

RESOLUTION

WHEREAS, the Planning Board held a public hearing on a Site Plan application on Tuesday, July 27, 2021 and August 10, 2021, submitted by the Regan Development Corporation ("contract vendee"), hereafter known as "the Applicant," for property located in the C-2 Zoning District and Municipal Place Gateway Overlay Zone, at 41-51 Maple Street and designated on the Tax Map of the Village of Croton-on-Hudson as Section 78.12 Block 3 Lot 3; and

WHEREAS, this Site Plan application is for approval of a multifamily residential development consisting of 33 apartments within two 2-story buildings; and

WHEREAS, this proposal is considered an Unlisted Action under the State Environmental Quality Review Act (SEQRA); and

WHEREAS, on May 17, 2021 the Village Board determined that the Proposed Action, a multifamily residential development consisting of 33 apartments within two 2-story buildings, complies with the policy standards and conditions set forth in the Village's LWRP and subsequently issued a Determination of Consistency with the Village's LWRP; and

WHEREAS, on May 17, 2021 the Village Board as Lead Agency issued a Negative Declaration under SEQRA in connection with the Proposed Action; and

WHEREAS, at the May 17, 2021 Village Board meeting, the Village Board of Trustees approved the request for a special permit subject to certain conditions as stated on the special permit approval; and

WHEREAS, under section 120-4 of the Village Code the Planning Board is the approving authority for the issuance of an Excavation and Filling Permit and in accordance with section 120-3(C) of the Village Code, the approval of the Site Plan incorporates the excavation and filling permit, subject to the conditions specified below; and

WHEREAS, under section 196-3(C) of the Village Code the Planning Board is the approving authority for the Stormwater Pollution Prevention Plan (SWPPP) and hereby approves the Stormwater Pollution Prevention Plan, subject to the conditions specified below; and

WHEREAS, under section 208-16(C) of the Village Code the Planning Board is the approving authority for the issuance of a Tree Removal Permit and in accordance with section 208-16(F) of the Village Code the approval of the Site Plan includes the approval to remove trees noted on the site plan to be removed, subject to the conditions specified below.

NOW, THEREFORE BE IT RESOLVED, that the Site Plan application, as shown on [see Addendum attached] be approved subject to the following conditions:

1. That, the foregoing recitals are incorporated herein as if set forth at length.
2. That, all conditions specified in the Special Permit issued by the Village Board on May 17, 2021 are incorporated herein as if set forth at length.
3. That, the required number of parking spaces shall be no less than 55.
4. That, the landscape plan shall include a two-year warranty for all landscape materials.
5. All landscaping, screening, paving and similar improvements shall be maintained, repaired and/or replaced as required by section 230-72 of the Village Code. In

- addition, for a period of 30 years the landscaping (hedges, etc.) shall be trimmed as reasonably requested in writing by abutting property owners to provide views of the Hudson River and screening of the new buildings.
6. That, the approval of the NYSDOT be obtained for all improvements in the state ROW.
 7. That, the project shall include a second electrical car charging station. The plans shall be revised to show the location of the second EV charging station.
 8. That, a bond, or suitable security satisfactory to the Village be provided for all improvements in the street ROW.
 9. That, an on-site fire hydrant, meeting Village hydrant specifications, be provided in a location suitable to the Fire Chief.
 10. That, the plans, and other documents be revised to address the comments in the Chazen memorandum dated 8/9/21 and made part of this resolution.
 11. That, affordable housing terms be coordinated by Village Attorney, Village Engineer, and applicant to ensure compliance with the requirements with section 230-48 of the Village Code. The number and types of affordable housing and market rate units shall be as specified in the application documents for a total of 33 apartments total.
 12. That a detailed construction staging plan be submitted to the Village Engineer prior to the approval of a building permit.
 13. That, any sign application be submitted to the Planning Board for review and approval, and as part of said application, be referred by the Planning Board to the Advisory Board on the Visual Environment (VEB) for their review and comments.
 14. That, the plans submitted with the building permit application substantially comply with the architectural drawings and exterior material samples submitted with the application.
 15. That, the 50-foot vegetated buffer strip not have any additional disturbance or removal of vegetation beyond what is shown on the site plans and that the landscaping of the buffer strip be completed as early reasonably practicable in the construction of the project.
 16. That, the note on the plans indicating that the stormwater system is designed for a 10-year storm event be revised to reflect that the stormwater system is designed for a 25-years storm event minimum.
 17. That, the applicant will coordinate with the NYSDOT for the implementation/cost of the modem that would help improve the overall operation of the intersection.
 18. That, for a period of thirty (30) years, the applicant will be required to trim the hedgerow as needed by neighbors' written requests.
 19. That, the applicant shall obtain approvals from the Westchester County Health Department for the necessary permits required for the sewer line connections.
 20. That, the applicant shall obtain approvals from the NYSDEC for the necessary permits required for the SWPPP.
 21. That the pocket park shall be available for public use in accordance with any established reasonable park rules.
 22. That, the applicant work with the NYSDOT to optimize the signal timing for the Maple Street and Municipal Place intersection as described in a memorandum from AKRF dated 6/22/2021 (attached to and made part of this resolution) including providing the necessary modem for DOT's remote access and the signal timing optimization programming.
 23. That, the following conditions are established as part of the approval of the Stormwater Pollution Prevention Plan under Chapter 196 of the Village Code:

- a. That, a copy of the SWPPP shall be retained at the site of the land development activity during construction from the date of initiation of construction activities to the date of final stabilization.
- b. That, no land disturbance work shall commence until the installation of the sediment and erosion control devices has been completed and found acceptable by the Village Engineer or his authorized agent.
- c. That, each contractor and subcontractor who will be involved in soil disturbance and/or stormwater management practice installation shall sign and date a copy of the following certification statement before undertaking any land development activity: "I certify under penalty of law that I understand and agree to comply with the terms and conditions of the stormwater pollution prevention plan. I also understand that it is unlawful for any person to cause or contribute to a violation of water quality standards." Copies of these statements shall be delivered to the Village Engineer prior to the issuance of a building permit.
 - i. That, the certification must include the name and title of the person providing the signature, address and telephone number of the contracting firm; the address (or other identifying description) of the site; and the date the certification is made.
 - ii. That, the certification shall contain proof that each contractor who will be involved in a land development activity has obtained training and/or certification in proper erosion and sedimentation control practices. Such certification shall become part of the SWPPP for the land development activity and shall be retained on-site.
- d. That, the applicable stormwater facility maintenance, inspection and repair requirements in section 196-9 of the Village Code be complied with, the stormwater chambers shall be inspected annually within 48 to 72 hours after a heavy rainfall (1" or more) to determine that the chambers have drained. If the chambers have not drained remedial action shall be taken to rebuild the storm water management system and restore the infiltrative capacity of the soil. An inspection cover shall be provided for each chamber.
- e. That, the applicant shall contact the Village Engineer at least 48 hours before any of the work inspections listed in section 196-10(A)(1) of the Village Code are required.
- f. That, in accordance with section 196-10(C) an as-built plan of the stormwater management practices shall be submitted to the Village Engineer.
- g. That, in accordance with section 196-10(F) the landowner shall grant to the Village the right to enter the property at reasonable times and in a reasonable manner for the inspection of the stormwater management facilities.
- h. That, in accordance with section 196-11 of the Village Code the applicant shall file with the Village a suitable bond or other security to cover the completion of conditions (a) through (g) above, said

bond to be filed prior to the issuance of a building permit with amount and form of the bond to be approved by the Village.

24. That, in accordance with sections 208-18 and 208-19 of the Village Code the following conditions are established for the approval to remove trees:

- a. That, any landscaping, shown on approved plan, be installed prior to a certificate of occupancy being issued. That, all disturbed areas not hardsurfaced or mulched shall be covered with 3" of topsoil, perennial rye grass and mulch, and be reseeded and remulched as necessary to achieve a minimum 85% grass coverage or covered with other ground cover as shown on the approved landscaping plan.
- b. That, if any of the trees noted on the plan to be saved are removed or severely damaged during construction, the applicant will replace each removed tree or severely damaged tree with a tree of 2.5" minimum caliber with the species to be approved by the Village Engineer.
- c. That, the trees to remain shall be protected with tree trunk armor and/or root zone protection as shown on the site plans listed above or as required by the Village Engineer.
- d. That, in accordance with section 208-19(A) of the Village Code the applicant shall file with the Village a suitable bond or other security payable to the Village to cover the completion of conditions (a) through (c) above, said bond to be filed prior to the issuance of a building permit with amount and form of the bond to be approved by the Village.
- e. That, tree removal operations shall not be permitted between the hours of 8:00 p.m. and 8:00 a.m. Sunday through Friday and between the hours of 8:00 p.m. and 10:00 a.m. Friday through Sunday.
- f. That, any stumps remaining above grade shall be removed to less than two feet.
- g. That, no tree removal shall occur unless a building permit has been issued by the Village Engineer.
- h. That, within 30 days after the completion of all tree removals the Village Engineer shall be notified of such completion.
- i. That, the approval to remove trees shall be valid for the term of site plan approval and shall terminate upon the issuance of a certificate of occupancy.

25. That, in accordance with sections 120-7 and 120-8 of the Village Code the following conditions are established for the approval of the excavation and fill work:

- a. That, suitable fencing, with a minimum height of 48", be provided to guard any excavation greater than four feet in depth. All gates shall be locked at all times when work is not being performed on the property.
- b. That, excavation and/or filling work shall not commence until a building permit has been issued and erosion and sediment control devices have been installed, inspected, and accepted by the Village Engineer in order to prevent potential impacts to stormwater drainage, water bodies and/or wetlands.
- c. That, during construction all excavations shall be drained so that any standing water at the bottom is not greater than one foot.

- d. That, any fill from off-site shall be clean, containing no garbage, refuse or deleterious matter, the Village Engineer shall inspect all fill from off-site sources and may require testing, by an approved laboratory, to determine the cleanliness of the fill.
- e. That, appropriate dust-control measures shall be implemented on-site and on access roads and any traveled areas used in connection with any excavation and/or filling work to protect the public and surrounding area against windblown soil and dust.
- f. That, removal of soil or other material from the ground and/or placement of fill on the ground shall not prevent or interfere with the orderly development of land in the vicinity, shall not unreasonably impede traffic flow, or parking.
- g. That, to prevent the earth of adjoining property from caving in before permanent supports have been provided for the sides of such excavation, any person causing any excavation to be made shall provide such sheet piling, bracing or other methods as may be necessary, plans for which are to be submitted to and approved by the Village Engineer prior to any such excavation being undertaken.
- h. That, provisions shall be made for the temporary drainage of the property during excavations or filling operations and for the permanent drainage to be effective upon the completion of the operations.
- i. That, any excess soil from the excavation shall be removed from the site immediately but in no event more than 20 days from excavation.
- j. That, all disturbed areas not hardsurfaced or mulched shall be covered with 3" of topsoil, perennial rye grass and mulch, and be reseeded and remulched as necessary to achieve a minimum 85% grass coverage or covered with other ground cover as shown on the approved landscaping plan.
- k. That, the Village Engineer shall be notified by the next business day if bedrock is encountered in the excavation. If hammering is required, a rock excavation plan shall be submitted to the Village Engineer for review and approval and shall not include any blasting operations. The rock excavation plan shall provide for the shortest possible timeframe for the removal of bedrock with the goal that all bedrock removal operations be conducted in a two to three week period as approved by the Village Engineer. The Village Engineer may extend this period on a day by day basis due to weather events that would not allow reasonable working conditions. The rock excavation plan shall also include an analysis of leaving part of the basement a crawl space to reduce the quantity of bedrock required to be excavated.
- l. That, in accordance with section 120-7 of the Village Code the applicant shall file with the Village a suitable bond or other security to cover the completion of conditions (a) through (k) above, said bond to be filed prior to the issuance of a building permit with amount and form of the bond to be approved by the Village.
- m. That, excavation and/or filling operations shall not be permitted between the hours of 8:00 p.m. and 8:00 a.m. Sunday through

Friday and between the hours of 8:00 p.m. and 10:00 a.m. Friday through Sunday.

- n. That, there shall be no on-site processing of fill or excavated soil or the erection or use of any structure for such processing however, power equipment for the purpose of filling and excavation is permitted.
- o. That, the Planning Board reserves the right to impose additional reasonable conditions related to the excavation and filling operations during the terms of this approval if in its opinion such additional reasonable conditions are necessary.
- p. That, the approval for excavation and/or filling operations shall be valid for a period of one year starting on the date of issuance of the building permit and subject to termination or renewal as specified in section 120-10(A) of the Village Code.
- q. That, any revision to the work covered by the approval of the excavation and or filling work shall be reviewed by the Village Engineer and if determined to be a substantial revision a submission of a new application to the Planning Board shall be required.
- r. That, following the completion of the work the applicant shall submit a certification of completion by a NYS licensed design professional to the Village Engineer. The Village Engineer may require the submission of an as-built survey.
- s. The approval for excavation and filling operations may be suspended or revoked and stop work orders issued as set forth in section 120-10(E)-(G) of the Village Code.

Unless a building permit is issued and work is commenced and diligently prosecuted within three years of the date of the resolution approving the site plan, such site plan shall become null and void. Any application for an extension of site plan approval shall be made six months prior to the expiration date.

The Planning Board of the Village of
Croton-on-Hudson, New York

Robert Luntz, Chairman
Bruce Kauderer
Steve Krisky
Geoffrey Haynes
John Ghegan

Motion to approve by Mr. Kauderer, seconded by Mr. Krisky, and the motion carried, all in favor, by a vote of 5-0.

Resolution accepted at the meeting held on August 10, 2021.

ADDENDUM

LIST OF DOCUMENTS

Correspondence dated August 2, 2021 from EP Land Services LLC in response to Chazen comments letter dated 7/22/2021

Renderings 1, 2, and 3 of development

Photographs of properties at 3, 5 and 7 Wells Avenue with proposed landscaping and samples of proposed hedge species

Architectural plans including Sheet T1 entitled "Title Sheet", Sheet A1 entitled "Building #1 Floor Plans", Sheet A2 entitled "Building #1 Elevations", Sheet A3 entitled "Building #2 Floor Plans", Sheet #4 entitled "Building #2 Elevations", and Sheet A5 entitled "Typical Apartment Plans and Building Section", all prepared by CoppolAssociates, dated August 3, 2021.

Exterior materials and exterior colors list

Stormwater Management Report for (Part 1) 41-51 Maple Street, dated May 12, 2021 and Revised July 30, 2021 prepared by EP Land Services LLC

Regan Development 41-51 Maple Street (NYS Route 129) Site Plans, Sheets C-1 – C-12; Sheets D1- D3, and Sheet WZ-1, with latest submission date of August 8, 2021.



Environmental, Planning, and Engineering Consultants

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Memorandum

To: Village of Croton-on-Hudson Planning Board
From: Alex Auld, Anthony Russo
Date: June 22, 2021
Re: 41-51 Maple Street Residential Development – Traffic Signal Timing Optimization,
Maple Street/Municipal Place Intersection Memorandum

As requested by the Village Planning Board during the June 15, 2021 meeting with NYSDOT, this memorandum presents a summary of the future capacity analysis results for the Maple Street/Municipal Place intersection with optimized traffic signal timings in place as part of the proposed 41-51 Maple Street project in the Village of Croton-on-Hudson (“the Proposed Project”).

Table 1 presents a comparison of the capacity analysis results of the future 2023 Build conditions with the existing traffic signal timings (as presented in the Traffic Impact Study (“TIS”) versus the proposed optimized traffic signal timings, for both the AM and PM peak hours.

With the optimized signal timings, all intersection approaches would operate acceptably at Level-of-service (“LOS”) “C” or better.

It is important to note that while some intersection approaches may see a slight increase in delay with signal optimization, the goal of optimization is to improve the overall operation of the intersection. As shown by the overall intersection LOS/delay results in **Table 1**, this goal would be obtained with signal optimization.

NYSDOT has indicated that the signal optimization at this location could be implemented through the installation of a modem. The applicant is committed to coordinating with NYSDOT for the implementation/cost of the modem.

Table 1

2023 Build (TIS) vs. 2023 Build with Optimized Signal Timings Level of Service Results
Maple Street and Municipal Place/Shopping Center Driveway Intersection

Peak Hour	Intersection Approach	2023 Build (TIS)				2023 Build (Optimized) ⁽¹⁾			
		Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS
AM Peak Hour	EB (Municipal Pl.)	LTR	0.72	34.1	C	LTR	0.68	24.8	C
	WB (Shopping Ctr. Drv.)	LTR	0.15	18.3	B	LTR	0.15	13.1	B
	NB (Maple St.)	LTR	0.23	10.1	B	LTR	0.26	9.5	A
	SB (Maple St.)	LTR	0.62	14.7	B	LTR	0.68	15.0	B
		Intersection		19.4	B	Intersection		16.7	B
PM Peak Hour	EB (Municipal Pl.)	LTR	0.76	36.6	D	LTR	0.68	23.9	C
	WB (Shopping Ctr. Drv.)	LTR	0.28	20.9	C	LTR	0.26	14.1	B
	NB (Maple St.)	LTR	0.41	12.4	B	LTR	0.47	12.6	B
	SB (Maple St.)	LTR	0.46	9.0	A	LTR	0.50	8.3	A
		Intersection		18.5	B	Intersection		14.2	B

Notes:

LOS = Level of Service, v/c = volume to capacity

L = Left Turn, T = Through, R = Right Turn; EB = Eastbound, WB = Westbound, NB = Northbound, SB = Southbound

(1) Traffic signal timing optimized with a signal cycle length of 60 seconds.


SYNCHRO OUTPUT REPORTS

41-51 Maple Street

2023 Build Conditions

1: Maple St. /Maple St. & Municipal Pl./Shopping Ctr. Driveway

Weekday AM Peak Hour


												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Volume (vph)	178	68	27	20	37	8	31	117	12	11	319	205
Future Volume (vph)	178	68	27	20	37	8	31	117	12	11	319	205
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	13	13	12	12	12	9	9	9	10	10	10
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.99			0.99			1.00			1.00	
Frt		0.986			0.984			0.990			0.948	
Flt Protected		0.968			0.985			0.990			0.999	
Satd. Flow (prot)	0	1803	0	0	1805	0	0	1621	0	0	1624	0
Flt Permitted		0.758			0.876			0.857			0.994	
Satd. Flow (perm)	0	1412	0	0	1592	0	0	1403	0	0	1615	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			9			7			56	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		468			249			744			331	
Travel Time (s)		10.6			5.7			16.9			7.5	
Confl. Peds. (#/hr)			25	25					25	25		
Confl. Bikes (#/hr)			10						10			
Peak Hour Factor	0.88	0.88	0.88	0.87	0.87	0.87	0.87	0.87	0.87	0.92	0.92	0.92
Heavy Vehicles (%)	3%	3%	3%	2%	2%	2%	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	1	1	1
Adj. Flow (vph)	202	77	31	23	43	9	36	134	14	12	347	223
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	310	0	0	75	0	0	184	0	0	582	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.96	0.96	0.96	1.00	1.00	1.00	1.14	1.14	1.14	1.09	1.10	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	1		1	0		1	0	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	90		20	40		20	0		20	0	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	40		20	40		20	6		20	6	
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		50										
Detector 2 Size(ft)		40										
Detector 2 Type		CI+Ex										
Detector 2 Channel												
Detector 2 Extend (s)		0.0										

41-51 Maple Street

1: Maple St. /Maple St. & Municipal Pl./Shopping Ctr. Driveway

2023 Build Conditions

Weekday AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			4			2			2	
Permitted Phases	4			4			2			2		
Detector Phase	4	4		4	4		2	2		2	2	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		2.0	2.0		2.0	2.0	
Minimum Split (s)	23.0	23.0		23.0	23.0		7.0	7.0		7.0	7.0	
Total Split (s)	35.0	35.0		35.0	35.0		50.0	50.0		50.0	50.0	
Total Split (%)	41.2%	41.2%		41.2%	41.2%		58.8%	58.8%		58.8%	58.8%	
Maximum Green (s)	30.0	30.0		30.0	30.0		45.0	45.0		45.0	45.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	6.0	6.0		6.0	6.0		0.2	0.2		0.2	0.2	
Minimum Gap (s)	4.0	4.0		4.0	4.0		3.0	3.0		3.0	3.0	
Time Before Reduce (s)	20.0	20.0		20.0	20.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	10.0	10.0		10.0	10.0		0.0	0.0		0.0	0.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	7.0	7.0		7.0	7.0							
Flash Dont Walk (s)	11.0	11.0		11.0	11.0							
Pedestrian Calls (#/hr)	5	5		5	5							
Act Effct Green (s)		23.9			23.9			45.2			45.2	
Actuated g/C Ratio		0.30			0.30			0.57			0.57	
v/c Ratio		0.72			0.15			0.23			0.62	
Control Delay		34.1			18.3			10.1			14.7	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		34.1			18.3			10.1			14.7	
LOS		C			B			B			B	
Approach Delay		34.1			18.3			10.1			14.7	
Approach LOS		C			B			B			B	

Intersection Summary

Area Type: Other

Cycle Length: 85

Actuated Cycle Length: 79.2

Natural Cycle: 55

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.72

Intersection Signal Delay: 19.4

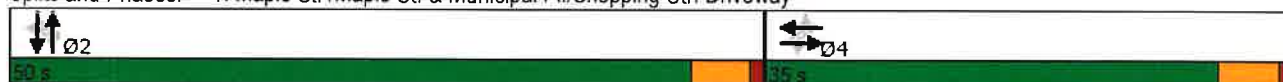
Intersection LOS: B

Intersection Capacity Utilization 61.0%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 1: Maple St. /Maple St. & Municipal Pl./Shopping Ctr. Driveway



















41-51 Maple Street

1: Maple St. & Municipal Pl./Shopping Ctr. Driveway

2023 Build Conditions

Weekday PM Peak Hour













												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	207	80	20	31	87	10	37	237	40	12	136	247
Future Volume (vph)	207	80	20	31	87	10	37	237	40	12	136	247
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	13	13	12	12	12	9	9	9	10	10	10
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.99			0.99			0.99			1.00	
Frt		0.991			0.989			0.983			0.916	
Flt Protected		0.967			0.988			0.994			0.998	
Satd. Flow (prot)	0	1816	0	0	1820	0	0	1612	0	0	1568	0
Flt Permitted		0.722			0.886			0.920			0.988	
Satd. Flow (perm)	0	1356	0	0	1621	0	0	1492	0	0	1551	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			6			13			150	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		468			249			744			321	
Travel Time (s)		10.6			5.7			16.9			7.3	
Confl. Peds. (#/hr)			25	25					25	25		
Confl. Bikes (#/hr)			10						10			
Peak Hour Factor	0.95	0.95	0.95	0.91	0.91	0.91	0.91	0.91	0.91	0.92	0.92	0.92
Heavy Vehicles (%)	3%	3%	3%	2%	2%	2%	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	1	1	1
Adj. Flow (vph)	218	84	21	34	96	11	41	260	44	13	148	268
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	323	0	0	141	0	0	345	0	0	429	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.96	0.96	0.96	1.00	1.00	1.00	1.14	1.14	1.14	1.09	1.10	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	1		1	0		1	0	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	90		20	40		20	0		20	0	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	40		20	40		20	6		20	6	
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		50										
Detector 2 Size(ft)		40										
Detector 2 Type		CI+Ex										
Detector 2 Channel												
Detector 2 Extend (s)		0.0										

41-51 Maple Street

2023 Build Conditions

1: Maple St. & Municipal Pl./Shopping Ctr. Driveway

Weekday PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			4			2			2	
Permitted Phases	4			4			2			2		
Detector Phase	4	4		4	4		2	2		2	2	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		2.0	2.0		2.0	2.0	
Minimum Split (s)	23.0	23.0		23.0	23.0		7.0	7.0		7.0	7.0	
Total Split (s)	35.0	35.0		35.0	35.0		50.0	50.0		50.0	50.0	
Total Split (%)	41.2%	41.2%		41.2%	41.2%		58.8%	58.8%		58.8%	58.8%	
Maximum Green (s)	30.0	30.0		30.0	30.0		45.0	45.0		45.0	45.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	6.0	6.0		6.0	6.0		0.2	0.2		0.2	0.2	
Minimum Gap (s)	4.0	4.0		4.0	4.0		3.0	3.0		3.0	3.0	
Time Before Reduce (s)	20.0	20.0		20.0	20.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	10.0	10.0		10.0	10.0		0.0	0.0		0.0	0.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	7.0	7.0		7.0	7.0							
Flash Dont Walk (s)	11.0	11.0		11.0	11.0							
Pedestrian Calls (#/hr)	5	5		5	5							
Act Effct Green (s)		25.1			25.1			45.2			45.2	
Actuated g/C Ratio		0.31			0.31			0.56			0.56	
v/c Ratio		0.76			0.28			0.41			0.46	
Control Delay		36.6			20.9			12.4			9.0	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		36.6			20.9			12.4			9.0	
LOS		D			C			B			A	
Approach Delay		36.6			20.9			12.4			9.0	
Approach LOS		D			C			B			A	

Intersection Summary

Area Type: Other

Cycle Length: 85

Actuated Cycle Length: 80.3

Natural Cycle: 45

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.76

Intersection Signal Delay: 18.5

Intersection LOS: B

Intersection Capacity Utilization 64.7%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 1: Maple St. & Municipal Pl./Shopping Ctr. Driveway




41-51 Maple Street

1: Maple St. /Maple St. & Municipal Pl./Shopping Ctr. Driveway

2023 Build - Optimized

Weekday AM Peak Hour













												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Volume (vph)	178	68	27	20	37	8	31	117	12	11	319	205
Future Volume (vph)	178	68	27	20	37	8	31	117	12	11	319	205
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	13	13	12	12	12	9	9	9	10	10	10
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.99			0.99			1.00			1.00	
Frt		0.986			0.984			0.990			0.948	
Flt Protected		0.968			0.985			0.990			0.999	
Satd. Flow (prot)	0	1806	0	0	1805	0	0	1621	0	0	1624	0
Flt Permitted		0.758			0.861			0.858			0.994	
Satd. Flow (perm)	0	1415	0	0	1567	0	0	1405	0	0	1615	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10			9			10			72	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		468			249			744			331	
Travel Time (s)		10.6			5.7			16.9			7.5	
Confl. Peds. (#/hr)			25	25					25	25		
Confl. Bikes (#/hr)			10						10			
Peak Hour Factor	0.88	0.88	0.88	0.87	0.87	0.87	0.87	0.87	0.87	0.92	0.92	0.92
Heavy Vehicles (%)	3%	3%	3%	2%	2%	2%	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	1	1	1
Adj. Flow (vph)	202	77	31	23	43	9	36	134	14	12	347	223
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	310	0	0	75	0	0	184	0	0	582	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.96	0.96	0.96	1.00	1.00	1.00	1.14	1.14	1.14	1.09	1.10	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	1		1	0		1	0	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	90		20	40		20	0		20	0	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	40		20	40		20	6		20	6	
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		50										
Detector 2 Size(ft)		40										
Detector 2 Type		CI+Ex										
Detector 2 Channel												
Detector 2 Extend (s)		0.0										

41-51 Maple Street

1: Maple St. /Maple St. & Municipal Pl./Shopping Ctr. Driveway

2023 Build - Optimized

Weekday AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			4			2			2	
Permitted Phases	4			4			2			2		
Detector Phase	4	4		4	4		2	2		2	2	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		2.0	2.0		2.0	2.0	
Minimum Split (s)	23.0	23.0		23.0	23.0		7.0	7.0		7.0	7.0	
Total Split (s)	26.0	26.0		26.0	26.0		34.0	34.0		34.0	34.0	
Total Split (%)	43.3%	43.3%		43.3%	43.3%		56.7%	56.7%		56.7%	56.7%	
Maximum Green (s)	21.0	21.0		21.0	21.0		29.0	29.0		29.0	29.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	6.0	6.0		6.0	6.0		0.2	0.2		0.2	0.2	
Minimum Gap (s)	4.0	4.0		4.0	4.0		3.0	3.0		3.0	3.0	
Time Before Reduce (s)	20.0	20.0		20.0	20.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	10.0	10.0		10.0	10.0		0.0	0.0		0.0	0.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	7.0	7.0		7.0	7.0							
Flash Dont Walk (s)	11.0	11.0		11.0	11.0							
Pedestrian Calls (#/hr)	5	5		5	5							
Act Effct Green (s)		18.2			18.2			29.1			29.1	
Actuated g/C Ratio		0.32			0.32			0.51			0.51	
v/c Ratio		0.68			0.15			0.26			0.68	
Control Delay		24.8			13.1			9.5			15.0	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		24.8			13.1			9.5			15.0	
LOS		C			B			A			B	
Approach Delay		24.8			13.1			9.5			15.0	
Approach LOS		C			B			A			B	

Intersection Summary

Area Type: Other

Cycle Length: 60

Actuated Cycle Length: 57.3

Natural Cycle: 55

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.68

Intersection Signal Delay: 16.7

Intersection LOS: B

Intersection Capacity Utilization 61.0%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 1: Maple St. /Maple St. & Municipal Pl./Shopping Ctr. Driveway

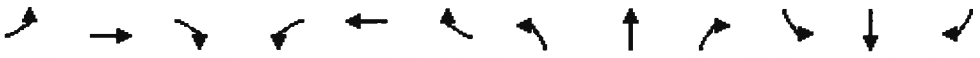


41 - 51 Maple Street

1: Maple St. & Municipal Pl./Shopping Ctr. Driveway

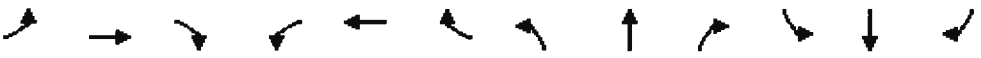
2023 Build - Optimized

Weekday PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	207	80	20	31	87	10	37	237	40	12	136	247
Future Volume (vph)	207	80	20	31	87	10	37	237	40	12	136	247
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	13	13	12	12	12	9	9	9	10	10	10
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			0.99			0.99			1.00	
Frt		0.991			0.989			0.983			0.916	
Flt Protected		0.967			0.988			0.994			0.998	
Satd. Flow (prot)	0	1818	0	0	1820	0	0	1611	0	0	1568	0
Flt Permitted		0.751			0.881			0.921			0.987	
Satd. Flow (perm)	0	1412	0	0	1614	0	0	1493	0	0	1550	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			8			16			187	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		468			249			744			321	
Travel Time (s)		10.6			5.7			16.9			7.3	
Confl. Peds. (#/hr)			25	25					25	25		
Confl. Bikes (#/hr)			10						10			
Peak Hour Factor	0.95	0.95	0.95	0.91	0.91	0.91	0.91	0.91	0.91	0.92	0.92	0.92
Heavy Vehicles (%)	3%	3%	3%	2%	2%	2%	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	1	1	1
Adj. Flow (vph)	218	84	21	34	96	11	41	260	44	13	148	268
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	323	0	0	141	0	0	345	0	0	429	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.96	0.96	0.96	1.00	1.00	1.00	1.14	1.14	1.14	1.09	1.10	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	1		1	0		1	0	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	90		20	40		20	0		20	0	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	40		20	40		20	6		20	6	
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		50										
Detector 2 Size(ft)		40										
Detector 2 Type		CI+Ex										
Detector 2 Channel												
Detector 2 Extend (s)		0.0										

41 - 51 Maple Street
1: Maple St. & Municipal Pl./Shopping Ctr. Driveway

2023 Build - Optimized
Weekday PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			4			2			2	
Permitted Phases	4			4			2			2		
Detector Phase	4	4		4	4		2	2		2	2	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		2.0	2.0		2.0	2.0	
Minimum Split (s)	23.0	23.0		23.0	23.0		7.0	7.0		7.0	7.0	
Total Split (s)	27.0	27.0		27.0	27.0		33.0	33.0		33.0	33.0	
Total Split (%)	45.0%	45.0%		45.0%	45.0%		55.0%	55.0%		55.0%	55.0%	
Maximum Green (s)	22.0	22.0		22.0	22.0		28.0	28.0		28.0	28.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	6.0	6.0		6.0	6.0		0.2	0.2		0.2	0.2	
Minimum Gap (s)	4.0	4.0		4.0	4.0		3.0	3.0		3.0	3.0	
Time Before Reduce (s)	20.0	20.0		20.0	20.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	10.0	10.0		10.0	10.0		0.0	0.0		0.0	0.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	7.0	7.0		7.0	7.0							
Flash Dont Walk (s)	11.0	11.0		11.0	11.0							
Pedestrian Calls (#/hr)	5	5		5	5							
Act Effct Green (s)		19.2			19.2			28.1			28.1	
Actuated g/C Ratio		0.33			0.33			0.49			0.49	
v/c Ratio		0.68			0.26			0.47			0.50	
Control Delay		23.9			14.1			12.6			8.3	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		23.9			14.1			12.6			8.3	
LOS		C			B			B			A	
Approach Delay		23.9			14.1			12.6			8.3	
Approach LOS		C			B			B			A	

Intersection Summary

Area Type: Other

Cycle Length: 60

Actuated Cycle Length: 57.4

Natural Cycle: 45

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.68

Intersection Signal Delay: 14.2

Intersection LOS: B

Intersection Capacity Utilization 64.7%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 1: Maple St. & Municipal Pl./Shopping Ctr. Driveway



MEMORANDUM

To: Dan O'Connor, Village of Croton-on-Hudson Village Engineer
CC: Janine King, Village Manager; Linda Whitehead, Village Attorney
From: Nicholas Vamvas, and Linda Stancliff, RLA
Date: August 9, 2021
Re: 41 Maple Street Apartments Site Plan and Stormwater Management Review
Project #: 82050.03, Task 01

The following are our comments on the site plan application for the proposed 41-51 Maple Street apartments located on Maple Street (NYS Route 129). The following items were reviewed for conformance with the Village Code, NYSDEC stormwater design requirements, and engineering best practices:

- Letter from EP Land Services LLC, dated August 2, 2021,
- Site Plan for 41-41 Maple Street Apartments, dated June 4, 2021 and revised August 8, 2021, prepared by EP Land Services LLC,
- Stormwater Management Report (SWMR) dated May 12 and revised July 30, 2021, prepared by EP Land Services LLC,
- Stormwater Pollution Prevention Plan (SWPPP) dated May 12, prepared by EP Land Services LLC, and
- Post Construction Maintenance Manual, dated May 12, prepared by EP Land Services LLC.

GENERAL COMMENTS

1. The applicant satisfactorily addressed the comments from Chazen's previous review memo dated July 22, 2021.
2. It is understood that the plans were recently submitted to NYSDOT for review of the proposed entrance to NYS Route 129. If there are any conflicts between comments by NYSDOT and comments contained herein, comments by NYSDOT shall prevail.

COMMENTS ON SITE PLAN

1. Sheet C-3
 - a. Tree removal limit line should be revised to reflect the trees to be saved within the 50' buffer (4-6" oaks and 16" oak). Tree protection fencing per DEC blue book shall be employed for trees to remain.
2. Sheet C-5
 - a. To better control runoff entering the site from Maple St., a catch basin with curb inlet should be considered near the site entrance.
 - b. To mitigate potential ponding of runoff at the low point of the parking area, another catch basin should be considered just upstream from CB#2.
 - c. The hydraulics regarding piping runoff to the infiltration array during small storm events and bypassing the array to the discharge points during large storm events should be corrected. It appears replacing the hydrodynamic unit with a different product may correct this issue.
 - d. Retaining walls greater than 4' in height shall be designed and stamped by a NYS Licensed structural engineer.

3. Sheet C-10

- a. Landscape plan should be overlayed with the utility plan and tree locations adjusted to allow adequate separation to proposed utilities including but not limited to gas, electric, storm, sanitary.
- b. Due to the extensive depth of cut, the required soil depth per plant should be added to the Plant Schedule table or included as a note in the planting details.
- c. Tree planting on steep slope detail shall be provided.
- d. Consider root guard at edge of sidewalk in the park area surrounding the Gleditsia triacanthos
- e. Columnar plantings at the north end of Building 1 should be considered to screen the building.
- f. Irrigation design is noted on C-10. Irrigation plan shall be provided to the Village as part of the building permit process.

COMMENTS ON SWMR

- 1. The hydrologic model should be modified to reflect the changes to the hydrodynamic unit and associated piping.

SITE PLAN APPLICATION REQUIREMENTS CHECKLIST

Per Zoning Section 230-69D, the following information is required for a site development plan:

(1) Legal data.

- (a) The names of all owners of record of all adjacent property and the lot, block and section number of the property.
- (b) Existing zoning district boundaries.
- (c) Boundaries of the property: building or setback lines and lines of existing streets, lots, reservations, easements and areas dedicated to public use. All lengths shall be in feet and decimals of a foot, and all angles shall be given to the nearest 10 seconds or closer if deemed necessary by the surveyor. The error of closure shall not exceed 1:10,000.
- (d) A copy of any covenants or deed restrictions that are intended to cover all or any part of the tract.

Complete.

(2) Existing buildings and facilities.

- (a) The location of existing buildings.
- (b) The location of existing water mains, culverts and drains on the property with pipe sizes, grades and direction of flow.

Complete.

(3) Topographic data.

(a) Existing contours with intervals of two feet or less, referred to a datum satisfactory to the Board.

(b) The location of existing watercourses, marshes, rock outcrops, wooded areas, single trees with a diameter of six inches or more measured three feet above the base of the trunk, and other significant existing features.

Complete.

(4) Development data.

(a) The title of development, date, North point, scale, and name and address of record owner, engineer, architect, land planner or surveyor preparing the site development plan.

(b) The proposed use or uses of land and buildings and proposed location or locations of buildings, including proposed grades.

(c) All proposed lots, easements and public and community areas. All proposed streets with profiles indicating grading and cross sections showing width of the roadway, location and width of the sidewalk and locations and size of utility lines. All lengths shall be in feet and decimals of a foot, and all angles shall be given to the nearest 10 seconds or closer if deemed necessary by the surveyor. The error of closure shall not exceed 1:10,000.

(d) All means of vehicular access and egress to and from the site onto public streets.

(e) The location and design of any off-street parking areas or loading areas.

(f) The location of all proposed waterlines, valves and hydrants and of all sewer lines with profiles, indicating connections with existing lines or alternative means of water supply or sewage disposal and treatment.

(g) The proposed location, direction, power and time of proposed outdoor lighting by means of data, details and an illumination contour plan which shows that lighting equal to or greater than 1/2 footcandle will not splay off site.

(h) The proposed screening, where deemed necessary by the Board.

(i) The proposed stormwater drainage system.

(j) The location, either existing or proposed, of tents, ramada structures, inflatable structures and similar structures or facilities which are erected or intended to be erected for more than 30 days within any one-year period, all of which are deemed structures or facilities that must be shown on any required site plan.

(k) A plan showing existing slopes, rock outcrops, and rock ledges on the site and the environs within 200 feet of the property boundaries, and the postconstruction plan showing proposed topographic contours and profiles, with existing and proposed contours to be shown at a maximum vertical interval of two feet.

Complete.

(5) Architectural features.

(a) Purpose. To improve the overall visual and built quality in the Village, to encourage quality exterior building design, and to encourage buildings that are appropriate in design and scale to the site and surrounding area, the Planning Board shall also consider architectural features in its review of site development plans and minor site plans.

(b) Required submissions. In addition to the materials listed in § 230-69D(1) through (4), the applicant shall be required to submit the following materials to the Planning Board in order to demonstrate the design context within which a development is proposed.

[1] A photographic montage or appropriate drawings of the proposed development and its accompanying street district. The montage or drawings shall show the proposed building and all buildings within a two-hundred-foot radius of the proposed building. If the building is within 200 feet of a corner, the montage or drawings shall include the corner and that part of the adjacent block within the two-hundred-foot radius of the proposed building.

[2] Scaled building elevations.

[3] Narrative description and/or samples of proposed exterior building materials and treatments.

Complete.

(6) A stormwater pollution prevention plan (SWPPP) consistent with the requirements of Chapter 196, Article I, Stormwater Management and Erosion and Sediment Control, shall be required for any site development plan approval that qualifies as or authorizes a land development activity as defined in Chapter 196, Article I. The SWPPP shall meet the performance and design criteria and standards in Chapter 196, Article I. The approved site development plan shall be consistent with the provisions of Chapter 196, Article I.

Complete.

REQUIRED SWPPP COMPONENTS CHECKLIST (per NYSDEC GP 0-20-001, requirements are paraphrased for brevity)

1. ESC Component
 - a. Background info **included**
 - b. Site map **included**
 - c. Soils description **included**
 - d. Construction phasing and sequencing **included**
 - e. Minimum ESC practices **included**
 - f. Temp and perm stabilization plan **included**
 - g. ESC plan **included**
 - h. ESC details including sizing of temp sed basins and structural practices **included**
 - i. Maintenance inspection schedule **included**
 - j. Description of pollution control measures (litter, chemicals, debris) **included**
 - k. Description of industrial stormwater discharges – NA
 - l. ID of any elements not in conformance - NA
2. Post-Construction SWM Practice Component
 - a. ID of all SWM practices
 - i. Dimensions **included**
 - ii. Material specs **included**
 - iii. Installation details **included**
 - b. Site map showing location and size **included**
 - c. Modeling analysis report **included**
 - d. Soil test results (test pits) **included**
 - e. Infiltration test results **included**
 - f. O&M plan including inspection and maintenance schedule and ID of responsible entity **included**
3. Enhanced Phosphorus Removal Standards (where required) - NA

VILLAGE CODE §196-6. STORMWATER POLLUTION PREVENTION PLANS

- A. No application for approval of a land development activity shall be reviewed until the appropriate approving authority has received a stormwater pollution prevention plan (SWPPP) prepared in accordance with the requirements of this article. **SWPPP has been submitted for review**
- B. All SWPPPs shall provide the following background information, erosion and sediment control, and stormwater management measures relating to stormwater quantity (some requirements are paraphrased for brevity):
 - (1) Background information **included**
 - (2) Site map/construction drawings including the site map shall show the total site area; all improvements; areas of disturbance; areas that will not be disturbed; existing vegetation; on-site and adjacent offsite surface water(s); wetlands and drainage patterns that could be affected by the construction activity; existing and final slopes; locations of off-site material, waste, borrow or equipment storage areas; and location(s) of the stormwater discharge(s). The site map shall be at a scale no smaller than one inch equals 50 feet. **included**
 - (3) Soils description. **included**
 - (4) Phasing plan. Not more than two acres shall be disturbed at any one time unless otherwise approved. **included**
 - (5) Description of pollution control measures (litter, chemicals, debris). **included**
 - (6) Description of construction waste materials stored on site and description of controls/storage. **included**
 - (7) Temporary and permanent structural and vegetative measures for each phase. **included**
 - (8) A site map/construction drawing(s) specifying the location(s), size(s) and length(s) of each erosion and sediment control practice. **included**
 - (9) Dimensions, material specifications and installation details for all erosion and sediment control practices, including the siting and sizing of any temporary sediment basins. **included**
 - (10) Temporary practices that will be converted to permanent control measures. N/A
 - (11) Implementation schedule for staging temporary erosion and sediment control practices, including the timing of initial placement and duration that each practice will remain in place until the site is stabilized. **included**
 - (12) Maintenance schedule to ensure continuous and effective operation of the erosion and sediment control practice. **included**
 - (13) Name(s) of the receiving water(s) and NYSDEC classification(s), if applicable. **included**
 - (14) Delineation of SWPPP implementation responsibilities for each part of the site. **included**
 - (15) Description of structural practices designed to divert flows from exposed soils, store flows, or otherwise limit runoff and the discharge of pollutants from exposed areas of the site to the degree attainable. **included**
 - (16) Any existing data that describes the stormwater runoff at the site. **included**
 - (17) An acknowledgement by the landowner granting to the Village and other agencies having jurisdiction the right to enter the property at reasonable times and in a reasonable manner for the purpose of inspection. **Included but formal agreement must be in place prior to occupation**
 - (18) Description of each postconstruction stormwater management practice, including but not limited to dimensions, material specifications, and installation details for each postconstruction stormwater management practice. **included**
 - (19) Site map/construction drawing(s) showing the specific location(s) and size(s) of each postconstruction stormwater management practice. **included**

- (20) Hydrologic and hydraulic analysis for all structural components of the stormwater management system for the applicable design storms, as per the manual specified in § 196-8A(1) herein. **included**
 - (21) Comparison of postdevelopment stormwater runoff conditions with pre-development conditions. **included**
 - (22) Maintenance schedule to ensure continuous and effective operation of each postconstruction stormwater management practice. **included**
- C. In addition to the information requirements of § 196-6B, SWPPPs for land development activities disturbing one or more acres, whether or not these land development activities involve discharging a pollutant of concern to either an impaired water identified on the Department's 303(d) list of impaired waters or a total maximum daily load (TMDL) designated watershed for which pollutants in stormwater have been identified as a source of the impairment, must provide the following water quality controls (poststormwater construction controls):
- (1) Description of each postconstruction stormwater management quality practice. **included**
 - (2) Site map/construction drawing(s) showing the specific location(s) and size(s) of each postconstruction stormwater management quality practice. **included**
 - (3) Hydrologic and hydraulic analysis for all structural components of the stormwater management quality system for the applicable design storms, as per the manual specified in § 196-8A(1) herein. **included**
 - (4) Dimensions, material specifications and installation details for each postconstruction stormwater management quality practice. **included**
 - (5) Maintenance schedule to ensure continuous and effective operation of each postconstruction stormwater management quality practice. **included**
 - (6) Maintenance easement(s), where required, to ensure access to all stormwater management practices at the site for the purpose of inspection and repair. Easements shall be recorded and shall remain in effect with transfer of title to the property. N/A
 - (7) Inspection and maintenance agreement recorded and binding on all subsequent landowners served by the on-site stormwater management measures in accordance with § 196-9 of this article. **Agreement included but not yet recorded**