ACRES)

LAND LIES IN "WB" ZONE (WATERFRONT BUSINESS)

TO MY KNOWLEDGE AND BELIEF, THIS MAP IS SUBSTANTIALLY CORRECT AS NOTED HEREON.

ROCCO V. D'ANDREA, INC.

, SURVEYOR

ANTHONY L. D'ANDREA, CT LS No. 9673

RIVERSIDE, CONNECTICUT NOVEMBER 14, 2016

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PLANNING & ZONING COMMISSION

EXISTING CONDITIONS OF PROPERTY AT 88 SOUTH WATER STREET IN GREENWICH, CONNECTICUT PREPARED FOR SOUTH WATER STREET OWNER, LLC

WESTSOWAT_137L_2_EC_D.DWG (ASC)

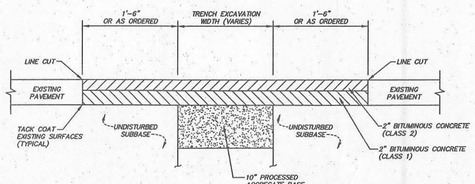
137L

CONSTRUCTION NOTES:

1. In accordance with Connecticut Public Act 87–71 and Connecticut General Statutes Sections 16–345 through 16–359, the owner or the contractor shall be required to verify the depth and location of all utilities prior to commencing construction, and shall contact "Call Before You Dig, Inc." at 1–800–922–4455, 48 hours prior to commencing construction for mark out of underground utilities.
2. The contractor shall be solely responsible to coordinate his work with the work being done by others. The contractor shall likewise bear the responsibility for delays or other factors related to the work by others. No claims shall be allowed due to the contractor's failure to adequately coordinate such work.
3. THE TOWN OF GREENWICH DEPARTMENT OF PUBLIC WORKS SHALL BE NOTIFIED THREE DAYS PRIOR TO THE COMMENCEMENT OF EACH PHASE OF CONSTRUCTION AFFECTING PUBLIC PROPERTY.
4. All construction shall comply with applicable sections of the State of Conecticut, Local, and International Building codes, and those criteria shall take precedent over these plans.
5. All construction shall be inspected by a professional engineer prior to backfill and as the work progresses.
6. The project engineer shall be notified a minimum of three working days prior to the commencement of each phase of construction.
7. Appropriate measures shall be taken to control any sedimentation and erosion which may result during construction.
8. There shall be no dumping of construction debris and/or excess excavated material into or in proximity to any inland or tidal wetland areas. All excavated material shall be stockpiled and contained on–site within silt fencing. The contractor shall be responsible for the removal of all excess material excavated during construction. All excess material shall be removed in a careful and environmetally sound manner and shall be disposed of legally off–site.
9. All specimen trees shall be protected during the construction period, except those specifically designated to be removed, in accordance with generally accepted standards.
10. The proposed structures shall be designed by an architect in order to conform with current applicable zoning setback criteria and regulations, and a building permit shall be obtained prior to commencing construction.
11. Existing utilities in conflict through or above this parcel shall be relocated as directed by the appropriate utility company or the owner. The contractor shall excavate test pits to verify the location and depth of utilities where conflicts may exist.
12. Pavement replacement shall be bituminous concrete, placed in accordance with the Town of Greenwich standards and/or Connecticut State Highway specifications.
13. Shoulders and disturbed areas shall receive four inches of topsoil; fine graded and seeded as soon as practical to prevent erosion.
14. The contractor shall not commence any paving until the grading and shaping of the compacted gravel base has been approved by the project engineer.
15. Regrading, filling, and other such alterations to the site shall be restricted to the minimum level necessary to complete the project as shown on the plan.
16. Existing inverts on storm drains, sanitary sewers, and utility conduits shall be field verified where appropriate, before commencing construction. The contractor shall excavate test pits where indicated hereon or wherever design conflicts may occur. The contractor shall notify the project engineer of the test pit schedule. Design conflicts if any, shall be brought to the immediate attention of the project engineer. Plate or backfill and patch test pits as directed by the project engineer.
17. The project engineer with the approval of the Town of Greenwich, may direct a change in the location of the storm drainage structures to meet field conditions.
18. All gravity PVC storm drain and sanitary sewer pipes shall conform to ASTM D 3034 "Standard Specification for type PSM Poly Vinyl Chloride (PVC) Sewer Pipe and Fittings" or approved equal (SDR35).
19. Where unsuitable foundation is encountered during construction of storm drains or sanitary sewers, the contractor shall remove the unsuitable material and replace it with other material approved by the project engineer.
20. Bedding and backfill material shall conform to ASTM D2321 specification "standard recommended practice for underground installations of flexible thermoplastic sewer pipe (PVC)."
21. All site drainage and sewer connections shall be sloped at 2% (minimum) or as otherwise noted.
22. The contractor shall provide all equipment, tools, labor, and materials necessary to satisfactorily clean and remove all visible obstructions, dirt, sand, sludge, roots, gravel, stones, etc., from the storm drains, sanitary sewers, and manholes.
23. Processed aggregate shall be in accordance with the Town of Greenwich standards and/or Connecticut State Highway specifications.
24. Individual residential driveway pavement shall be one course of 2" compacted Class 2 bituminous concrete with a 6" processed aggregate base.
25. All existing manhole frames, catch basin grates, and utility structures shall be adjusted to new finish grade as required.
26. This property is served by the Town of Greenwich sanitary sewer system. The existing lateral serving the main dwelling shall be exposed and inspected by the sewer department and the Supervising Engineer. The conditions of the lateral shall be assessed for continued use or replacement in accordance with Town standards. Prior to issuance of a sewer permit, the applicant shall provide the Sewer Department with a DVD of a CCTV camera inspection of the lateral to confirm its condition. The existing lateral serving the garage apartment shall be field located and capped at the main per Town standards. All sewer work shall be coordinated with the Sewer Division.
27. In accordance with Town regulations and standard practice, all clear water sources cannot discharge to the sanitary sewer. This includes air conditioning condensate lines and high efficiency boiler/heater system units.

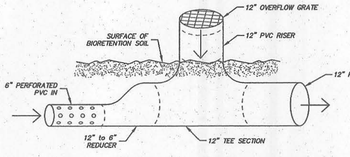
TOWN OF GREENWICH – STANDARD CONSTRUCTION NOTES:

1. A Highway Permit is required for all work within the Town of Greenwich – Right of Way.
2. All work within the Town of Greenwich – Right of Way shall be constructed to Town of Greenwich Standards.
3. Catch basins for private driveways shall have a minimum grate of two feet by two feet. If the driveway is curbed the catch basin shall have a minimum curb inlet of six inches. Each driveway catch basin shall also have a minimum two–foot sump and bell trap.
4. All drainage connections to the Town drainage system shall be gravity lines. If a discharge from a sump pump is connected to the Town drainage system it must discharge to a drainage structure on private property and then be connected to the Town drainage system. All sump pumps require a backflow preventer (check valve) between the pump and the drainage structure. A Drain Connection Permit from the Highway Division is required for all connections to the Town drainage system.
5. In roadway cuts, subdrains shall be required if seepage occurs during construction or within one year after road construction is completed and accepted, even though plans may have been approved without subdrains and/or roadway construction has been completed.
6. All retaining walls greater than three feet are required to be designed and inspected during construction by a Professional Engineer Registered in the State of Connecticut.
7. All detention/retention systems shall be installed per manufacturer's specifications. All systems shall use a manifold system to distribute runoff evenly into each row of infiltrators. Detention systems will have a manifold system that creates the longest travel time to the control structure. All detention/retention systems must use a structure such as a manhole for the control structure so all flow control devices can be accessed for maintenance.
8. All infiltration systems must meet the Stormwater Infiltration/Recharge Design Requirements in Appendix B of The Town of Greenwich Drainage Manual. There must be at least a 2–foot separation distance from the bottom of stone below the infiltration structure to the seasonal high groundwater or bedrock/ledge (this separation requirement may be waived or reduced by the approving authority on a case–by–case basis). A 3–foot separation distance is required from the bottom of stone below the infiltration structure to seasonal high groundwater for land uses with higher potential pollutant loads (high load areas). Prior to the installation of the infiltrators the engineer shall verify the infiltration structure is being installed in the approved location and if the location has been changed additional soil testing shall be performed and the engineer shall approve the revised location. A review by the approving authority will be required.
9. Each BMP to be installed shall have the soils beneath the BMP scarified or tilled to improve infiltration.
10. The contractor must construct the bioretention area following the specifications in Appendix G of the Town of Greenwich Drainage Manual February 2012 as amended.
11. All areas that are used by construction equipment and used for contractor parking must have the soil tilled 12 to 16 inches and amended with small amounts of organic material if needed. The area to be restored shall be determined by the site engineer.
12. Compost–Amended Soils must follow the requirements as stated in the Town of Greenwich Drainage Manual February 2012 as amended.
13. To obtain a Certificate of Occupancy the submittal must include the following:
    a. Items on Checklist for Certificate of Occupancy – Form CL–105
    b. Improvement Location Survey (Items on Checklist for Improvement Location Survey Depicting "As–Built" Conditions – Form CL–106)



NOTES:
1. IF ANY EXISTING ASPHALT IS THICKER THAN 3 1/2" THEN MATCH EXISTING ASPHALT THICKNESS.
2. ANY CONCRETE ROADWAY BASE THAT IS REMOVED SHALL BE REPLACED IN KIND.

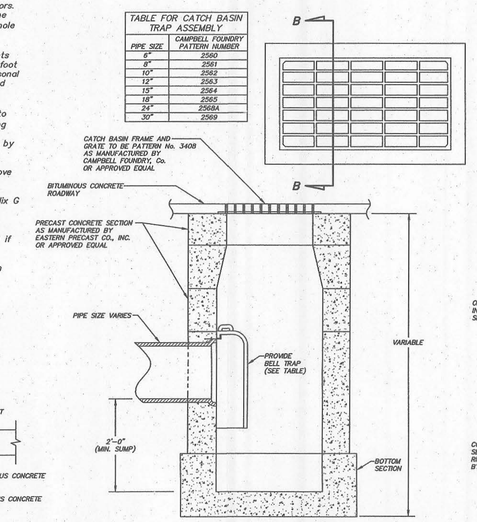
DETAIL FOR TRENCH REPAIR
N.T.S.



RAIN GARDEN OUTLET CONTROL
N.T.S.

NOTE: SEE "DEVELOPMENT PLAN" (SHEET 1) FOR ELEVATIONS

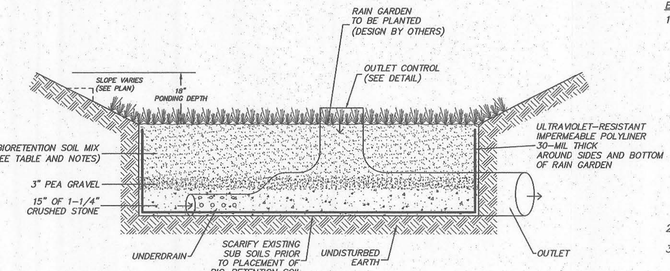
TABLE FOR CATCH BASIN TRAP ASSEMBLY	
PIPE SIZE	CAMPBELL FOUNDRY PATTERN NUMBER
6"	2560
8"	2561
10"	2562
12"	2563
15"	2564
18"	2565
24"	2568A
30"	2569



SECTION "B–B"

SINGLE CATCH BASIN DETAIL (TYPE "CL")
N.T.S.

SUMP NOTE:
CATCH BASIN SHALL HAVE A MINIMUM SUMP OF 2 FEET AS MEASURED FROM THE LOWEST PIPE INVERT ELEVATION TO THE INTERIOR BOTTOM OF THE STRUCTURE.



RAIN GARDEN DETAIL
N.T.S.

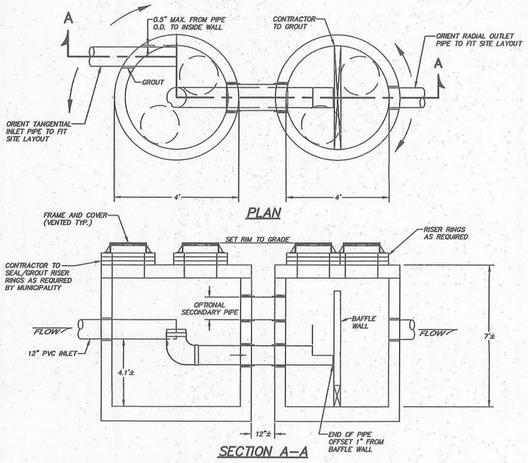
NOTE: SEE PLAN FOR ELEVATIONS

BIORETENTION SOIL MIX NOTES:

1. THE 90% BLENDED ENGINEERED MEDIA MUST CONFORM TO THE FOLLOWING PARTICLE SIZE DISTRIBUTION:

NAME	PARTICLE DIAMETER	RECOMMENDATION (BY WEIGHT)
FINE GRAVEL	2.0 – 3.4 mm	NOT MORE THAN 10% OF THE TOTAL PARTICLES IN THIS RANGE, INCLUDING A MAXIMUM OF 3% FINE GRAVEL (PREFERABLY NONE)
VERY COARSE SAND	1.0 – 2.0 mm	
COARSE SAND	0.5 – 1.0 mm	MINIMUM OF 60% OF THE PARTICLES MUST FALL IN THIS RANGE
MEDIUM SAND	0.25 – 0.50 mm	
FINE SAND	0.15 – 0.25 mm	NOT MORE THAN 20% OF THE PARTICLES MAY FALL WITHIN THIS RANGE
VERY FINE SAND	0.05 – 0.15 mm	NOT MORE THAN 5%
SILT	0.002 – 0.05 mm	NOT MORE THAN 5%
CLAY	LESS THAN 0.002 mm	NOT MORE THAN 3%
TOTAL FINES	VERY FINE SAND + SILT + CLAY	LESS THAN OR EQUAL TO 10%

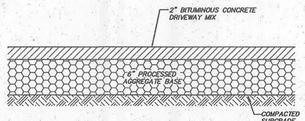
2. THE 10% ORGANICS CAN BE LEAF COMPOST OR PEAT MOSS.
3. CONTRACTOR MUST CONSTRUCT THE BIORETENTION AREA FOLLOWING SPECIFICATIONS IN APPENDIX G OF THE TOWN OF GREENWICH DRAINAGE MANUAL, FEBRUARY, 2012.
4. SOILS BENEATH THE RAIN GARDEN SHALL BE SCARIFIED OR TILLED TO IMPROVE INFILTRATION.



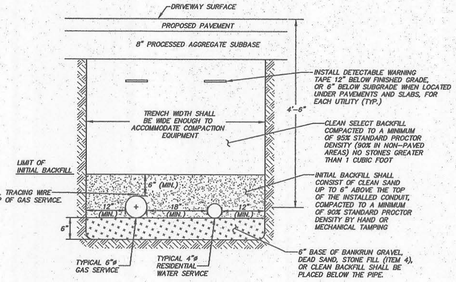
SECTION A–A

HYDRODYNAMIC SEPARATOR DETAILS V2B1 – MODEL 3
N.T.S.

NOTES:
1. STORM WATER TREATMENT SYSTEM V2B1 IS MANUFACTURED BY CONNECTICUT PRECAST CORP. UNDER LICENSE FROM ENVIRONMENTAL 21, LLC. 1–800 809–2801.
2. DESIGN OF INTERNAL PVC PIPING IS PROVIDED TO LICENSED MANUFACTURER BY ENVIRONMENT 21, LLC.
3. LOCATION AND SIZE OF MANHOLE OPENINGS MAY BE ADJUSTED BY LICENSED MANUFACTURER.
4. MANHOLE DESIGN SPECIFICATIONS CONFORM TO LATEST A.S.T.M. C478 SPECIFICATION FOR PRECAST REINFORCED CONCRETE MANHOLE SECTIONS.
5. DESIGN LOADING IS AASHTO H520–44.

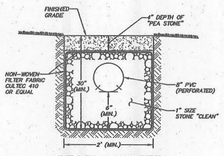


ASPHALT DRIVEWAY DETAIL
N.T.S.



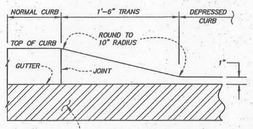
RESIDENTIAL WATER AND GAS SERVICE INSTALLATION DETAIL
N.T.S.

NOTES:
1. COORDINATE WITH EACH RESPECTIVE UTILITY COMPANY PRIOR TO INSTALLATION.
2. THIS SECTION IS DESIGNED IN ACCORDANCE WITH SECTION 7.1 OF THE CITY OF STAMFORD ZONING REGULATIONS AND IS CAPABLE OF WITHSTANDING THE FLOOD DEPTHS, PRESSURES, VELOCITIES, IMPACT AND UPLIFT FORCES, AND OTHER FACTORS ASSOCIATED WITH THE BASE FLOOD.



STORM WATER LEVEL SPREADER DETAIL
N.T.S.

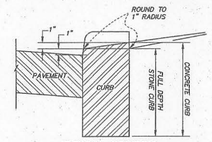
TYPICAL SECTION



TRANSITION DETAIL

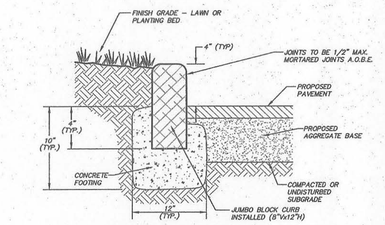
MINIMUM DRIVEWAY PAVEMENT WIDTH		
TYPE	SERVICE DRIVES	RESIDENTIAL DRIVES
ONE WAY	10'–11'	9'–10'
TWO WAY	20'–22'	18'–20'

NOTES:
1. TABULATED VALUES ARE FOR DRIVEWAYS WITH CENTERLINE RADIUS GREATER THAN 100'. DRIVEWAYS WITH CENTERLINE RADII SMALLER THAN 100' REQUIRE SPECIAL STUDY.
2. DRIVEWAY WIDTH AT PROPERTY LINE SHALL BE NO LESS THAN THAT TABULATED.
3. THE FIRST FIGURE GIVEN IN THE TABLE IS THE ABSOLUTE MINIMUM WIDTH AND THE SECOND FIGURE IS THE DESIRABLE MINIMUM. THE LATTER MINIMUM MUST BE USED WHERE POSSIBLE.
4. ADD 2' TO TABULATED VALUE WHERE CURBING IS ON BOTH SIDES OF DRIVE AND 1' WHERE CURBING IS ON ONE SIDE ONLY.
5. JOINTS SHALL NOT BE CONSTRUCTED THROUGH RAMPS UNLESS ORDERED OR APPROVED.
6. SCORE LINES ARE TO MATCH THOSE OF ADJACENT SIDEWALKS .
7. THE ELEVATION OF THE UPPER EDGE OF RAMP SECTIONS AND THE CROSS SLOPES OF SIDEWALKS SHALL BE ESTABLISHED , WITH THE APPROVAL OF THE ENGINEER, AS REQUIRED TO PREVENT VEHICLE SOMERSAL USE CROSS SLOPES SHOWN WHERE POSSIBLE.
8. NO VEHICLES ARE TO TRAVEL ON DRIVEWAYS FOR A PERIOD OF 7 DAYS AFTER PLACING NORMAL CLASS "C" CONCRETE, OR 3 DAYS WHEN HI–EARLY STRENGHT CONCRETE IS USED.
9. CURBS SHALL BE CONSTRUCTED IN ACCORDANCE WITH TOWN STANDARD CONSTRUCTION DETAIL NO. 4.

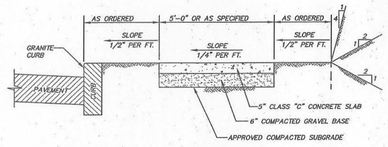


TYPICAL SECTION DEPRESSED CURB DETAILS

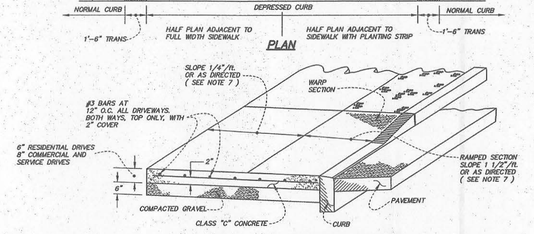
REINFORCED CONCRETE DRIVEWAY ENTRANCE
N.T.S.



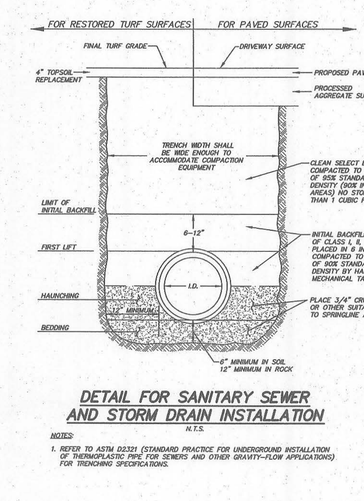
JUMBO BLOCK CURB
N.T.S.



CONCRETE SIDEWALK WITH PLANTING STRIP
N.T.S.

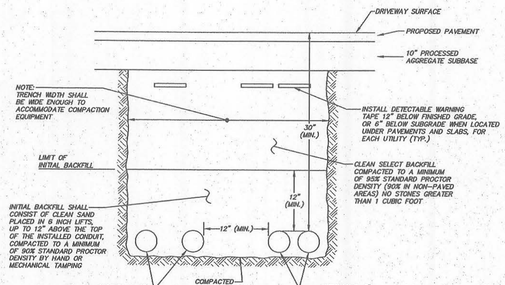


PLAN



DETAIL FOR SANITARY SEWER AND STORM DRAIN INSTALLATION
N.T.S.

NOTES:
1. REFER TO ASTM D2321 (STANDARD PRACTICE FOR UNDERGROUND INSTALLATION OF THERMOPLASTIC PIPE FOR SEWERS AND OTHER GRAVITY–FLOW APPLICATIONS) FOR TRENCHING SPECIFICATIONS.



DETAIL FOR UNDERGROUND UTILITY TRENCH
N.T.S.

NOTES:
1. COORDINATE NUMBER AND SIZE OF CONDUIT WITH EACH RESPECTIVE UTILITY COMPANY PRIOR TO INSTALLATION.
2. THIS SECTION IS DESIGNED IN ACCORDANCE WITH SECTION 7.1 OF THE CITY OF STAMFORD ZONING REGULATIONS AND IS CAPABLE OF WITHSTANDING THE FLOOD DEPTHS, PRESSURES, VELOCITIES, IMPACT AND UPLIFT FORCES, AND OTHER FACTORS ASSOCIATED WITH THE BASE FLOOD.

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DEC 2 2016
PLANNING & ZONING COMMISSION

ROCCO V. D'ANDREA, INC.
• LAND PLANNERS
• ENGINEERS
• SURVEYORS
P.O. BOX 549, RIVERSIDE, CT 06878
6 NEIL LANE
TEL. 637–1779

REV.	DATE	DESCRIPTION
0	11–14–16	INITIAL SUBMITTAL

ANTHONY L. D'ANDREA, CT. PE No. 9673
ENGINEER — 11–14–16 DATE

ONLY COPIES OF THIS PLAN BEARING AN ORIGINAL IMPRINT OF THE ENGINEER'S EMBOSSED SEAL ARE TRUE, VALID COPIES.

PROJECT	RESIDENTIAL DEVELOPMENT
PREPARED FOR	SOUTH WATER STREET OWNER, LLC
LOCATION	88 SOUTH WATER STREET GREENWICH, CONNECTICUT
2 OF 4	NOTES AND DETAILS

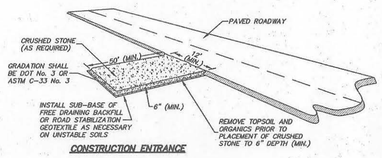
WESTSOWAT_13TL_2_ED_D_REVISING (ASC)

13TL

REFER TO MAPS 8260, 8272, AND 8275 G.L.R. "WB" ZONE (WATERFRONT BUSINESS) AREA = 82,151 S.F.

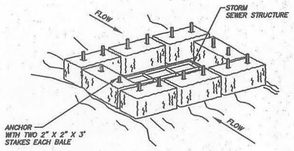
SEDIMENT AND EROSION CONTROL NOTES:

1. Temporary soil and erosion control measures, inclusive of filter barriers and anti-tracking areas, shall remain in place for as long as necessary to permanently stabilize developed areas.
2. Erosion and sediment control devices shall be installed in their proper sequence. No clearing or grading may be done in any area until the erosion control devices for that area, as shown on the plan, are in place and functional.
3. Natural vegetation shall be maintained and protected where practical.
4. No changes of this soil erosion and sediment control plan may be made without prior approval of the supervising engineer.
5. Land disturbance is to be kept to a minimum. Re-establishment and/or stabilization of disturbed areas shall be scheduled as soon as practical.
6. Erosion controls shall be monitored periodically to verify that they are maintained in effective working order. If, during construction, additional control measures are necessary, they shall be installed by that contractor.
7. Sediment or debris shall be removed from the drainage pipes and structures as it accumulates during construction. It shall be disposed of in a manner which is consistent with the intent of this plan.
8. The contractor may provide alternate means of sediment control, but may not eliminate placement of protection in the areas indicated hereon.
9. Sediment fencing shall be installed where required prior to commencing construction. Fencing shall be Propex Silt Stop (TM) as manufactured by Amoco, or engineer approved equivalent.
10. The contractor shall re-grade, topsoil, and seed all disturbed areas immediately after construction has been completed.
11. All designated trees shall be protected during the construction period, except those designated to be removed. Tree protection shall be in accordance with generally accepted standards. (Refer to the Connecticut Guidelines for Soil Erosion and Sediment Control (2002) for details and specifications).
12. Roof leader down spouts and drains shall be connected to the storm drainage system as designated on the Development Plans.
13. Copies of proposed Sedimentation and Erosion Control Plan are to be maintained at the site, and provided to the project foreman and subcontractors prior to the start of work at or before the on-site meeting with staff.
14. Additional protection measures shall be implemented should site conditions warrant them.
15. Refer to Connecticut Guidelines for Soil Erosion and Sediment Control (2002) for additional details and specifications.



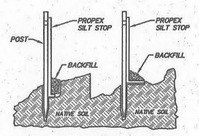
CONSTRUCTION ENTRANCE

ANTI-TRACKING PAD DETAIL
N.T.S.

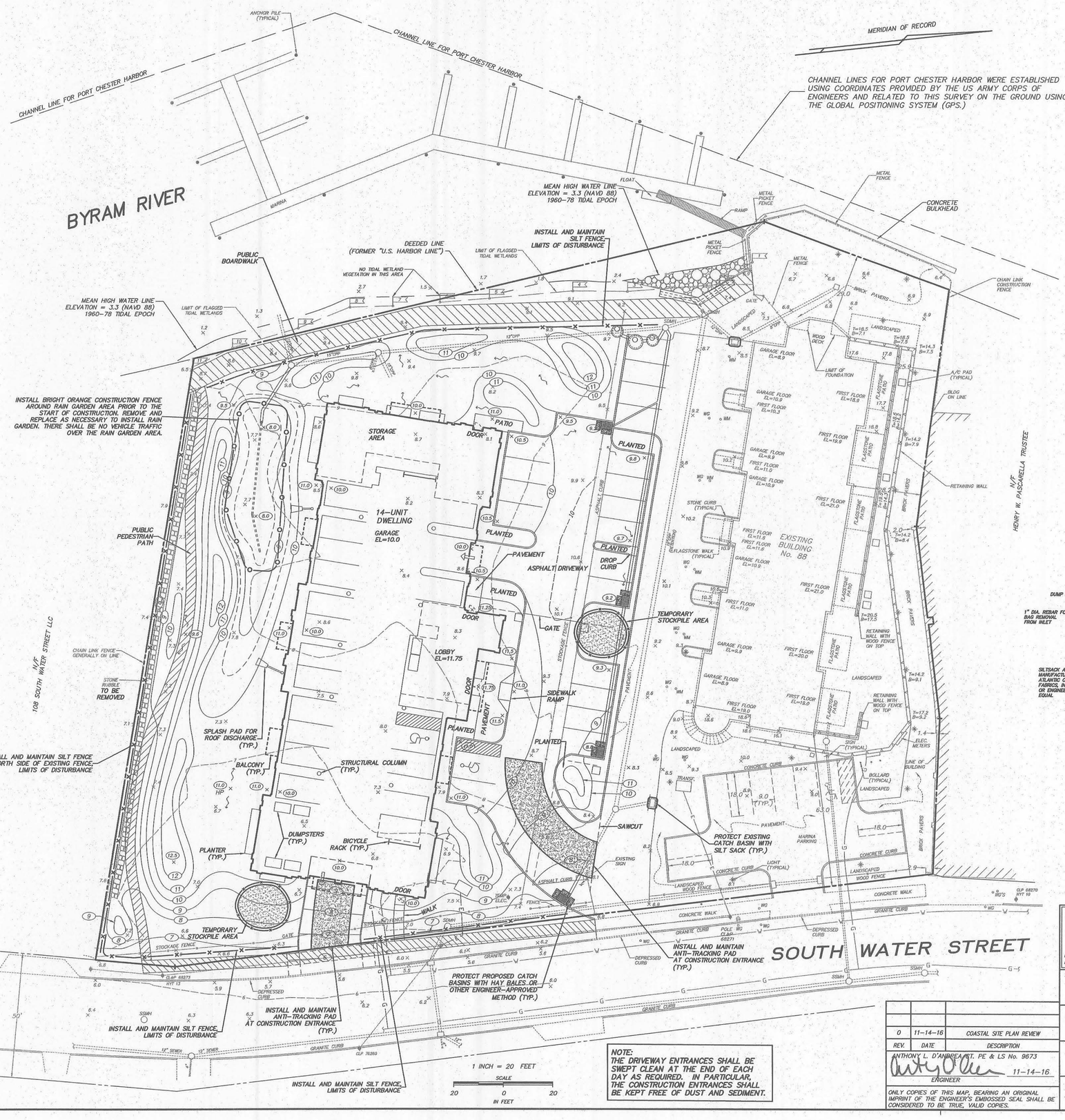


HAY BALE INSTALLATION AT CATCH BASINS
N.T.S.

NOTE: POSTS SHOULD NOT BE SPACED MORE THAN 10' APART



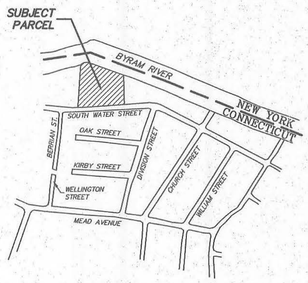
INSTALLATION DETAIL SEDIMENT CONTROL FABRIC
N.T.S.



NOTE:
THE DRIVEWAY ENTRANCES SHALL BE SWEPT CLEAN AT THE END OF EACH DAY AS REQUIRED. IN PARTICULAR, THE CONSTRUCTION ENTRANCES SHALL BE KEPT FREE OF DUST AND SEDIMENT.

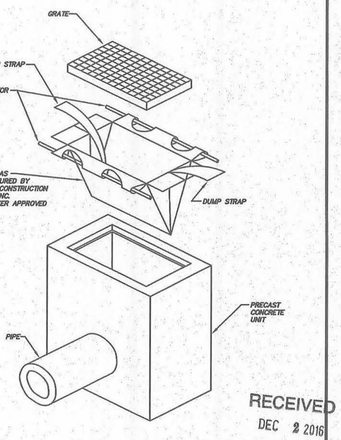
MERIDIAN OF RECORD

CHANNEL LINES FOR PORT CHESTER HARBOR WERE ESTABLISHED USING COORDINATES PROVIDED BY THE US ARMY CORPS OF ENGINEERS AND RELATED TO THIS SURVEY ON THE GROUND USING THE GLOBAL POSITIONING SYSTEM (GPS.)



CONSTRUCTION STAGING:

1. Install sedimentation and erosion controls.
2. Remove existing features as indicated on plan.
3. Rough in proposed driveway and parking lot.
4. Strip topsoil and stockpile it with appropriate sedimentation and erosion control measures.
5. Excavate for proposed foundation.
6. Construct proposed building foundation.
7. Install proposed drainage, sewer, and utilities as required.
8. Backfill and rough grade around building foundations, stabilize all slopes.
9. Construct proposed building.
10. Construct proposed driveway and parking lot.
11. Construct additional hardscapes.
12. Fine grade and stabilize all slopes.
13. Landscape as required.
14. Remove sedimentation and erosion controls.



CATCH BASIN SILTSACK DETAIL
N.T.S.

RECEIVED
DEC 2 2016
PLANNING & ZONING COMMISSION

REV.	DATE	DESCRIPTION
0	11-14-16	COASTAL SITE PLAN REVIEW

ANTHONY L. D'ANDREA, PE & LS No. 9673
ENGINEER 11-14-16

ONLY COPIES OF THIS MAP, BEARING AN ORIGINAL IMPRINT OF THE ENGINEER'S EMBOSSED SEAL SHALL BE CONSIDERED TO BE TRUE, VALID COPIES.

ROCCO V. D'ANDREA, INC.
• LAND PLANNERS
• ENGINEERS
• SURVEYORS
P.O. BOX 549 RIVERSIDE, CT 06878
6 NEIL LANE TEL. 637-1779

PROJECT	RESIDENTIAL DEVELOPMENT
PREPARED FOR	SOUTH WATER STREET OWNER, LLC
LOCATION	88 SOUTH WATER STREET GREENWICH, CONNECTICUT
3 OF 4	SEDIMENTATION & EROSION CONTROL

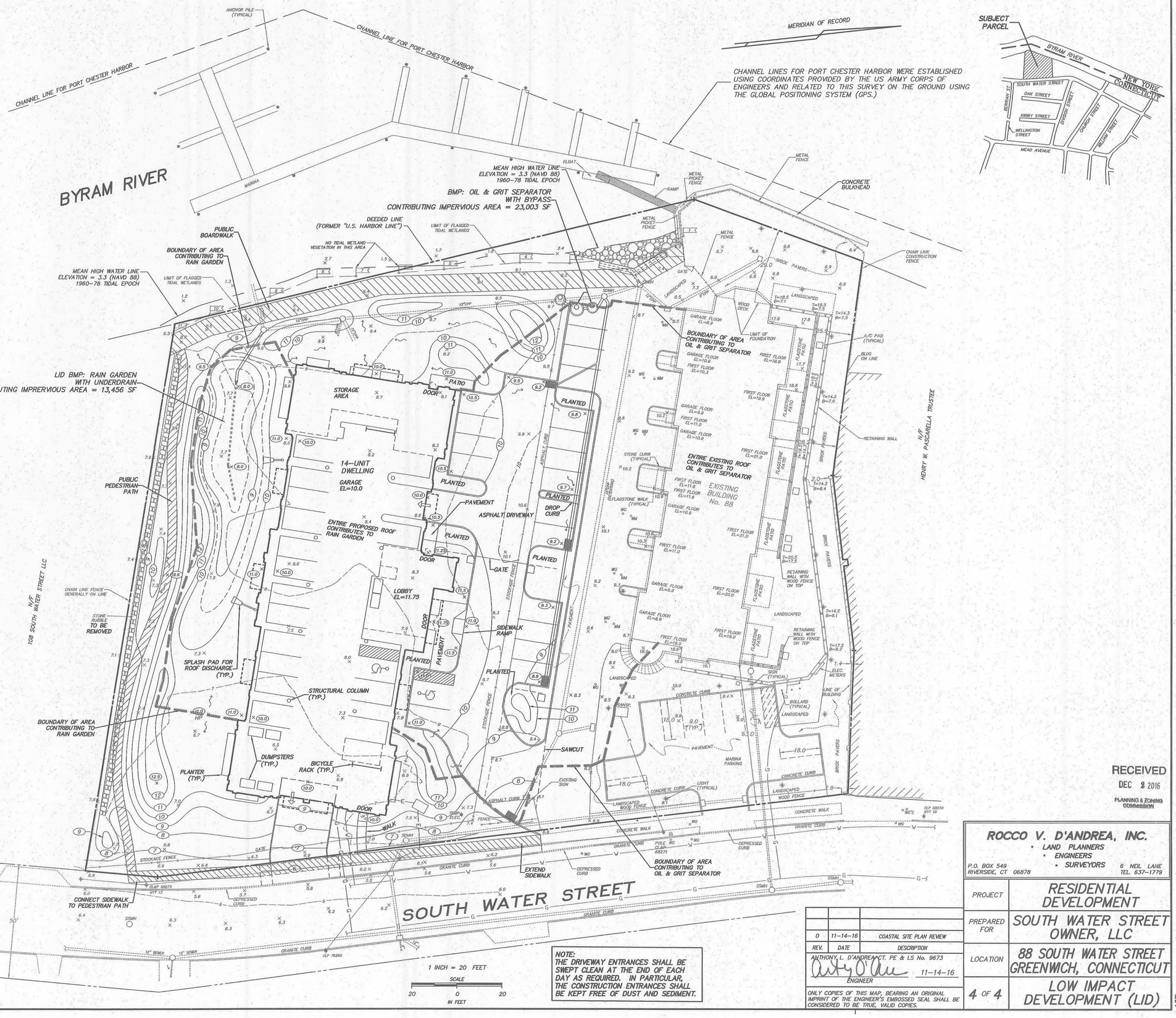
WESTSOWA1_13TL_2_SE_0_REV0.DWG (ASC)

13TL

REFER TO MAPS 8260, 8272, AND 8275 G.L.R. "WB" ZONE (WATERFRONT BUSINESS) AREA = 82,151 S.F.

NOTES:

1. The purpose of this plan is only to highlight the Low Impact Developement portions of the project, as per Town requirements. This plan shall not be used for any other portion of construction.
2. Elevations shown are based on the North American Vertical Datum of 1988 (NAVD 88.)
3. Refer to Sheet 1 of 4 for a detailed depiction of the proposed site improvements.
4. No test pits were dug on this site, and no infiltration is proposed.



HYDROLOGIC SOIL GROUP SUMMARY

THE ENTIRE PROPERTY IS COMPOSED OF URBAN LAND (HSG D).

SOIL INFORMATION TAKEN FROM THE NATURAL RESOURCES CONSERVATION SERVICE (NRCS).

APPROXIMATE EARTHWORK VOLUMES

SUMMARY:

CUT = -140 C.Y.

FILL = +2110 C.Y.

NET = +1970 C.Y.

NOTES:

1. CUT AND FILL CALCULATIONS ARE APPROXIMATE AND SHALL BE USED FOR PERMITTING PURPOSES ONLY. THEY SHALL NOT BE USED FOR CONSTRUCTION PURPOSES.
2. THESE CALCULATIONS DO NOT CONSIDER ANY REPLACEMENT OF SOIL FOR REMEDIATION PURPOSES.

NOTE:
THE DRIVEWAY ENTRANCES SHALL BE SWEPT CLEAN AT THE END OF EACH DAY AS REQUIRED. IN PARTICULAR, THE CONSTRUCTION ENTRANCES SHALL BE KEPT FREE OF DUST AND SEDIMENT.

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0	11-14-16	COASTAL SITE PLAN REVIEW

ANTHONY L. D'ANDREA CT. PE & LS No. 9673
11-14-16
ENGINEER

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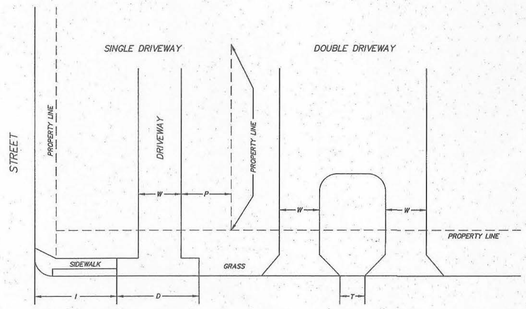
PROJECT	RESIDENTIAL DEVELOPMENT
PREPARED FOR	SOUTH WATER STREET OWNER, LLC
LOCATION	88 SOUTH WATER STREET GREENWICH, CONNECTICUT
4 OF 4	LOW IMPACT DEVELOPMENT (LID)

WESTSOWAT_137L_2_LID_O_REVLDWG (ASC)

137L

GENERAL NOTES

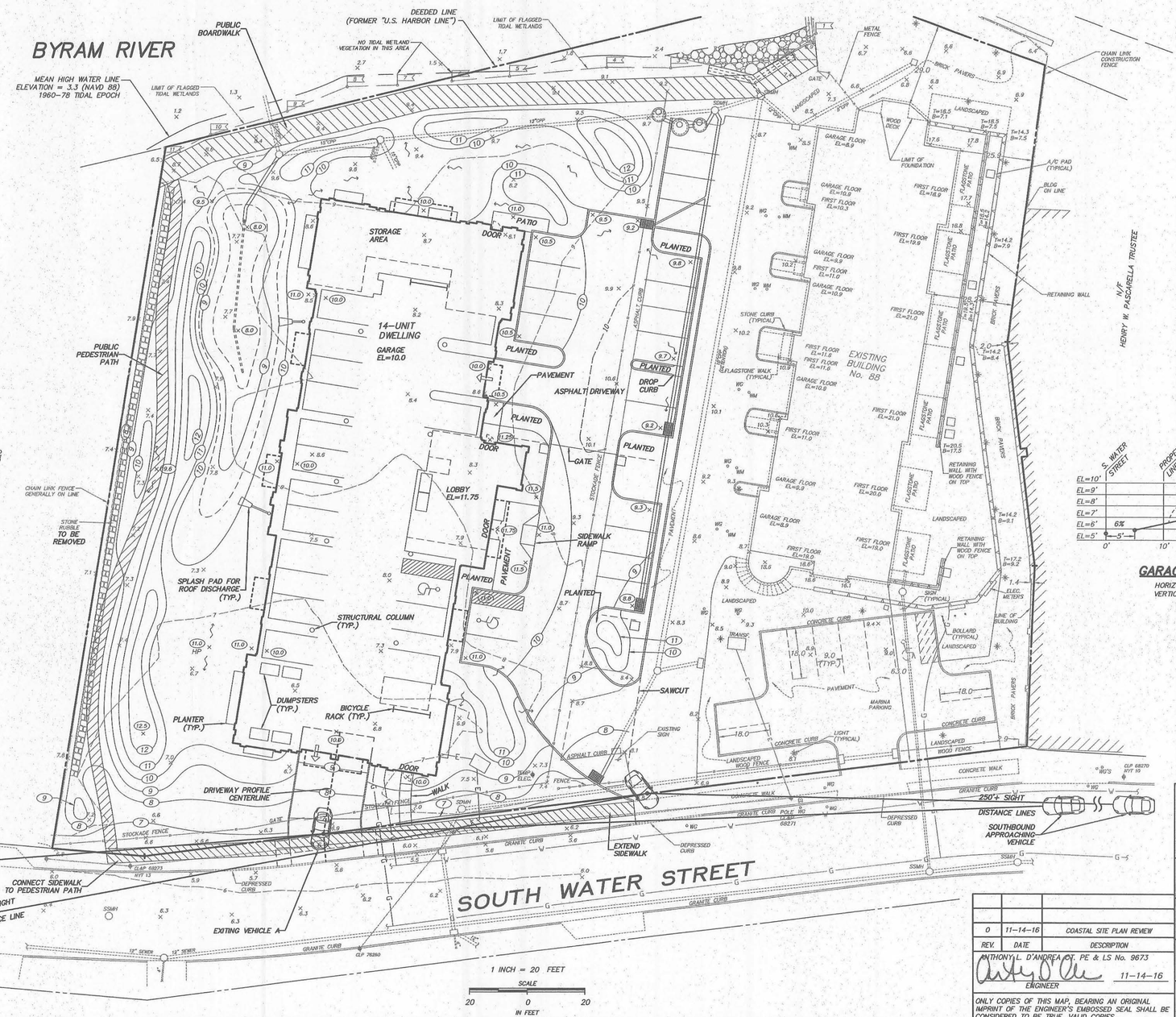
1. The purpose of this plan is only to demonstrate the site distance and driveway profile for the proposed driveways.
2. Contours and elevations depicted hereon are referenced to the North American Vertical Datum of 1988 (NAVD88).

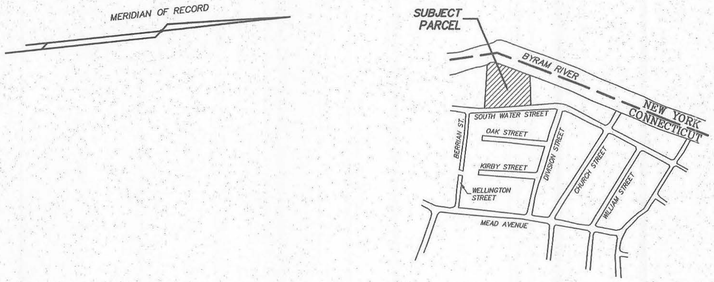


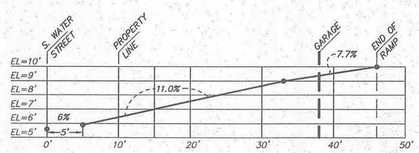
		RESIDENTIAL			COMMERCIAL
		Single Family	Duplex	Multi-Family	
Minimum Width at Property	W	9'	9'	9'	–
Maximum Width at Property	W	14'	14'	18'	25'
Maximum Width at Roadway	D	25'	25'	35'	45'
Minimum Distance from Intersection	I	25'	25'	35'	50'
Minimum Distance between Driveways	T	50'	50'	50'	75'
Minimum Distance from Property Line	P	1'	1'		10'
Type of Driveway Entrance		Bituminous Concrete or Reinforced Concrete			Reinforced Concrete

NOTES:
1. Driveway entrance details shall conform to Standard Construction Details.
2. Curb details shall conform to Standard Construction Details No. 4.
3. In residential single family, Duplex and Multi-family zones, there shall be a minimum distance of 50-feet between driveways.
4. Lot width less than 50 l.f., one driveway curb cut only.
5. Maximum of two driveway curb cuts per lot.
6. Driveway pavement other than concrete or asphalt must have a minimum 5 feet bituminous concrete apron at the edge of street pavement.
7. Driveway entrance shall be a plus grade of 3% minimum and 6% maximum for the first 5 feet.
8. Sight distances at driveway shall conform to the minimum as required by the Town Roadway Design Manual.
9. No permanent structures or planting to be installed on public right of way.
10. Gates shall be located a minimum of 25 feet from the edge of roadway.
11. Garage setback on corner lot shall be a minimum of 20 feet.
12. All variances from those requirements must be approved by the Commissioner of Public Works following review and findings by a Review Committee comprised of the Highway Superintendent, Chief Engineer, Traffic Engineer and Zoning Enforcement Officer.

DESIGN CRITERIA–DRIVEWAY
N.T.S.







GARAGE EXIT PROFILE
HORIZONTAL SCALE: 1" = 10'
VERTICAL SCALE: 1" = 5'

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DEC 2 2016
PLANNING & ZONING COMMISSION

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REV.	DATE	DESCRIPTION
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ANTHONY L. D'ANDREA CT. PE & LS No. 9673 — ENGINEER — 11-14-16

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PROJECT	RESIDENTIAL DEVELOPMENT
PREPARED FOR	SOUTH WATER STREET OWNER, LLC
LOCATION	88 SOUTH WATER STREET GREENWICH, CONNECTICUT
1 OF 1	SIGHT DISTANCE PLAN

WESTSOWAT-13TL_2_SDP_0_REV0.DWG (ASC)

13TL

CORR - 08
BOT 1-17-2017

Received
DEC 30 2016
Village Clerk
VILLAGE OF PORT CHESTER

GUSTAVO PASSARELLI

117 NEUTON AVENUE, PORT CHESTER, NY 10573 H: 914-937-0446 C: 914-469-8608

tavpass@gmail.com

December 29, 2016

Village of Port Chester
Board of Trustees
222 Grace Church Street
Port Chester, NY 10573

Dear Honorable Pilla, Trustees Adams, Brakewood, Ceccarelli, Didden, Ferra and Marino:

I would like to submit my resignation as a Waterfront Commission member, in the event of my appointment to the Village of Port Chester's Planning Commission. In whichever role or capacity I fill, I am excited for the opportunity to continue to be a valuable contributing member to the Village of Port Chester.

Sincerely,

Tav Passarelli