

*This Veterans Day, 2021*

*The gifts of LIFE with vision blessed and bold  
This the giving within each Veteran's story told  
Loyalty, dedication, ascending care be they known  
This in valor by our sons and daughters shown  
Courage to hold to freedom's call and light  
In perseverance the challenge be it day or night  
Fortitude, strength, imbued with heart's noble call  
Sacrifices of body, limb, in this a growing toll  
And when returned to home's welcomed shore and land  
Let us in caring response put support in command  
It is resolve that humanity calls to be known  
Within the grasps of faith, love and TRUTH be shown  
The dream yet dreamed shall unfold  
And PEACE to be our story told  
This gift of knowing to mark the rising way  
And we in tribute give honor, honor, this Veterans Day.*

Rose Marie Raccioppi  
Poet Laureate  
Orangetown, New York

**TOWN OF ORANGETOWN, ROCKLAND COUNTY  
ZONING TEXT AMENDMENT**

**STATE ENVIRONMENTAL QUALITY REVIEW (SEQR)  
NEGATIVE DECLARATION  
NOTICE OF DETERMINATION OF NON-SIGNIFICANCE**

**DATE:** November 9, 2021

**LEAD AGENCY:** The Town Board of the Town of Orangetown  
Orangetown Town Hall  
26 Orangeburg Road  
Orangeburg NY 10962

This Notice is issued pursuant to Part 617 of the implementing regulations of Article 8 (SEQRA) of the Environmental Conservation Law.

The Lead Agency has determined that the proposed action described below will not have a significant effect on the environment.

**TITLE OF ACTION:**

Adoption of Local Law No. \_\_ of 2021 of the Town of Orangetown, amending the Town Zoning Law, and Zoning Map, to change the zoning classification the entire parcel known as 100 Corporate Driver in the hamlet of Blauvelt tax lot 65.18/1/16 from “LI” and “LIO” to “LI” in its entirety.

**SEQRA STATUS:**

Unlisted Action

**DESCRIPTION OF ACTION:**

The proposed action consists of a change to the zoning classification of the entire parcel known as 100 Corporate Drive in the hamlet of Orangeburg, tax lot 65.18/1/16 from “LI” (Light Industrial) and “LIO” (Light Industrial-Office” to “LI” in its entirety.

**DETERMINATION:**

There will be no significant adverse environmental impact(s) as a result of the proposed action.

**REASONS SUPPORTING THIS DETERMINATION:**

The proposed action simply changes the zoning district of an existing tax parcel which is partially located in an LI zoning district and an LIO zoning district to make the entire parcel a CC zoning district. The parcel and surrounding area currently and previously had uses that are primarily under the LI district.

The change is consistent with the existing use of the existing lot; is consistent with the Town's Master Plan; and is otherwise in the best planning and zoning interests of the Town and the owners' of the parcels, each of whom has requested the change of zoning classification.

In addition, both the Town Planning Board, pursuant to Town Code Chapter 43, § 10.5, and the County Planning Department, pursuant to General Municipal Law §§ 239 L & M, have reviewed the proposed law, and neither has concluded that the proposed action will have any significant adverse impact.

**POTENTIAL IMPACTS DETERMINED NOT TO BE SIGNIFICANT:**

Based on the Short Environmental Assessment Form, prepared by the Town's Director of the Office of Building, Zoning, Planning and Enforcement, and the Town Board's familiarity with the parcels and the area in which they are situated, the Town Board has concluded that there will be no significant environmental impacts by the adoption of the zoning change specifically relating to:

- Traffic;
- Agricultural Land Resources
- Historic and Archaeological Resources
- Surface or Groundwater Quantity or Quality
- Critical Environmental Areas
- Energy
- Public Health
- Air Quality and Noise Levels
- Human Health, or
- Future Development of Adjacent and Nearby Lands

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In summary, after having taken a hard look at the potential environmental impacts associated with the proposed action, the Town Board concludes that such action will not result in a significant adverse environmental impact

**For Further Information, Contact:**

Town Supervisor Teresa M. Kenny  
Town Hall, Town of Orangetown  
26 Orangeburg Road  
Orangeburg, New York 10962  
(845) 359-5100

**LOCAL LAW NO. \_\_ OF 2021, AMENDING CHAPTER 43 OF THE TOWN  
CODE ARTICLE II OF THE TOWN CODE ENTITLED “ZONING MAP”**

BE IT ENACTED BY THE TOWN BOARD OF THE TOWN OF ORANGETOWN AS  
FOLLOWS:

**Chapter 43, Article II, §2.2 entitled Zoning Map**

The said section of the Code is amended as follows:

*Section 1:* The Zoning Map of the Town of Orangetown, which establishes the areas and boundaries of the various Town zoning districts, is hereby amended to change the zoning district of the following property:

100 Corporate Drive, Bluavelt, New York (Tax Map Designation Section 65.18 Block 1 Lot 16) from the “LIO” (Light Industrial) and “LIO” (Light Industrial-Office) zoning districts to the “LI” (Light Industrial) zoning district in its entirety, which metes and bounds description is as follows:

All that certain lot, piece or parcel of land, situate, lying and being in the Town of Orangeburg, County of Rockland and State of New York and being more accurately bounded and described as follows:

BEGINNING AT A POINT IN THE WESTERLY LINE OF NEW YORK STATE ROUTE 303 (ALSO KNOWN AS VRISENDIAEL ROAD – 80 FEET WIDE PUBLIC RIGHT OF WAY), SAID POINT BEING THE BEGINNING POINT OF SECTION 65.18, BLOCK 1, LOT 16 AS DESCRIBED IN INSTRUMENT NUMBER 2019-00013022, AND RUNNING THENCE THE FOLLOWING TWO (2) COURSES ALONG SAID LINE OF NEW YORK STATE ROUTE 303;

1. ALONG SAID WESTERLY LINE, SOUTH 25 DEGREES 18 MINUTES 35 SECONDS WEST, A DISTANCE OF 28.44 FEET TO A POINT, THENCE;
2. ALONG SAME, ON A CURVE THE LEFT, HAVING A RADIUS OF 1903.04 FEET, A CENTRAL ANGLE OF 17 DEGREES 31 MINUTES 18 SECONDS, AN ARC LENGTH OF 581.97 FEET, A CHORD BEARING OF SOUTH 16 DEGREES 32 MINUTES 56 SECONDS EAST, AND A CHORD DISTANCE OF 579.70 FEET TO A POINT IN SAID LINE OF ROUTE 303, WHERE IT IS INTERSECTED BY THE SOUTHERLY LINE OF BLOCK 1, LOT 16, THENCE;

3. ALONG SAID SOUTHERLY LINE, NORTH 80 DEGREES 35 MINUTES 57 SECONDS WEST, A DISTANCE OF 183.70 FEET TO A POINT IN THE EXISTING BOUNDARY LINE BETWEEN ZONE LI AND ZONE LIO, THENCE;

ACROSS BLOCK 1, LOT 16 ALONG SAID EXISTING ZONE BOUNDARY LINE THE FOLLOWING TWO (2) COURSES;

4. NORTH 12 DEGREES 51 MINUTES 21 SECONDS EAST, A DISTANCE OF 347.08 FEET TO A POINT, THENCE;
5. NORTH 23 DEGREES 18 MINUTES 46 SECONDS EAST, A DISTANCE OF 363.20 FEET TO A POINT IN THE NORTHERLY LINE OF AN ACCESS EASEMENT RECORDED IN INSTRUMENT 2020-00037930, THENCE;

ALONG SAID LINE THE FOLLOWING THREE (3) COURSES;

6. SOUTH 68 DEGREES 23 MINUTES 02 SECONDS EAST, A DISTANCE OF 52.29 FEET TO A POINT, THENCE;
7. SOUTH 64 DEGREES 07 MINUTES 01 SECONDS EAST, A DISTANCE OF 73.41 FEET TO A POINT, THENCE;
8. SOUTH 65 DEGREES 38 MINUTES 31 SECONDS EAST, A DISTANCE OF 50.29 FEET TO A POINT IN THE WESTERLY LINE OF NEW YORK STATE ROUTE 303, THENCE;
9. ALONG SAID LINE SOUTH 25 DEGREES 18 MINUTES 35 SECONDS WEST, A DISTANCE OF 28.44 FEET TO THE POINT AND PLACE OF BEGINNING.

THIS DESCRIPTION IS PREPARED WITH REFERENCE TO A MAP ENTITLED "EXHIBIT SKETCH – PROPOSED ZONE BOUNDARY ADJUSTMENT, SECTION 65.18, BLOCK 1, LOT 16, 100 CORPORATE DRIVE – "BUILDING #8", HAMLET OF BLAUVELT, TOWN OF ORANGETOWN, ROCKLAND COUNTY, STATE OF NEW YORK", PREPARED BY CONTROL POINT ASSOCIATES INC., DATED 09-02-2021.

*Section 2:* This law shall take effect immediately upon filing with the Secretary of State.

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November 3, 2021

Honorable Supervisor Teresa Kenny  
and Members of the Town Board  
Town of Orangetown  
26 West Orangeburg Road  
Orangeburg, NY 10962

Re: Proposed Zone Change  
100 Corporate Drive (Section 65.18, Block 1, Lot 16)

Dear Hon. Supervisor Kenny & Members of the Town Board:

This firm represents Onyx Management Group, LLC<sup>1</sup> (the "Applicant"), the Manager of the properties identified as Section 65.18, Block 1, Lot 16<sup>2</sup> on the Town of Orangetown Tax Map and commonly known as 100 Corporate Drive (the "Property"). The Property is part of the larger Hudson Crossing development owned by the Applicant, which was previously known as Bradley Corporate Park. The Property (including the existing building) is located in both the LI "Light Industrial" District and the LIO "Light Industrial-Office" District.

As you know, the Applicant has filed a petition for a zone change, in order for the Property to be completely located within the LI Zoning District, in order to accommodate the proposed relocation of District 96 Beer Factory from the Town of Clarkstown (New City) to the vacant space at this location in the Town of Orangetown. A public hearing is scheduled for the November 9<sup>th</sup> Town Board meeting on this request, and the Orangetown Planning Board has reviewed the petition and confirmed that it has no objection to the zoning district boundary being adjusted as requested.

In the petition that was filed with this Board in September, 2021, the Applicant indicated that the proposed light manufacturing and nightclub uses comprising District 96 Beer Factory will require an increase in parking regardless of the zone in which they are located. To accommodate the increased parking demand, the Applicant is proposing improvements to the second-story garage parking area including a revised circulation plan and parking layout, which

<sup>1</sup> Onyx Management Group, LLC has been authorized by the owners of the property to manage the properties, including leasing the properties and applying for any necessary permits and land use approvals. Therefore, Onyx Management Group, LLC is the Applicant for this Building Permit application/request for denial letter.

<sup>2</sup> Owned by PG-OE 100 Corporate Drive Owner LLC.

will result in an additional 142 parking spaces being added to the Property. It is anticipated that the garage will provide parking for District 96 without interfering with the parking available to the existing Restaurant Depot and Schrom Co. uses. However, given the total parking requirements of the proposed and existing uses<sup>3</sup> (as well as the provision of parking for the leftover vacant space on the third floor of the building), and the various parking requirements in the Town of Orangetown Zoning Ordinance, we anticipate that a parking variance from the Zoning Board of Appeals will be necessary. Accordingly, the Applicant commissioned a parking study of the building, as well as a Traffic Impact Study, each prepared by Colliers Engineering & Design.

We are pleased to present the following studies for the Town Board’s consideration in connection with the pending petition:

- 1) Traffic Impact Study, prepared by Colliers Engineering & Design, dated November 2, 2021, which concludes that, “the proposed occupancy of 100 Corporate Drive for the District 96 Beer Factory will not result in significant impact on the surrounding roadways. Similar Levels of Service and delays will be experienced under future No-Build and future Build Conditions.”
  
- 2) Parking Study, prepared by Colliers Engineering & Design, dated November 2, 2021, which concludes that, “as summarized in this Study based on the parking surveys conducted, current industry standards and appropriate ITE Land Use Category for a High Turnover Sit-Down Restaurant/Lounge/Bar, and shared parking analysis, with the additional proposed 142 parking spaces, 100 Corporate Drive will have available parking to accommodate the existing tenants, District 96 Beer Factory and the remaining vacant space.”

We look forward to discussing this matter in further detail at the November 9<sup>th</sup> public hearing. If you have any questions or require additional information or materials, please do not hesitate to contact our office.

Very truly yours,



Seth M. Mandelbaum

SMM:srw

cc: Onyx Management Group, LLC  
Colliers Engineering & Design  
Robert Magrino, Esq.  
Jane Slavin

---

<sup>3</sup> It should be noted that the Applicant understands that District 96 may be seeking to construct a seasonal outdoor dining area in connection with its relocation to the Property. However, the exact location and size of such outdoor dining has not yet been determined at this time, and would be specifically presented during the substantive conditional use permit, site plan and variance applications for the District 96 project.





Engineering  
& Design

# Traffic Impact Study

Hudson Crossing Industrial Park  
Proposed District 96 Beer Factory (100 Corporate Drive)  
Town of Orangetown, Rockland County, NY  
Project No. 21005306A

November 2, 2021

Prepared for:

PGE-OE  
100 Corporate Drive Owner, LLC  
100 Corporate Drive  
Blauvelt, NY 10913  
C/O Onxy Management Group

Prepared by:

  
**Philip J. Grealy, Ph.D., P.E.**  
**Geographic Discipline Leader**  
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# I. Introduction

## A. Project Description and Location

*(Figure No. 1)*

The District 96 Beer Factory is proposed to occupy some currently vacant 22,506 s.f. at 100 Corporate Drive located in Hudson Crossing Industrial Park. 100 Corporate Drive currently consists of 124,814 s.f. of commercial space with 64,814 s.f. on the upper level (28,397 s.f. existing Schrom digital production company and 36,417 s.f. of vacant space) and 60,000 s.f. on the lower level (Restaurant Depot).

District 96 Beer Factory is proposed to consist of a Brewing area (5,647 s.f.) and Taproom (12,666 s.f. with accessory kitchen (4,193 s.f.)). The Brewery's hours of operation is Monday through Sunday, 11:00 am to 10:00 pm. Access to 100 Corporate Drive and the Brewery will continue to be provided from the signalized intersection of NYS Route 303/Bradley Hill Road/Bradley Parkway and unsignalized, right turn entry/right turn exit to Corporate Drive.

## B. Scope of Study

This study has been prepared to identify current and future traffic operating conditions on the surrounding roadway network and to assess the potential traffic impacts of the proposed development.

All available traffic count data for the study area intersections were obtained from previous reports prepared by our office. This data was also compared to count data obtained from the New York State Department of Transportation (NYSDOT). Together this data was utilized to establish the Year 2019 Existing Traffic Volumes representing existing traffic conditions in the vicinity of the site. See Section II.B

The Year 2019 Existing Traffic Volumes were then projected to a conservative 2026 Design Year to take into account background traffic growth. In addition, traffic for other approved and proposed developments in the area were estimated and then added to the Projected Traffic Volumes to obtain the Year 2026 No-Build Traffic Volumes. See Section III.A.

Estimates were then made of the potential traffic that the proposed development would generate during the critical peak hour (see Section III-B for further discussion). The resulting site generated traffic volumes were then added to the roadway system and combined with the Year 2026 No-Build Traffic Volumes resulting in the Year 2026 Build Traffic Volumes. See Section III.C.

The Existing, No-Build and Build Traffic Volumes were then compared to roadway capacities based on the procedures from the Highway Capacity Manual to determine existing and future Levels of Service and operating conditions. Recommendations for improvements were made where necessary to serve the existing and/or future traffic volumes. See Section III.E.

## II. Existing Roadway and Traffic Descriptions

### A. Description of Existing Roadways

As shown on Figure No. 1, Hudson Crossing Industrial Park has access from NYS Route 303 via the signalized intersection at Bradley Hill Road and the unsignalized Corporate Drive.

In the vicinity of the Site, NYS Route 303 is a four-lane roadway under the jurisdiction of the New York State Department of Transportation (NYSDOT). Within two miles north of the site, it connects with NYS Route 59 and the NYS Thruway. Within three miles south of the site, it connects to Palisades Interstate Parkway and several east/west county roads, including Erie Street and Orangeburg Road.

In addition, Section III-E provides a further description of the existing geometrics, traffic control and a summary of the existing and future Levels of Service and any recommended improvements for each of the study area intersections. Appendix "D" contains copies of the capacity analyses which indicate the existing geometrics (including lane widths) and other characteristics for each of the individual intersections studied.

### B. Year 2019 Existing Traffic Volumes

*(Figure No. 2)*

In order to establish existing traffic conditions, the turning movement counts contained in the approved 200-400 Oritani Drive Traffic Impact Study for the Amazon facility (December 5, 2019) and approved 700 Bradley Hill Road Traffic Impact Study (December 22, 2020) conducted by our office for the critical Peak PM Hour (4:30 PM – 5:30 PM) were utilized to analyze the following locations:

- NYS Route 303 and Corporate Drive
- NYS Route 303 and Bradley Hill Road/Bradley Parkway
- NYS Route 303 and Erie Street

The resulting Year 2019 Existing Traffic Volumes for the Weekday Peak PM Hour are shown on Figure No. 2.

## III. Evaluation of Future Traffic Conditions

### A. Year 2026 No-Build Traffic Volumes

*(Figure No. 3)*

While District 96 is expected to be open in 2022, in order to provide a conservative evaluation, the projected future traffic volumes for the Year 2026 Design Year used in the recently approved 700 Bradley Hill Road Traffic Impact Study were utilized.

As a result, the existing volumes were increased by a total background growth factor of 6.5% to account for normal background growth in the Corridor. In addition to the background growth factor, traffic generated by the previously approved Amazon facility at 200-400 Oritani Drive, approved UPS facility at 700 Bradley Hill Road, and the proposed 125 & 155 Greenbush Road development was included in the Year 2026 No-Build Traffic Volume projections. The resulting Year 2026 No-Build Traffic Volumes are shown on Figure No. 3 for the Weekday Peak PM Hour.

### B. Site Generated Traffic Volumes

*(Table No. 1)*

As discussed in Section I.A, the proposed Project is for the occupancy of 22,500 s.f. for the District 96 Beer Factory.

In order to estimate the amount of traffic to be generated by the proposed District 96 Beer Factory, which will consist of a brewing area (5,647 s.f.) and taproom (12,666 s.f.) with accessory kitchen (4,193 s.f.), the Hourly Trip Generation Rates and anticipated Site Generated Traffic Volumes were developed based on the Institute of Transportation Engineers (ITE) Land Use Code 140 – Manufacturing (for the brewing area) and Land Use Code 932 – High-Turn Sit-Down Restaurant (for the taproom and accessory kitchen) as contained in the “Trip Generation Handbook”, 11<sup>th</sup> Edition, 2021.

### C. Year 2026 Build Traffic Volumes

*(Figures No. 4 through 7)*

The Site Generated Traffic Volumes were assigned to the roadway network based on a review of the existing and anticipated arrival and departure travel patterns. The resulting arrival and departure distributions are shown on Figures No. 4 and 5, respectively. The resulting Site Generated Traffic Volumes and Year 2026 Build Traffic Volumes are shown on Figures No. 6 and 7, respectively.

## D. Description of Analysis Procedures

It was necessary to perform capacity analyses in order to determine existing and future traffic operating conditions at the study area intersections. The following is a brief description of the analysis method utilized in this report:

- Signalized Intersection Capacity Analysis

The capacity analysis for a signalized intersection was performed in accordance with the procedures described in the Highway Capacity Manual, 6th Edition, published by the Transportation Research Board. The terminology used in identifying traffic flow conditions is Levels of Service. A Level of Service "A" represents the best condition and a Level of Service "F" represents the worst condition. A Level of Service "C" is generally used as a design standard while a Level of Service "D" is acceptable during peak periods. A Level of Service "E" represents an operation near capacity. In order to identify an intersection's Level of Service, the average amount of vehicle delay is computed for each approach to the intersection as well as for the overall intersection.

- Unsignalized Intersection Capacity Analysis

The unsignalized intersection capacity analysis method utilized in this report was also performed in accordance with the procedures described in the Highway Capacity Manual, 6th Edition. The procedure is based on total elapsed time from when a vehicle stops at the end of the queue until the vehicle departs from the stop line. The average total delay for any particular critical movement is a function of the service rate or capacity of the approach and the degree of saturation. In order to identify the Level of Service, the average amount of vehicle delay is computed for each critical movement to the intersection.

Additional information concerning signalized and unsignalized Levels of Service can be found in Appendix "C" of this report.

## E. Results of Analysis

*(Table No. 2)*

Capacity analyses which take into consideration appropriate truck percentages, pedestrian activity, lane widths, roadway grades and other factors were performed at each of the study area intersections utilizing the procedures described above to determine the Levels of Service and average vehicle delays. Summarized below is a description of the existing geometrics, traffic control and a summary of the existing and future Levels of Service.

Table No. 2 summarizes the results of the Synchro analysis for the Year 2019 Existing, Year 2026 No-Build, and Year 2026 Build Conditions. Copies of the Synchro analysis are contained in Appendix D of this Study.

1. NYS Route 303 and Corporate Drive

Corporate Drive intersects NYS Route 303 at an unsignalized, right turn in/out driveway.

Capacity analysis conducted at this intersection utilizing the Year 2019 Existing Traffic Volumes indicates that Corporate Drive is currently operating at a Level of Service "B" during the Weekday Peak PM Hour.

Capacity analysis conducted at this intersection utilizing the future Year 2026 No-Build and Year 2026 Build Traffic Volumes indicates that Corporate Drive is projected to continue to operate at a Level of Service "B" during the Weekday Peak PM Hour.

2. NYS Route 303 and Bradley Hill Road/Bradley Parkway

NYS Route 303 and Bradley Hill Road/Bradley Parkway intersect at a full-movement, signalized intersection. The NYS Route 303 northbound and southbound approaches each consists of a two lanes in the form of a shared left-turn/through lane and a shared through/right-turn lane. The Bradley Parkway westbound approach consists of a single lane for left, through and right turn movements. The Bradley Hill Road eastbound approach has recently been restriped as a separate left turn lane and shared through/right turn lane as part of the 200-400 Oritani Drive approvals as requested by NYSDOT. Note: The traffic signal phasing and timings which are currently on recall are based on the NYSDOT timing plans and field observations.

Capacity analysis conducted at this intersection utilizing the Year 2019 Existing Traffic Volumes indicates that the intersection is currently operating at an overall Level of Service "B" during the Weekday Peak PM Hour.

Capacity analysis conducted at this intersection utilizing the future Year 2026 No-Build and Year 2026 Build Traffic Volumes indicates that the intersection is projected to operate at an overall Level of Service "C" during the Weekday Peak PM Hour.

3. NYS Route 303 and East/West Erie Street

NYS Route 303 and East/West Erie Street intersect at a signalized intersection. The NYS Route 303 southbound approach consists of four lanes in the form of a separate left turn lane, two through lanes and a separate right turn lane and the NYS Route 303 northbound approach consist of three lanes in the form of a separate left turn lane, one through and a shared through/right lane. The Erie Street eastbound and westbound approaches to this intersection each consist of one lane for left, through and right turn movements. Note: The traffic signal phasing and timings which are based on the NYSDOT timing plans and field observations.

Capacity analysis conducted at this intersection utilizing the Year 2019 Existing Traffic Volumes indicates that the intersection is currently operating at an overall Level of Service "B" during the Weekday Peak PM Hour.

Capacity analysis conducted at this intersection utilizing the future Year 2026 No-Build and Year 2026 Build Traffic Volumes indicates that the intersection is projected to continue to operate at an overall Level of Service "B" during the Weekday Peak PM Hour.

## F. Accident Data

*(Table No. 3)*

Accident information was obtained from the NYSDOT Records Access Office for the Study Area Intersections between January 1, 2017 to December 31, 2019. This data is summarized in Table No. 3 (Appendix B) by location, date, time, traffic control, severity, number of vehicles/injuries, light conditions, road surface condition, weather, manner of collision and apparent contributing factors. A review of the accident data indicates typical type of accidents which includes rear-end accidents with apparent contributing factors such as failure to yield right of way, following too closely, driver inattention as well as weather-related conditions.

In addition, based on the latest NYSDOT High Accident Location (HIL) 2019 Report, the section on NYS Route 303 between Erie Street (Reference Marker 303 8501 1033) and Corporate Drive (Reference Marker 303 8501 1045) including the intersection of Bradley Hill Road and Corporate Drive are not identified as a High Accident Locations.

Appendix E contains a copy of the NYSDOT High Accident Location (HIL) 2019 Report, NYSDOT Accident Severity Summary and Verbal Description Reports.

Based on a review of the accident data, anticipated generation for the proposed development and resulting Levels of Service, it is expected that the Proposed Project will not have a significant impact on the accident rates on the area roadways.

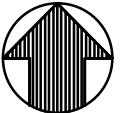
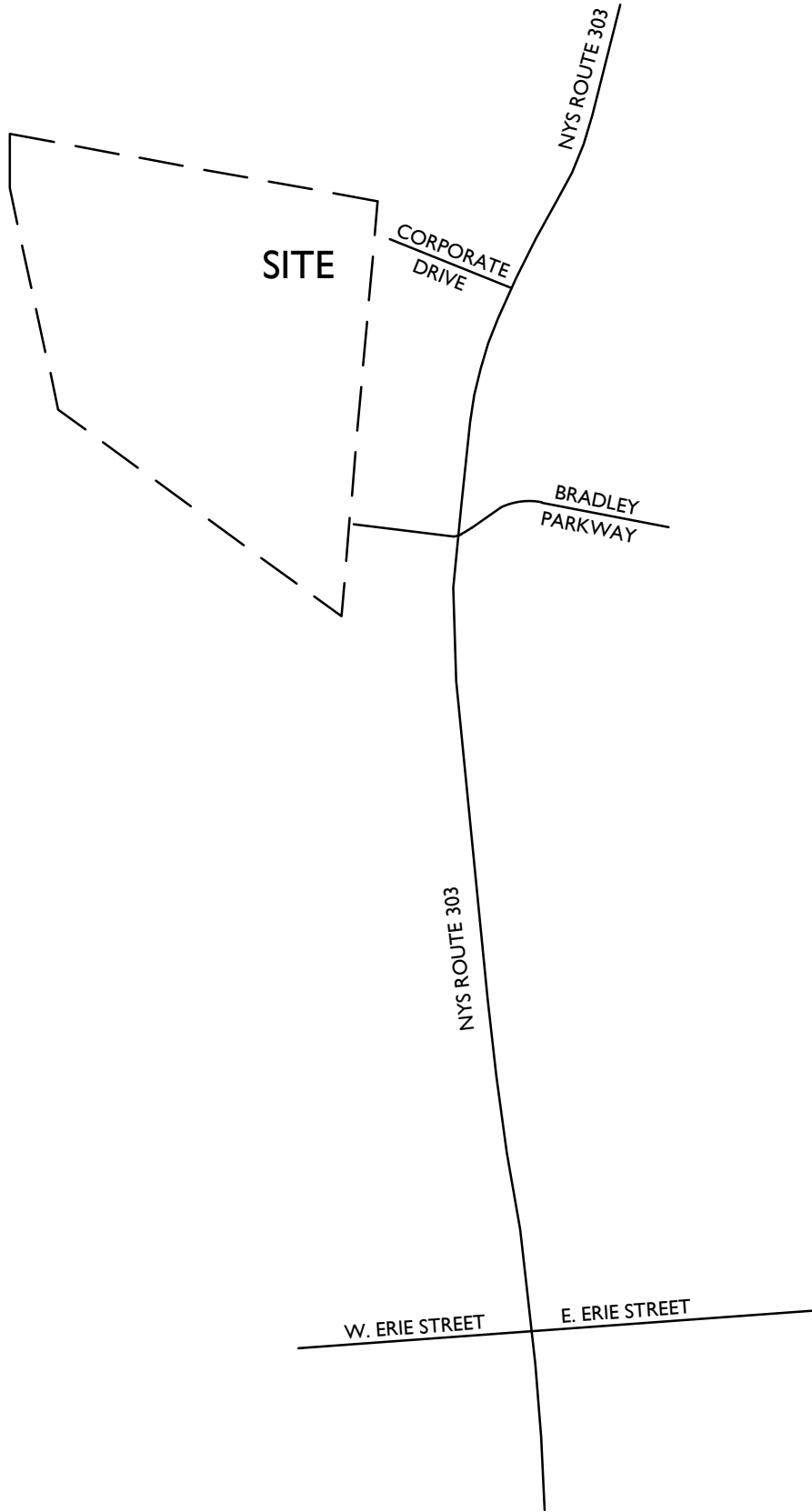


## IV. Summary and Conclusion

As summarized in this Study and as shown on the Level of Service Summary Table, the proposed occupancy of 100 Corporate Drive for the District 96 Beer factory will not result in significant impact on the surrounding roadways. Similar Levels of Service and delays will be experienced under future No-Build and future Build Conditions.

# Traffic Impact Study

## Appendix A | Traffic Figures



NOTE: LINE DIAGRAM NOT TO SCALE



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HUDSON CROSSING INDUSTRIAL PARK  
DISTRICT 96 BEER FACTORY  
(100 CORPORATE DRIVE)

NYS ROUTE 303  
ORANGETOWN  
ROCKLAND COUNTY  
NEW YORK



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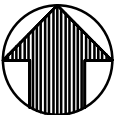
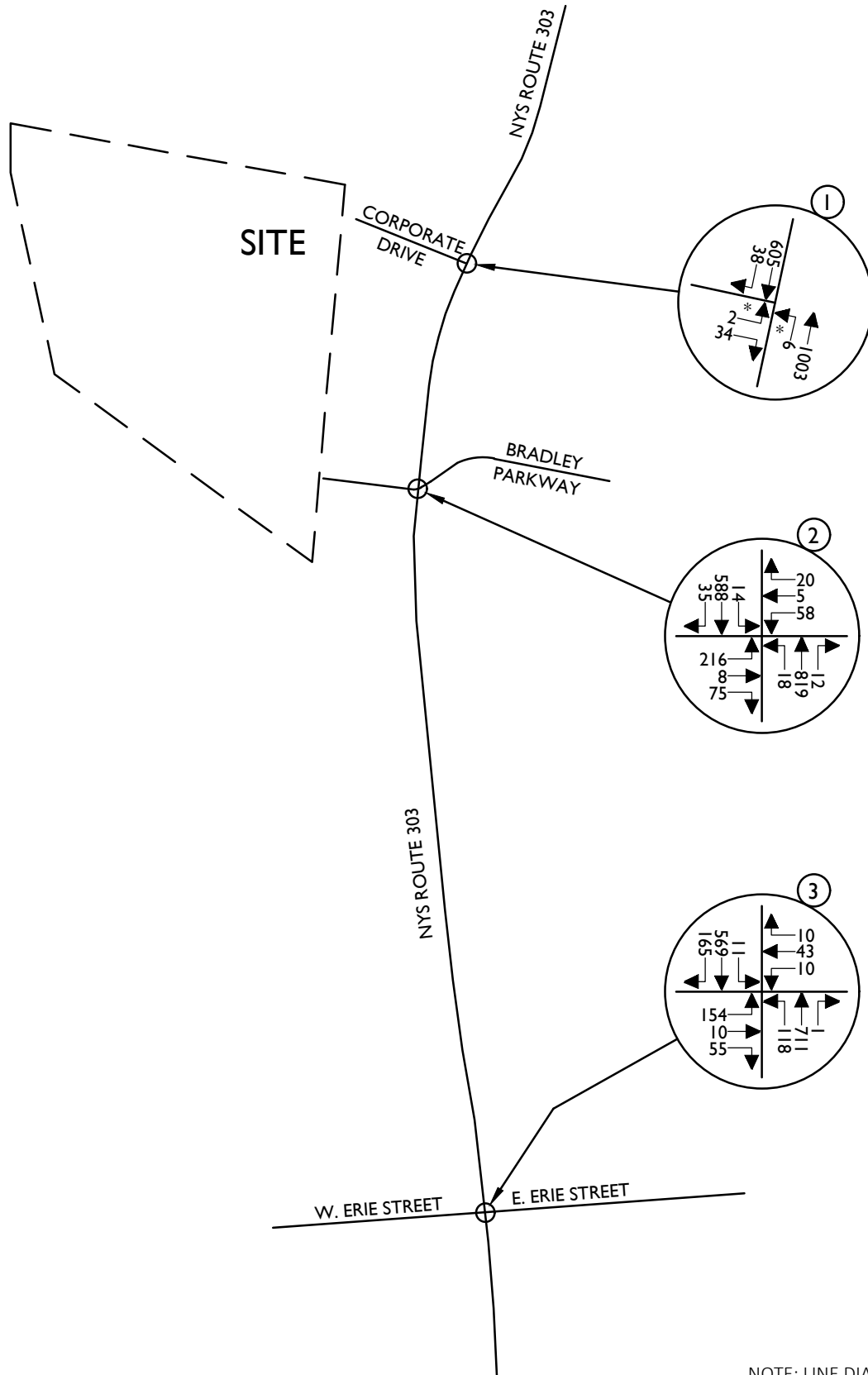
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TRAFFIC IMPACT STUDY

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	10/15/21	P.W.G.	J.T.C.
PROJECT NUMBER:	DRAWING NAME:		
21005306A	201118PWG_RPR_FIGURE - 10.15.21		

SHEET TITLE:
<b>SITE LOCATION MAP</b>

SHEET NUMBER:
<b>1</b>



NOTE: LINE DIAGRAM NOT TO SCALE

5306A Reports\Traffic\Figures\201118PWG\_RPR\_FIGURE - 10.15.21.dwg\2-New - C By: PGOITHELF



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HUDSON CROSSING INDUSTRIAL PARK  
DISTRICT 96 BEER FACTORY  
(100 CORPORATE DRIVE)

NYS ROUTE 303  
ORANGETOWN  
ROCKLAND COUNTY  
NEW YORK



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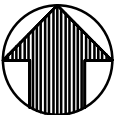
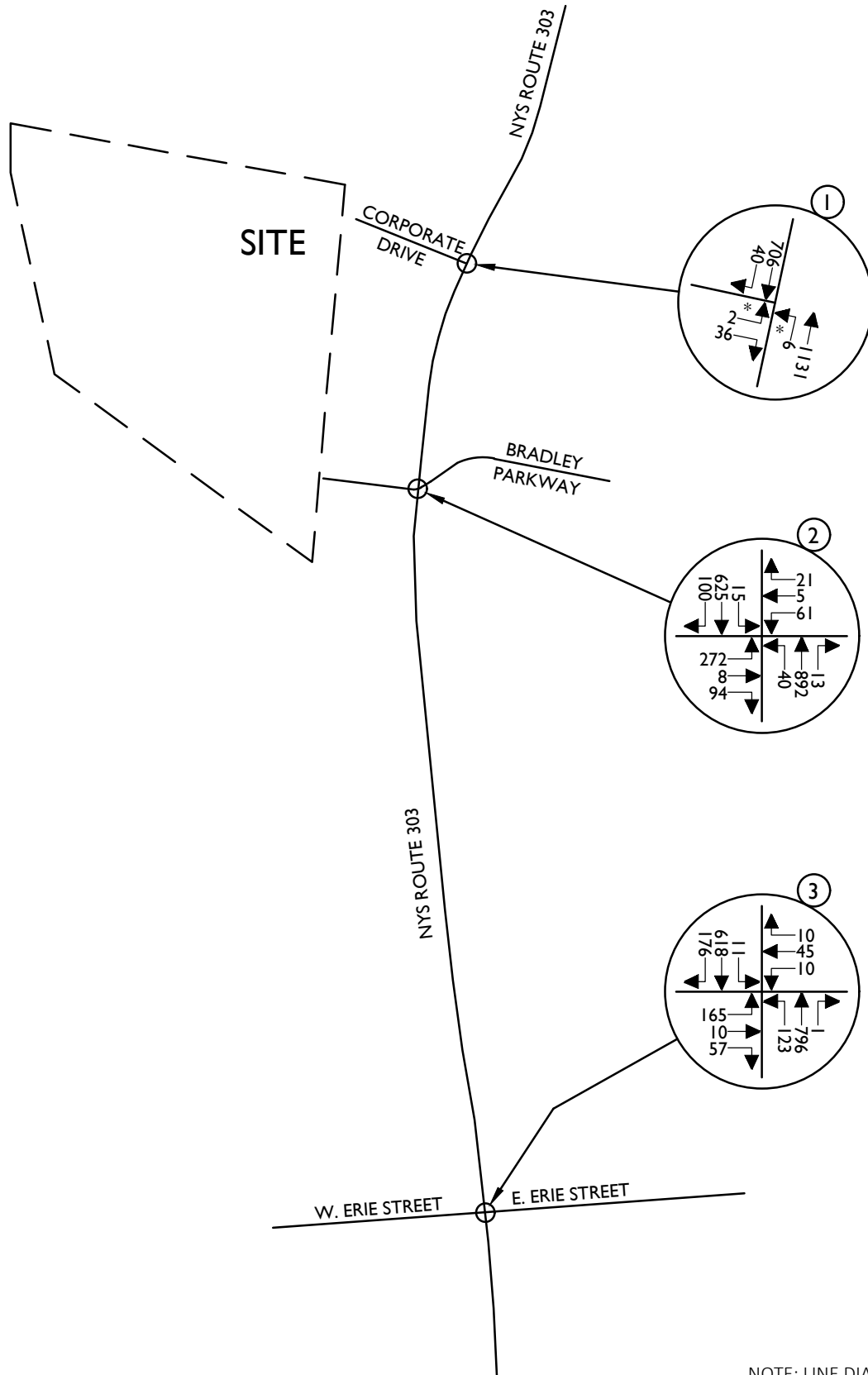
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21005306A	201118PWG_RPR_FIGURE - 10.15.21		

SHEET TITLE:  
**2019 EXISTING TRAFFIC VOLUMES  
WEEKDAY PEAK PM HOUR**

SHEET NUMBER:

2



NOTE: LINE DIAGRAM NOT TO SCALE

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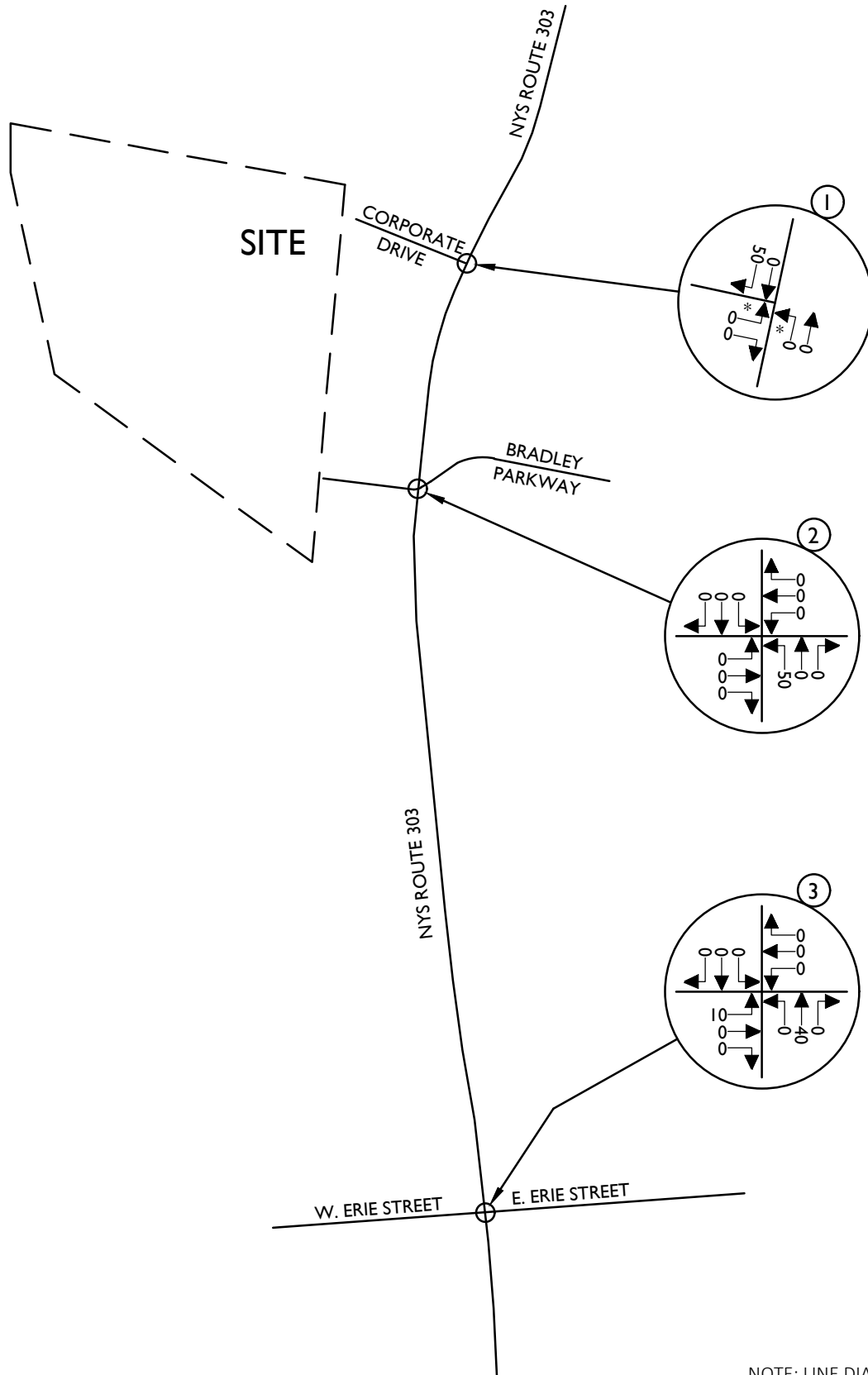
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SHEET TITLE:  
**2026 NO-BUILD TRAFFIC VOLUMES  
WEEKDAY PEAK PM HOUR**

SHEET NUMBER:

3



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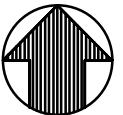
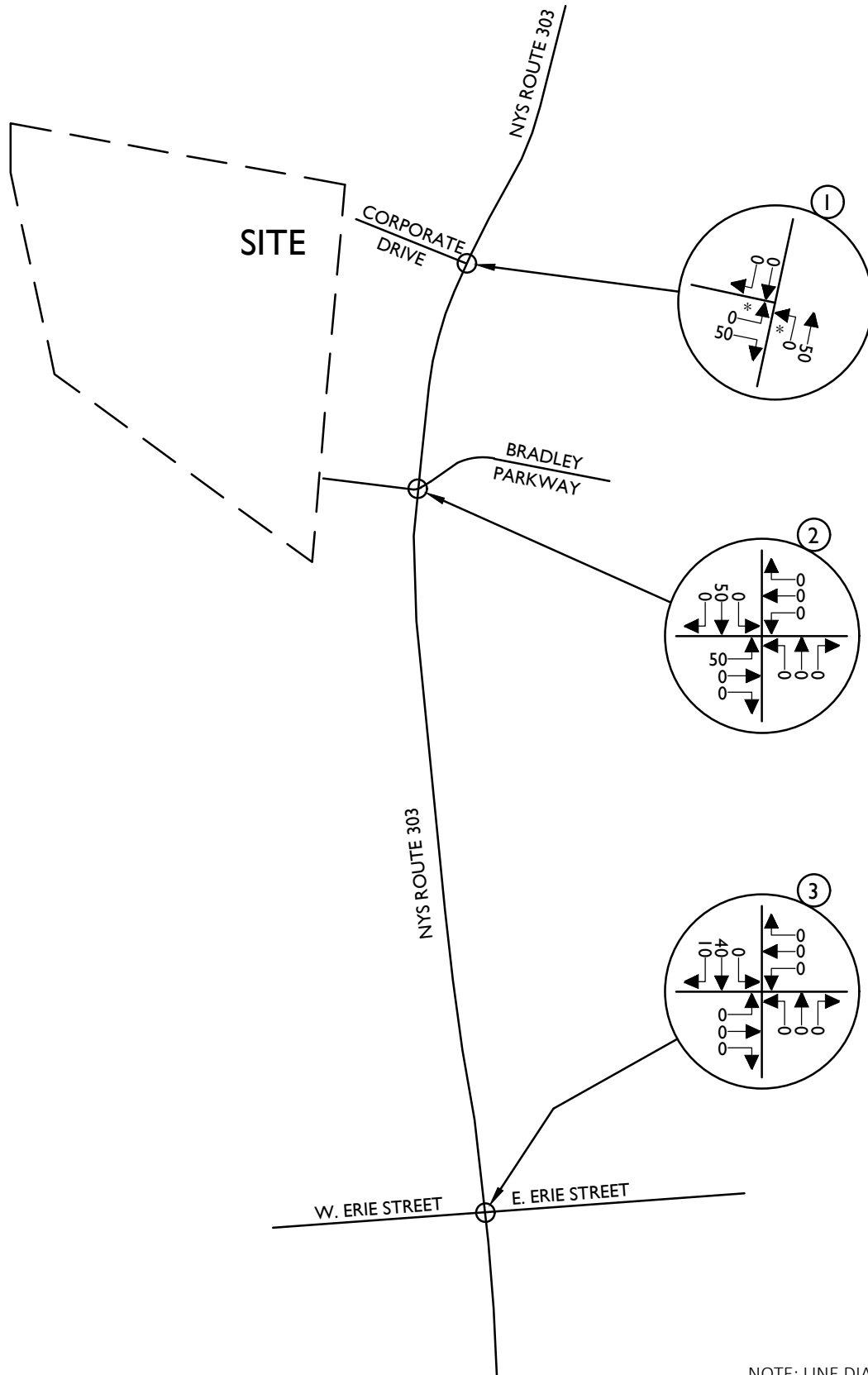
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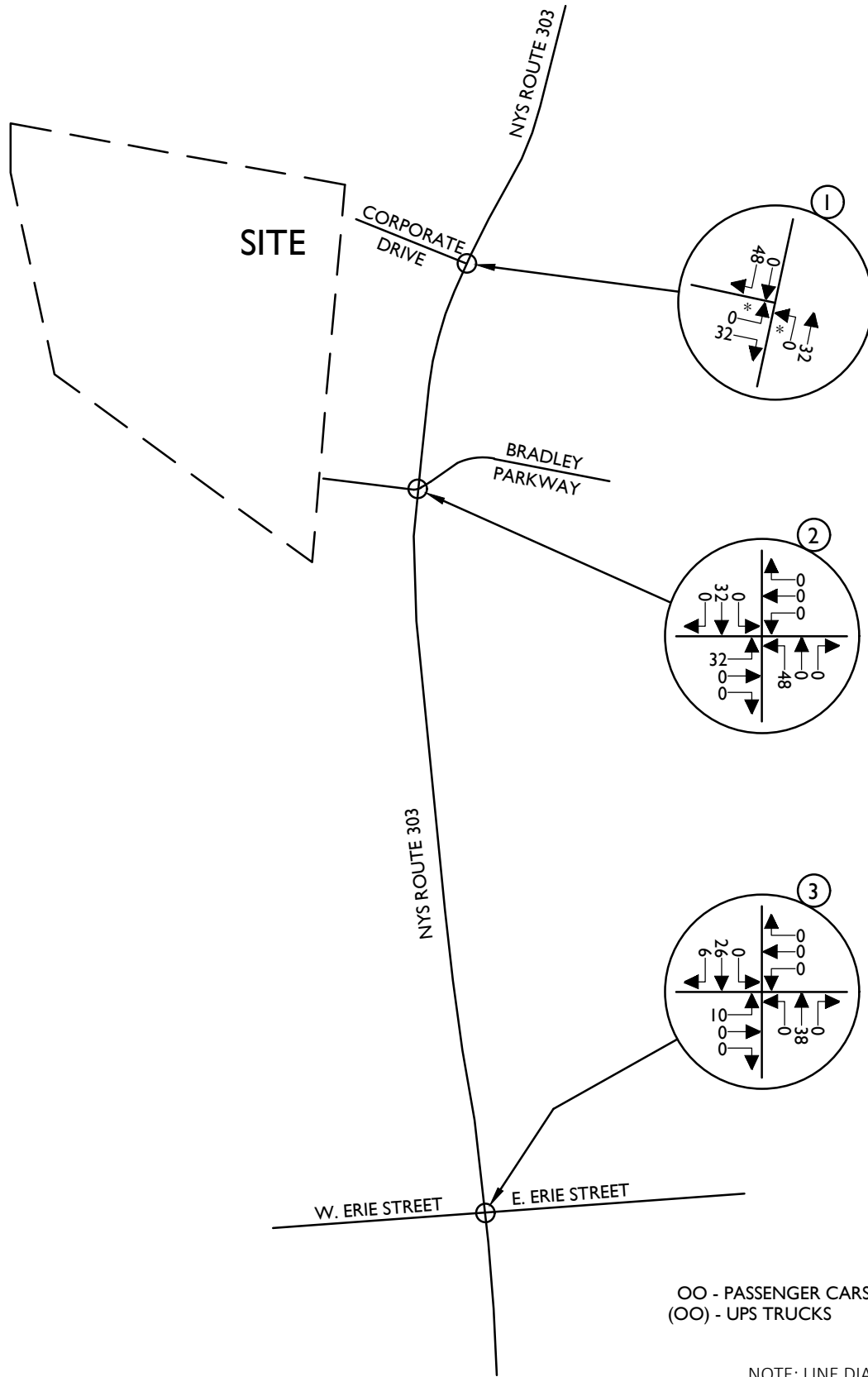
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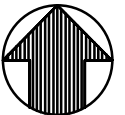
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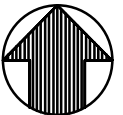
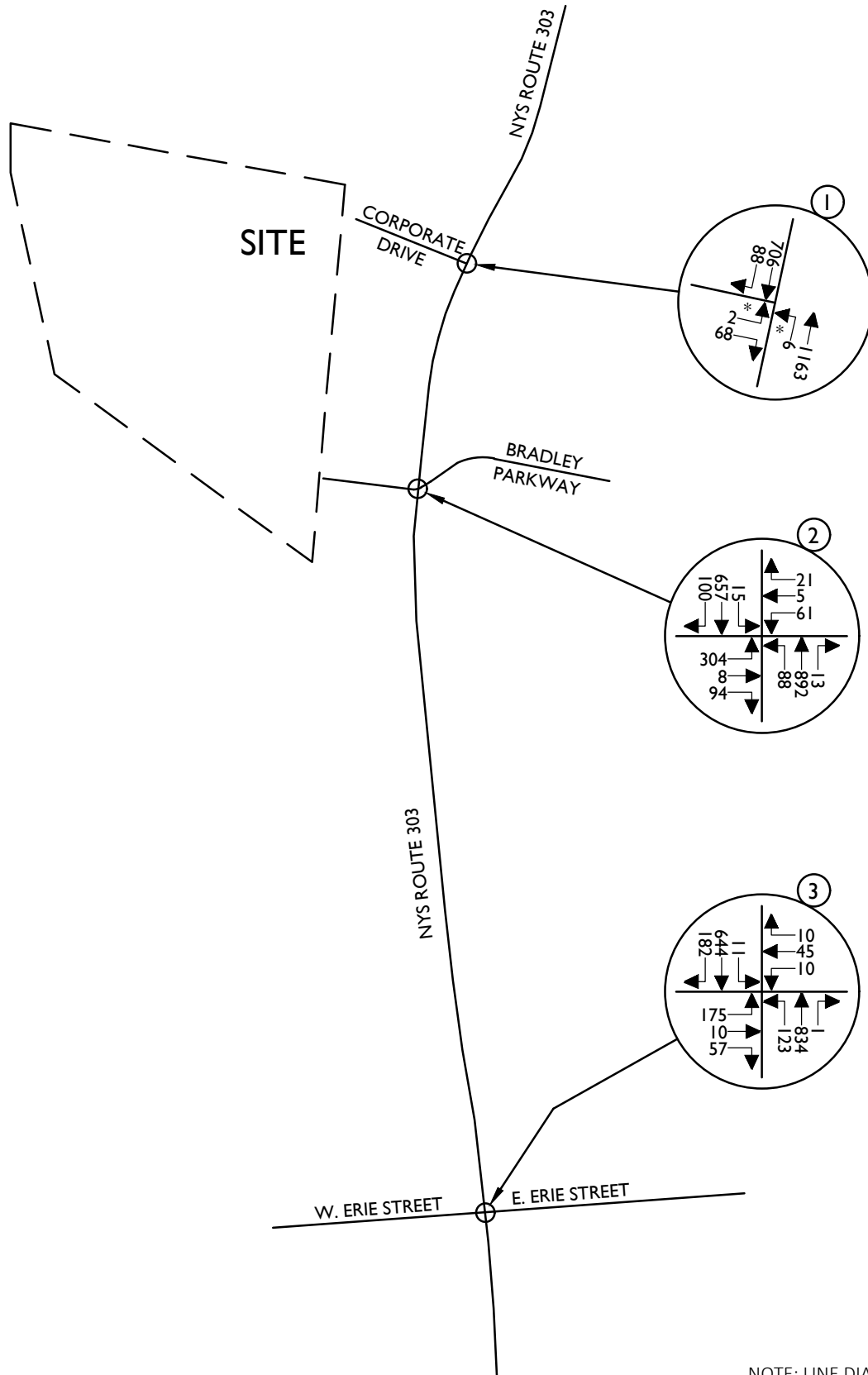
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SHEET TITLE:  
SITE GENERATED TRAFFIC VOLUMES  
WEEKDAY PEAK PM HOUR

SHEET NUMBER:

6





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SHEET TITLE:  
**2026 BUILD TRAFFIC VOLUMES  
WEEKDAY PEAK PM HOUR**

SHEET NUMBER:  
**7**

# Traffic Impact Study

## Appendix B | Tables

**TABLE NO. 1**

**HOURLY TRIP GENERATION RATES &  
ANTICIPATED SITE GENERATED TRAFFIC VOLUMES**

<b>DISTRICT 96 (100 CORPORATE PARK)</b>	<b>ENTRY</b>		<b>EXIT</b>		<b>TOTAL</b>	
	<b>HTGR*</b>	<b>VOLUME</b>	<b>HTGR*</b>	<b>VOLUME</b>	<b>HTGR*</b>	<b>VOLUME</b>
<b>BREWERY <sup>(1)</sup> 5,647 S.F.</b>						
WEEKDAY PEAK PM HOUR	0.34	2	0.46	3	0.80	5
<b>TAP ROOM / RESTAURANT <sup>(2)</sup> 16,859 S.F.</b>						
WEEKDAY PEAK PM HOUR	5.52	93	3.53	60	9.05	153
<b>TOTAL TRIPS</b>						
<b>WEEKDAY PEAK PM HOUR</b>	<b>-----</b>	<b>95</b>	<b>-----</b>	<b>63</b>	<b>-----</b>	<b>158</b>

THE HOURLY TRIP GENERATION RATES (HTGR) ARE BASED ON DATA PUBLISHED BY THE INSTITUTE OF TRANSPORTATION ENGINEERS (ITE)  
TRIP GENERATION HANDBOOK - 11TH EDITION, 2021

(1) ITE LAND USE 140 - MANUFACTURING (FOR THE BREWERY)

(2) ITE LAND USE 932 - HIGH TURNOVER SIT-DOWN RESTAURANT (FOR THE TAP ROOM)

**TABLE NO. 2**  
**LEVEL OF SERVICE SUMMARY TABLE**  
**PEAK PM HOUR**

		2019 EXISTING			2026 NO-BUILD			2026 BUILD					
		V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY			
1	<b>UNSIGNALIZED</b>												
	NYS ROUTE 303 & CORPORATE DRIVE												
		CORPORATE DRIVE	EB	LR	0.082	B	13.2	0.101	B	14.7	0.173	B	14.8
		NYS ROUTE 303	NB	LT	0.007	A	9.1	0.008	A	9.5	0.009	A	9.7
2	<b>SIGNALIZED</b>												
	NYS ROUTE 303 & BRADLEY HILL ROAD / BRADLEY PARKWAY												
		BRADLEY PARKWAY	EB	L	0.45	C	31.1	0.57	C	34.8	0.64	D	37.4
				TR	0.17	C	25.3	0.21	C	25.8	0.21	C	25.8
			<b>EB OVERALL</b>		-	<b>C</b>	<b>29.4</b>	-	<b>C</b>	<b>32.4</b>	-	<b>C</b>	<b>34.5</b>
		BRADLEY PARKWAY	WB	LTR	0.17	C	27.1	0.18	C	28.0	0.18	C	28.0
			<b>WB OVERALL</b>		-	<b>C</b>	<b>27.1</b>	-	<b>C</b>	<b>28.0</b>	-	<b>C</b>	<b>28.0</b>
		NYS ROUTE 303	NB	LT	0.50	B	18.3	0.57	B	19.5	0.78	C	33.3
				TR	0.51	B	18.8	0.59	C	20.5	0.67	C	22.8
			<b>NB OVERALL</b>		-	<b>B</b>	<b>18.5</b>	-	<b>C</b>	<b>20.0</b>	-	<b>C</b>	<b>27.7</b>
		NYS ROUTE 303	SB	LT	0.38	B	16.2	0.44	B	17.3	0.46	B	17.6
				TR	0.39	B	16.5	0.46	B	17.8	0.48	B	18.1
			<b>SB OVERALL</b>		-	<b>B</b>	<b>16.4</b>	-	<b>B</b>	<b>17.5</b>	-	<b>B</b>	<b>17.9</b>
			<b>OVERALL</b>		-	<b>B</b>	<b>19.9</b>	-	<b>C</b>	<b>21.6</b>	-	<b>C</b>	<b>25.5</b>
3	<b>SIGNALIZED</b>												
	NYS ROUTE 303 & W. ERIE STREET/ E. ERIE STREET												
		W. ERIE STREET	EB	LTR	0.51	B	15.3	0.54	B	16.0	0.55	B	16.3
			<b>EB OVERALL</b>		-	<b>B</b>	<b>15.3</b>	-	<b>B</b>	<b>16.0</b>	-	<b>B</b>	<b>16.3</b>
		E. ERIE STREET	WB	LTR	0.15	B	13.3	0.15	B	13.7	0.14	B	13.9
			<b>WB OVERALL</b>		-	<b>B</b>	<b>13.3</b>	-	<b>B</b>	<b>13.7</b>	-	<b>B</b>	<b>13.9</b>
		NYS ROUTE 303	NB	L	0.29	A	9.3	0.32	A	9.6	0.33	A	9.9
				TR	0.58	B	10.8	0.63	B	11.4	0.65	B	11.8
			<b>NB OVERALL</b>		-	<b>B</b>	<b>10.6</b>	-	<b>B</b>	<b>11.2</b>	-	<b>B</b>	<b>11.6</b>
		NYS ROUTE 303	SB	L	0.04	B	10.3	0.04	B	10.6	0.04	B	10.8
				T	0.64	B	13.1	0.67	B	13.6	0.68	B	13.9
			R	0.41	B	12.1	0.42	B	12.4	0.42	B	12.6	
		<b>SB OVERALL</b>		-	<b>B</b>	<b>12.9</b>	-	<b>B</b>	<b>13.3</b>	-	<b>B</b>	<b>13.6</b>	
		<b>OVERALL</b>		-	<b>B</b>	<b>12.2</b>	-	<b>B</b>	<b>12.7</b>	-	<b>B</b>	<b>13.0</b>	

THE ABOVE REPRESENTS THE LEVEL OF SERVICE, VEHICLE DELAY IN SECONDS AND VOLUME-TO-CAPACITY RATIO (V/C) FOR THE ABOVE INTERSECTIONS

TABLE NO. 3  
ACCIDENT SUMMARY TABLE

NODE/LINK	LOCATION		DATE	TIME	TRAFFIC CONTROL	ACCIDENT CLASS <sup>2</sup>	# OF VEHICLES	# OF INJURIES	LIGHT CONDITION	ROAD CONDITION	WEATHER	MANNER OF COLLISION	APPARENT CONTRIBUTING FACTORS		
	ON STREET	CLOSEST STREET											VEHICLE 1		VEHICLE 2
303 85011034	ERIE ST E	Driveway	06/06/2017	04:26pm	NONE	NON-REPORTABLE	2	0	DAYLIGHT	WET	CLOUDY	REAR END	NOT APPLICABLE	FOLLOWING TOO CLOSELY	
303 85011034	ROUTE 303	Erie St E	06/13/2017	07:59am	TRAFFIC SIGNAL	NON-REPORTABLE	1	0	DAYLIGHT	DRY	CLEAR	OTHER	BRAKES DEFECTIVE		
303 85011034	ROUTE 303	Erie St E	06/30/2017	05:33pm	TRAFFIC SIGNAL	INJURY	3	1	DAYLIGHT	DRY	CLEAR	OTHER	NOT APPLICABLE	NOT APPLICABLE	
303 85011034	ERIE ST E	Route 303	02/21/2018	05:19pm	TRAFFIC SIGNAL	INJURY	1	1	DAYLIGHT	DRY	CLEAR	OTHER	PAVEMENT SLIPPERY		
303 85011034	ERIE ST E	Route 303	03/28/2018	11:33am	TRAFFIC SIGNAL	NON-REPORTABLE	2	0	DAYLIGHT	DRY	CLOUDY	OVERTAKING	NOT APPLICABLE	DRIVER INATTENTION	
303 85011034	ROUTE 303	Erie St E	05/02/2018	05:43pm	TRAFFIC SIGNAL	PROPERTY DAMAGE	2	0	DAYLIGHT	DRY	CLEAR	LEFT TURN	NOT APPLICABLE	FAILURE TO YIELD RIGHT OF WAY	
303 85011034	ROUTE 303	Erie St E	06/30/2018	01:09pm	TRAFFIC SIGNAL	INJURY	2	1	DAYLIGHT	DRY	CLEAR	REAR END	DRIVER INATTENTION	NOT APPLICABLE	
303 85011034	ROUTE 303	Erie St E	08/08/2018	07:50am	TRAFFIC SIGNAL	PD & I	2	2	DAYLIGHT	DRY	CLEAR	RIGHT ANGLE	NOT APPLICABLE	TRAFFIC CONTROL DEVICES DISREGARDED	
303 85011034	[Route] 303	ERIE ST E	11/20/2018	08:08pm	TRAFFIC SIGNAL	NON-REPORTABLE	2	0	DARK-ROAD LIGHTED	DRY	CLEAR	REAR END	NOT APPLICABLE	FOLLOWING TOO CLOSELY	
303 85011034	ROUTE 303	Erie St E	01/21/2019	09:36am	TRAFFIC SIGNAL	NON-REPORTABLE	1	0	DAYLIGHT	DRY	CLEAR	OTHER	TURNING IMPROPER		
303 85011034	ROUTE 303	Erie St E	07/27/2019	07:50pm	TRAFFIC SIGNAL	NON-REPORTABLE	2	0	DAYLIGHT	DRY	CLEAR	REAR END	REACTION TO OTHER UNINVOLVED VEHICL	REACTION TO OTHER UNINVOLVED VEHICL	
303 85011034	ERIE ST E	Route 303	08/10/2019	04:30pm	TRAFFIC SIGNAL	PROPERTY DAMAGE	2	0	DAYLIGHT	DRY	CLEAR	SIDESWIPE	NOT APPLICABLE	DRIVER INATTENTION	
303 85011034	ERIE ST E	Route 303	12/03/2019	06:09pm	TRAFFIC SIGNAL	NON-REPORTABLE	2	0	DARK-ROAD LIGHTED	DRY	CLEAR	REAR END	NOT APPLICABLE	UNSAFE SPEED	
303 85011034	ROUTE 303	Erie St E	12/12/2019	03:52pm	TRAFFIC SIGNAL	NON-REPORTABLE	2	0	DAYLIGHT	DRY	CLEAR	OVERTAKING	NOT APPLICABLE	TURNING IMPROPER	
303 85011042	BRADLEY PKWY	Route 303	02/01/2017	04:45pm	TRAFFIC SIGNAL	NON-REPORTABLE	2	0	DAYLIGHT	DRY	CLEAR	OVERTAKING	NOT APPLICABLE	FAILURE TO YIELD RIGHT OF WAY	
303 85011042	ROUTE 303	Bradley Pkwy	03/08/2017	12:55pm	TRAFFIC SIGNAL	INJURY	2	1	DAYLIGHT	DRY	CLEAR	REAR END	NOT ENTERED	DRIVER INATTENTION	
303 85011042	ROUTE 303	Bradley Pkwy	06/01/2017	04:44pm	TRAFFIC SIGNAL	PROPERTY DAMAGE	2	0	DAYLIGHT	DRY	CLEAR	REAR END	NOT APPLICABLE	FOLLOWING TOO CLOSELY	
303 85011042	ROUTE 303	Bradley Pkwy	06/20/2017	09:03am	TRAFFIC SIGNAL	INJURY	2	2	DAYLIGHT	DRY	CLEAR	LEFT TURN	NOT APPLICABLE	TRAFFIC CONTROL DEVICES DISREGARDED	
303 85011042	ROUTE 303	Bradley Pkwy	06/22/2017	03:11pm	TRAFFIC SIGNAL	INJURY	2	2	DAYLIGHT	DRY	CLOUDY	RIGHT ANGLE	NOT APPLICABLE	FAILURE TO YIELD RIGHT OF WAY	
303 85011042	ROUTE 303	Bradley Pkwy	07/13/2017	12:30pm	TRAFFIC SIGNAL	PD & I	2	1	DAYLIGHT	DRY	CLOUDY	REAR END	NOT APPLICABLE	DRIVER INATTENTION	
303 85011042	ROUTE 303	Bradley Pkwy	08/03/2017	03:34pm	TRAFFIC SIGNAL	PROPERTY DAMAGE	2	0	DAYLIGHT	DRY	CLEAR	LEFT TURN	FAILURE TO YIELD RIGHT OF WAY	NOT APPLICABLE	
303 85011042	ROUTE 303	Bradley Pkwy	08/04/2017	03:35pm	TRAFFIC SIGNAL	PROPERTY DAMAGE	2	0	DAYLIGHT	DRY	CLEAR	OVERTAKING	UNSAFE LANE CHANGE	NOT APPLICABLE	
303 85011042	ROUTE 303	Bradley Pkwy	09/13/2017	06:27am	TRAFFIC SIGNAL	INJURY	2	1	DAYLIGHT	DRY	CLEAR	REAR END	NOT APPLICABLE	DRIVER INATTENTION	
303 85011042	[Route] 303	BRADLEY PKWY	09/21/2017	06:55am	TRAFFIC SIGNAL	PD & I	2	1	DAWN	DRY	CLOUDY	LEFT TURN	UNKNOWN	FAILURE TO YIELD RIGHT OF WAY	
303 85011042	ROUTE 303	Bradley Pkwy	10/25/2017	05:15pm	TRAFFIC SIGNAL	NON-REPORTABLE	2	0	DAYLIGHT	DRY	CLEAR	RIGHT TURN	NOT APPLICABLE	REACTION TO OTHER UNINVOLVED VEHICL	
303 85011042	ROUTE 303	Bradley Pkwy	11/29/2017	01:45pm	TRAFFIC SIGNAL	PROPERTY DAMAGE	2	0	DAYLIGHT	DRY	CLEAR	OVERTAKING	NOT APPLICABLE	DRIVER INATTENTION	
303 85011042	ROUTE 303	Bradley Pkwy	12/15/2017	04:41pm	TRAFFIC SIGNAL	NON-REPORTABLE	2	0	DARK-ROAD LIGHTED	SNOW/ICE	SNOW	LEFT TURN	NOT APPLICABLE	FAILURE TO YIELD RIGHT OF WAY	
303 85011042	ROUTE 303	Bradley Pkwy	01/09/2018	12:53pm	TRAFFIC SIGNAL	NON-REPORTABLE	2	0	DAYLIGHT	DRY	CLEAR	REAR END	NOT APPLICABLE	FOLLOWING TOO CLOSELY	
303 85011042	ROUTE 303	Bradley Pkwy	03/04/2018	07:13pm	TRAFFIC SIGNAL	PROPERTY DAMAGE	2	0	DARK-ROAD LIGHTED	DRY	CLEAR	REAR END	FOLLOWING TOO CLOSELY	NOT APPLICABLE	
303 85011042	[Route] 303	BRADLEY HILL RD	06/11/2018	09:20am	UNKNOWN	PROPERTY DAMAGE	2	0	UNKNOWN	UNKNOWN	UNKNOWN	REAR END	NOT ENTERED	NOT APPLICABLE	
303 85011042	ROUTE 303	Bradley Pkwy	09/16/2018	03:05pm	TRAFFIC SIGNAL	INJURY	2	1	DAYLIGHT	DRY	CLEAR	RIGHT ANGLE	NOT APPLICABLE	UNSAFE LANE CHANGE	
303 85011042	BRADLEY PKWY	Route 303	10/17/2018	02:04pm	TRAFFIC SIGNAL	PD & I	2	2	DAYLIGHT	DRY	CLOUDY	RIGHT ANGLE	NOT APPLICABLE	UNSAFE SPEED	
303 85011042	ROUTE 303	Bradley Pkwy	02/07/2019	04:10pm	TRAFFIC SIGNAL	NON-REPORTABLE	2	0	DAYLIGHT	DRY	CLEAR	OVERTAKING	NOT APPLICABLE	UNKNOWN	
303 85011042	ROUTE 303	Bradley Pkwy	03/07/2019	04:22pm	TRAFFIC SIGNAL	PROPERTY DAMAGE	3	0	DAYLIGHT	DRY	CLEAR	OTHER	NOT APPLICABLE	NOT APPLICABLE	
303 85011042	ROUTE 303	Bradley Pkwy	04/15/2019	03:37pm	TRAFFIC SIGNAL	INJURY	2	1	DAYLIGHT	DRY	CLEAR	RIGHT ANGLE	FAILURE TO YIELD RIGHT OF WAY	NOT APPLICABLE	
303 85011042	ROUTE 303	Bradley Pkwy	06/26/2019	12:01pm	TRAFFIC SIGNAL	NON-REPORTABLE	2	0	DAYLIGHT	DRY	CLEAR	SIDESWIPE	NOT APPLICABLE	REACTION TO OTHER UNINVOLVED VEHICL	
303 85011042	ROUTE 303	Bradley Pkwy	09/13/2019	04:40pm	NONE	NON-REPORTABLE	2	0	DAYLIGHT	DRY	CLEAR	SIDESWIPE	NOT APPLICABLE	BACKING UNSAFELY	
303 85011042	614 Route 303	Parking Lot	12/30/2019	02:17pm	NONE	NON-REPORTABLE	2	0	DAYLIGHT	WET	RAIN	REAR END	NOT APPLICABLE	BACKING UNSAFELY	
303 85011043	ROUTE 303	Bradley Pkwy	05/28/2017	04:19am	NONE	INJURY	1	1	DARK-ROAD UNLIGHTED	DRY	CLEAR	OTHER	FELL ASLEEP		
303 85011043	ROUTE 303	Bradley Pkwy	10/24/2018	12:09pm	NONE	NON-REPORTABLE	2	0	DAYLIGHT	DRY	CLEAR	REAR END	NOT APPLICABLE	FOLLOWING TOO CLOSELY	
303 85011043	ROUTE 303	Bradley Pkwy	03/21/2019	04:10pm	NONE	NON-REPORTABLE	2	0	DAYLIGHT	WET	RAIN	OVERTAKING	UNSAFE LANE CHANGE	UNSAFE LANE CHANGE	
303 85011043	ROUTE 303	Bradley Pkwy	11/07/2019	02:28pm	NONE	NON-REPORTABLE	2	0	DAYLIGHT	WET	RAIN	OVERTAKING	PASSING OR LANE USAGE IMPROPERLY	NOT APPLICABLE	
303 85011045	[Route] 303	CORPORATE DR	05/04/2017	04:24pm	OTHER	PROPERTY DAMAGE	2	0	DAYLIGHT	DRY	CLEAR	REAR END	TURNING IMPROPER	NOT APPLICABLE	
303 85011045	CORPORATE DR	[Route] 303	09/13/2017	03:36pm	TRAFFIC SIGNAL	NON-REPORTABLE	2	0	DAYLIGHT	DRY	CLEAR	REAR END	NOT APPLICABLE	OTHER (VEHICLE)	

NOTES:

1) ACCIDENT DATA OBTAINED FROM THE NEW YORK STATE DEPARTMENT OF TRANSPORTATION (NYS DOT) RECORDS ACCESS DEPARTMENT FOR THE TIME PERIOD BETWEEN JANUARY 1, 2017 THROUGH DECEMBER 31, 2019.

2) ACCIDENT CLASS: PDO = PROPERTY DAMAGE ONLY, I = INJURY, F = FATALITY, UNKNOWN = NON-REPORTABLE

# Traffic Impact Study

## Appendix C | Level of Service Standards

# Level of Service Standards

## Level of Service for Signalized Intersections

Level of Service (LOS) can be characterized for the entire intersection, each intersection approach, and each lane group. Control delay alone is used to characterize LOS for the entire intersection or an approach. Control delay and volume-to-capacity (v/c) ratio are used to characterize LOS for a lane group. Delay quantifies the increase in travel time due to traffic signal control. It is also a measure of driver discomfort and fuel consumption. The volume-to-capacity ratio quantifies the degree to which a phase's capacity is utilized by a lane group.

- **LOS A** describes operations with a control delay of 10 s/veh or less and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is low and either progression is exceptionally favorable or the cycle length is very short. If it is due to favorable progression, most vehicles arrive during the green indication and travel through the intersection without stopping.
- **LOS B** describes operations with control delay between 10 and 20 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is low and either progression is highly favorable or the cycle length is short. More vehicles stop than with LOS A.
- **LOS C** describes operations with control delay between 20 and 35 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when progression is favorable or the cycle length is moderate.
- **LOS D** describes operations with control delay between 35 and 55 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is high and either progression is ineffective or the cycle length is long.
- **LOS E** describes operations with control delay between 55 and 80 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is high, progression is unfavorable, and the cycle length is long.
- **LOS F** describes operations with control delay exceeding 80 s/veh or a volume-to-capacity ratio greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is very high, progression is very poor, and the cycle length is long.

A lane group can incur a delay less than 80 s/veh when the volume-to-capacity ratio exceeds 1.0. This condition typically occurs when the cycle length is short, the signal progression is favorable, or both. As a result, both the delay and volume-to-capacity ratio are considered when lane group LOS is established. A ratio of 1.0 or more indicates that cycle capacity is fully utilized and represents failure from a capacity perspective (just as delay in excess of 80 s/veh represents failure from a delay perspective).

The Level of Service Criteria for signalized intersections are given in Exhibit 19-8 from the *Highway Capacity Manual, 6<sup>th</sup> Edition* published by the Transportation Research Board.

#### Exhibit 19-8 LOS by Volume-to-Capacity Ratio

Control Delay (s/veh)	$v/c \leq 1.0$	$v/c \geq 1.0$
$\leq 10$	A	F
>10-20	B	F
>20-35	C	F
>35-55	D	F
>55-80	E	F
>80	F	F

For approach-based and intersection wide assessments, LOS is defined solely by control delay.



## Level of Service Criteria For Two-Way Stop-Controlled (TWSC) Unsignalized Intersections

Level of Service (LOS) for a two-way stop-controlled (TWSC) intersection is determined by the computed or measured control delay. For motor vehicles, LOS is determined for each minor-street movement (or shared movement) as well as major-street left turns. LOS is not defined for the intersection as a whole or for major-street approaches.

The Level of Service Criteria for TWSC unsignalized intersections are given in Exhibit 20-2 from the Highway Capacity Manual, 6th Edition published by the Transportation Research Board.

### Exhibit 20-2 LOS by Volume-to-Capacity Ratio

Control Delay (s/veh)	$v/c \leq 1.0$	$v/c \geq 1.0$
0-10	A	F
>10-15	B	F
>15-25	C	F
>25-35	D	F
>35-50	E	F
>50	F	F

The LOS criteria apply to each lane on a given approach and to each approach on the minor street. LOS is not calculated for major-street approaches or for the intersection as a whole.

As Exhibit 20-2 notes, LOS F is assigned to the movement if the volume-to-capacity ratio for the movement exceeds 1.0, regardless of the control delay.

The Level of Service Criteria for unsignalized intersections are somewhat different from the criteria for signalized intersections.

## Level of Service Criteria For All-Way Stop-Controlled (AWSC) Unsignalized Intersections

The Levels of Service (LOS) for all-way stop-controlled (AWSC) intersections are given in Exhibit 21-8. As the exhibit notes, LOS F is assigned if the volume-to-capacity (v/c) ratio of a lane exceeds 1.0, regardless of the control delay. For assessment of LOS at the approach and intersection levels, LOS is based solely on control delay.

The Level of Service Criteria for AWSC unsignalized intersections are given in Exhibit 21-8 from the *Highway Capacity Manual, 6<sup>th</sup> Edition* published by the Transportation Research Board.

### Exhibit 21-8 LOS by Volume-to-Capacity Ratio

Control Delay (s/veh)	$v/c \leq 1.0$	$v/c \geq 1.0$
0-10	A	F
>10-15	B	F
>15-25	C	F
>25-35	D	F
>35-50	E	F
>50	F	F

For approaches and intersection wide assessment, LOS is defined solely by control delay.

# Traffic Impact Study

## Appendix D | Capacity Analysis

2019 Existing Traffic Volumes  
1: NYS Route 303 & Corporate Drive

Peak PM Hour  
10/18/2021



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	2	34	6	1003	605	38
Future Volume (vph)	2	34	6	1003	605	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	14	12	10	10	10	10
Grade (%)	6%			-1%	4%	
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Flt	0.872				0.991	
Flt Protected	0.997					
Satd. Flow (prot)	1676	0	0	3226	3040	0
Flt Permitted	0.997					
Satd. Flow (perm)	1676	0	0	3226	3040	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	468			1408	450	
Travel Time (s)	10.6			32.0	10.2	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	2%	2%	2%	5%	8%	2%
Adj. Flow (vph)	2	37	7	1102	665	42
Shared Lane Traffic (%)						
Lane Group Flow (vph)	39	0	0	1109	707	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	14			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.96	1.04	1.09	1.09	1.12	1.12
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
<b>Intersection Summary</b>						
Area Type:	Other					
Control Type:	Unsignalized					

2019 Existing Traffic Volumes  
1: NYS Route 303 & Corporate Drive

Peak PM Hour  
10/18/2021

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		
Traffic Vol, veh/h	2	34	6	1003	605	38
Future Vol, veh/h	2	34	6	1003	605	38
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	6	-	-	-1	4	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	5	8	2
Mvmt Flow	2	37	7	1102	665	42

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1251	354	707	0	-	0
Stage 1	686	-	-	-	-	-
Stage 2	565	-	-	-	-	-
Critical Hdwy	8.04	7.54	4.14	-	-	-
Critical Hdwy Stg 1	7.04	-	-	-	-	-
Critical Hdwy Stg 2	7.04	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	108	606	887	-	-	-
Stage 1	367	-	-	-	-	-
Stage 2	441	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	106	606	887	-	-	-
Mov Cap-2 Maneuver	106	-	-	-	-	-
Stage 1	360	-	-	-	-	-
Stage 2	441	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.2	0.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	887	-	480	-	-
HCM Lane V/C Ratio	0.007	-	0.082	-	-
HCM Control Delay (s)	9.1	0.1	13.2	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-

2019 Existing Traffic Volumes  
2: NYS Route 303 & Bradley Parkway

Peak PM Hour  
10/18/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	216	8	75	58	5	20	18	819	12	14	588	35
Future Volume (vph)	216	8	75	58	5	20	18	819	12	14	588	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	11	12	11	12	12	10	12	12	10	12
Grade (%)		4%			-4%			0%			0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Fr <sub>t</sub>		0.865			0.967			0.998			0.992	
Fl <sub>t</sub> Protected	0.950				0.966			0.999			0.999	
Satd. Flow (prot)	1701	1526	0	0	1716	0	0	3161	0	0	3113	0
Fl <sub>t</sub> Permitted	0.720				0.765			0.930			0.925	
Satd. Flow (perm)	1289	1526	0	0	1359	0	0	2943	0	0	2882	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		82			16			2			8	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		563			289			1101			1408	
Travel Time (s)		12.8			6.6			25.0			32.0	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	4%	2%	2%	2%	2%	2%	17%	6%	8%	2%	6%	31%
Adj. Flow (vph)	237	9	82	64	5	22	20	900	13	15	646	38
Shared Lane Traffic (%)												
Lane Group Flow (vph)	237	91	0	0	91	0	0	933	0	0	699	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)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.03	1.07	1.07	0.97	1.02	0.97	1.00	1.09	1.00	1.00	1.09	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Minimum Split (s)	12.0	12.0		12.0	12.0		16.0	16.0		16.0	16.0	
Total Split (s)	46.0	46.0		46.0	46.0		66.0	66.0		66.0	66.0	
Total Split (%)	41.1%	41.1%		41.1%	41.1%		58.9%	58.9%		58.9%	58.9%	
Maximum Green (s)	40.0	40.0		40.0	40.0		60.0	60.0		60.0	60.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
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			0.0	
Total Lost Time (s)	6.0	6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
v/c Ratio	0.52	0.15			0.18			0.59			0.45	
Control Delay	33.3	7.1			21.5			19.6			16.9	
Queue Delay	0.0	0.0			0.0			0.0			0.0	
Total Delay	33.3	7.1			21.5			19.6			16.9	
Queue Length 50th (ft)	133	4			36			229			153	
Queue Length 95th (ft)	214	39			75			293			201	

2019 Existing Traffic Volumes  
 2: NYS Route 303 & Bradley Parkway

Peak PM Hour  
 10/18/2021

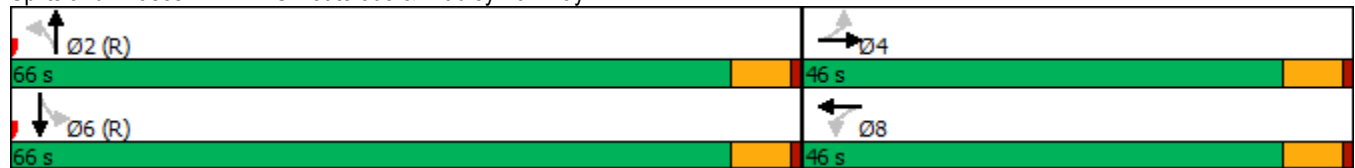


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		483			209			1021			1328	
Turn Bay Length (ft)												
Base Capacity (vph)	460	597			495			1577			1547	
Starvation Cap Reductn	0	0			0			0			0	
Spillback Cap Reductn	0	0			0			0			0	
Storage Cap Reductn	0	0			0			0			0	
Reduced v/c Ratio	0.52	0.15			0.18			0.59			0.45	

Intersection Summary

Area Type: Other  
 Cycle Length: 112  
 Actuated Cycle Length: 112  
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green  
 Natural Cycle: 40  
 Control Type: Pretimed

Splits and Phases: 2: NYS Route 303 & Bradley Parkway



2019 Existing Traffic Volumes  
2: NYS Route 303 & Bradley Parkway

Peak PM Hour  
10/18/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	216	8	75	58	5	20	18	819	12	14	588	35
Future Volume (veh/h)	216	8	75	58	5	20	18	819	12	14	588	35
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1746	1776	1776	2027	2027	2027	1648	1811	1781	1870	1811	1441
Adj Flow Rate, veh/h	237	9	82	64	5	22	20	900	13	15	646	38
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	4	2	2	2	2	2	17	6	8	2	6	31
Cap, veh/h	527	54	492	389	37	119	52	1776	25	50	1687	98
Arrive On Green	0.36	0.36	0.36	0.36	0.36	0.36	0.54	0.54	0.54	0.54	0.54	0.54
Sat Flow, veh/h	1292	151	1377	937	104	332	35	3316	47	31	3150	183
Grp Volume(v), veh/h	237	0	91	91	0	0	483	0	450	364	0	335
Grp Sat Flow(s),veh/h/ln	1292	0	1528	1374	0	0	1759	0	1640	1748	0	1615
Q Serve(g_s), s	7.7	0.0	4.6	3.8	0.0	0.0	0.0	0.0	19.7	0.0	0.0	13.6
Cycle Q Clear(g_c), s	16.1	0.0	4.6	8.3	0.0	0.0	18.9	0.0	19.7	13.1	0.0	13.6
Prop In Lane	1.00		0.90	0.70		0.24	0.04		0.03	0.04		0.11
Lane Grp Cap(c), veh/h	527	0	546	545	0	0	976	0	878	970	0	865
V/C Ratio(X)	0.45	0.00	0.17	0.17	0.00	0.00	0.50	0.00	0.51	0.38	0.00	0.39
Avail Cap(c_a), veh/h	527	0	546	545	0	0	976	0	878	970	0	865
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	28.3	0.0	24.6	26.5	0.0	0.0	16.5	0.0	16.6	15.1	0.0	15.2
Incr Delay (d2), s/veh	2.8	0.0	0.7	0.7	0.0	0.0	1.8	0.0	2.1	1.1	0.0	1.3
Initial Q Delay(d3),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
%ile BackOfQ(50%),veh/ln	5.4	0.0	1.8	1.8	0.0	0.0	8.1	0.0	7.7	5.6	0.0	5.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.1	0.0	25.3	27.1	0.0	0.0	18.3	0.0	18.8	16.2	0.0	16.5
LnGrp LOS	C	A	C	C	A	A	B	A	B	B	A	B
Approach Vol, veh/h		328			91			933			699	
Approach Delay, s/veh		29.4			27.1			18.5			16.4	
Approach LOS		C			C			B			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		66.0		46.0		66.0		46.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		60.0		40.0		60.0		40.0				
Max Q Clear Time (g_c+I1), s		21.7		18.1		15.6		10.3				
Green Ext Time (p_c), s		7.4		1.3		5.2		0.5				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				19.9								
HCM 6th LOS				B								



2019 Existing Traffic Volumes  
3: NYS Route 303 & Erie Street

Peak PM Hour  
10/18/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↕↔		↗	↕↕	↗
Traffic Volume (vph)	154	10	55	10	43	10	118	711	1	11	569	165
Future Volume (vph)	154	10	55	10	43	10	118	711	1	11	569	165
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	13	12	12	12	12	10	12	13	10	12	10
Grade (%)		1%			0%			-3%			0%	
Storage Length (ft)	0		0	0		0	120		0	120		85
Storage Lanes	0		0	0		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Ped Bike Factor							1.00					0.98
Frt		0.966			0.978							0.850
Flt Protected		0.966			0.992		0.950			0.950		
Satd. Flow (prot)	0	1749	0	0	1807	0	1676	3457	0	1652	3438	1478
Flt Permitted		0.747			0.936		0.278			0.356		
Satd. Flow (perm)	0	1352	0	0	1705	0	490	3457	0	619	3438	1445
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		19			11							130
Link Speed (mph)		30			30			40				40
Link Distance (ft)		396			359			728				531
Travel Time (s)		9.0			8.2			12.4				9.1
Confl. Peds. (#/hr)							1					1
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	2%	2%	11%	2%	2%	2%	2%	6%	2%	2%	5%	2%
Adj. Flow (vph)	169	11	60	11	47	11	130	781	1	12	625	181
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	240	0	0	69	0	130	782	0	12	625	181
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			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	0.96	1.01	1.00	1.00	1.00	1.07	0.98	0.94	1.09	1.00	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		2	2		2	2	2
Detector Template	Left			Left								
Leading Detector (ft)	20	83		20	83		83	83		83	83	83
Trailing Detector (ft)	0	-5		0	-5		-5	-5		-5	-5	-5
Detector 1 Position(ft)	0	-5		0	-5		-5	-5		-5	-5	-5
Detector 1 Size(ft)	20	40		20	40		40	40		40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	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	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		43			43		43	43		43	43	43
Detector 2 Size(ft)		40			40		40	40		40	40	40
Detector 2 Type		Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex

2019 Existing Traffic Volumes  
3: NYS Route 303 & Erie Street

Peak PM Hour  
10/18/2021

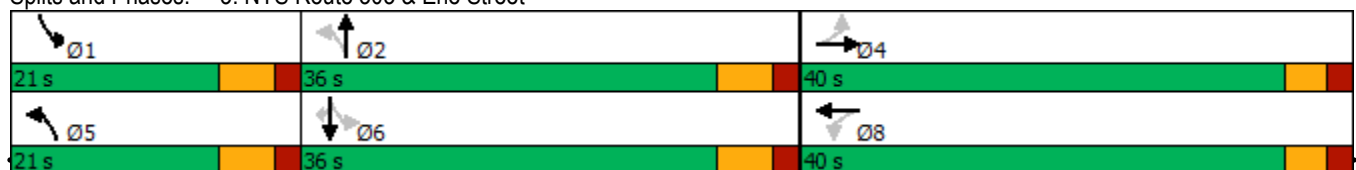


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0		0.0	0.0		0.0	0.0	0.0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		6
Detector Phase	4	4		8	8		5	2		1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	10.0		5.0	10.0	10.0
Minimum Split (s)	32.0	32.0		34.0	34.0		11.0	25.0		11.0	25.0	25.0
Total Split (s)	40.0	40.0		40.0	40.0		21.0	36.0		21.0	36.0	36.0
Total Split (%)	41.2%	41.2%		41.2%	41.2%		21.6%	37.1%		21.6%	37.1%	37.1%
Maximum Green (s)	35.0	35.0		35.0	35.0		15.0	30.0		15.0	30.0	30.0
Yellow Time (s)	3.0	3.0		3.0	3.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)		5.0			5.0		6.0	6.0		6.0	6.0	6.0
Lead/Lag							Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Recall Mode	None	None		None	None		None	Min		None	Min	Min
Walk Time (s)	7.0	7.0		7.0	7.0			7.0			7.0	7.0
Flash Dont Walk (s)	20.0	20.0		22.0	22.0			12.0			12.0	12.0
Pedestrian Calls (#/hr)	0	0		0	0			0			1	1
v/c Ratio		0.63			0.15		0.30	0.48		0.04	0.61	0.35
Control Delay		26.4			16.1		9.4	12.1		8.7	21.3	9.0
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Delay		26.4			16.1		9.4	12.1		8.7	21.3	9.0
Queue Length 50th (ft)		65			15		19	71		2	94	12
Queue Length 95th (ft)		158			48		56	209		10	184	63
Internal Link Dist (ft)		316			279			648			451	
Turn Bay Length (ft)							120			120		85
Base Capacity (vph)		915			1150		626	2152		643	2080	925
Starvation Cap Reductn		0			0		0	0		0	0	0
Spillback Cap Reductn		0			0		0	0		0	0	0
Storage Cap Reductn		0			0		0	0		0	0	0
Reduced v/c Ratio		0.26			0.06		0.21	0.36		0.02	0.30	0.20

Intersection Summary

Area Type: Other  
 Cycle Length: 97  
 Actuated Cycle Length: 54.8  
 Natural Cycle: 70  
 Control Type: Actuated-Uncoordinated

Splits and Phases: 3: NYS Route 303 & Erie Street



2019 Existing Traffic Volumes  
3: NYS Route 303 & Erie Street

Peak PM Hour  
10/18/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕↔		↕	↕↕	↕
Traffic Volume (veh/h)	154	10	55	10	43	10	118	711	1	11	569	165
Future Volume (veh/h)	154	10	55	10	43	10	118	711	1	11	569	165
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1864	1939	1731	1870	1870	1870	1988	1928	2067	1870	1826	1870
Adj Flow Rate, veh/h	169	11	60	11	47	11	130	781	1	12	625	181
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	11	2	2	2	2	6	2	2	5	2
Cap, veh/h	364	25	79	128	286	59	444	1350	2	337	974	444
Arrive On Green	0.21	0.21	0.21	0.21	0.21	0.21	0.09	0.36	0.36	0.02	0.28	0.28
Sat Flow, veh/h	1028	119	382	124	1381	285	1893	3754	5	1781	3469	1582
Grp Volume(v), veh/h	240	0	0	69	0	0	130	381	401	12	625	181
Grp Sat Flow(s),veh/h/ln	1529	0	0	1791	0	0	1893	1832	1927	1781	1735	1582
Q Serve(g_s), s	4.6	0.0	0.0	0.0	0.0	0.0	1.9	6.9	6.9	0.2	6.4	3.8
Cycle Q Clear(g_c), s	5.9	0.0	0.0	1.3	0.0	0.0	1.9	6.9	6.9	0.2	6.4	3.8
Prop In Lane	0.70		0.25	0.16		0.16	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	468	0	0	474	0	0	444	659	693	337	974	444
V/C Ratio(X)	0.51	0.00	0.00	0.15	0.00	0.00	0.29	0.58	0.58	0.04	0.64	0.41
Avail Cap(c_a), veh/h	1426	0	0	1589	0	0	962	1349	1419	965	2555	1165
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.0	0.0	0.0	13.3	0.0	0.0	9.2	10.5	10.5	10.3	12.9	11.9
Incr Delay (d2), s/veh	0.3	0.0	0.0	0.1	0.0	0.0	0.1	0.3	0.3	0.0	0.3	0.2
Initial Q Delay(d3),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
%ile BackOfQ(50%),veh/ln	1.8	0.0	0.0	0.4	0.0	0.0	0.5	1.9	2.0	0.1	1.9	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.3	0.0	0.0	13.3	0.0	0.0	9.3	10.8	10.8	10.3	13.1	12.1
LnGrp LOS	B	A	A	B	A	A	A	B	B	B	B	B
Approach Vol, veh/h		240			69			912				818
Approach Delay, s/veh		15.3			13.3			10.6				12.9
Approach LOS		B			B			B				B
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.6	20.6		13.4	9.9	17.4		13.4				
Change Period (Y+Rc), s	6.0	6.0		5.0	6.0	6.0		5.0				
Max Green Setting (Gmax), s	15.0	30.0		35.0	15.0	30.0		35.0				
Max Q Clear Time (g_c+I1), s	2.2	8.9		7.9	3.9	8.4		3.3				
Green Ext Time (p_c), s	0.0	2.4		0.8	0.2	2.9		0.2				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				12.2								
HCM 6th LOS				B								

2026 No-Build Traffic Volumes  
1: NYS Route 303 & Corporate Drive

Peak PM Hour  
10/18/2021



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	2	36	6	1131	706	40
Future Volume (vph)	2	36	6	1131	706	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	14	12	10	10	10	10
Grade (%)	6%			-1%	4%	
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Flt	0.871				0.992	
Flt Protected	0.998					
Satd. Flow (prot)	1675	0	0	3225	2989	0
Flt Permitted	0.998					
Satd. Flow (perm)	1675	0	0	3225	2989	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	468			1408	450	
Travel Time (s)	10.6			32.0	10.2	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	2%	2%	2%	5%	10%	2%
Adj. Flow (vph)	2	40	7	1243	776	44
Shared Lane Traffic (%)						
Lane Group Flow (vph)	42	0	0	1250	820	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	14			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.96	1.04	1.09	1.09	1.12	1.12
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other  
Control Type: Unsignalized

2026 No-Build Traffic Volumes  
1: NYS Route 303 & Corporate Drive

Peak PM Hour  
10/18/2021

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		
Traffic Vol, veh/h	2	36	6	1131	706	40
Future Vol, veh/h	2	36	6	1131	706	40
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	6	-	-	-1	4	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	5	10	2
Mvmt Flow	2	40	7	1243	776	44

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	1434	410	820	0	0
Stage 1	798	-	-	-	-
Stage 2	636	-	-	-	-
Critical Hdwy	8.04	7.54	4.14	-	-
Critical Hdwy Stg 1	7.04	-	-	-	-
Critical Hdwy Stg 2	7.04	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-
Pot Cap-1 Maneuver	77	552	805	-	-
Stage 1	309	-	-	-	-
Stage 2	396	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	75	552	805	-	-
Mov Cap-2 Maneuver	75	-	-	-	-
Stage 1	300	-	-	-	-
Stage 2	396	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14.7	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	805	-	414	-	-
HCM Lane V/C Ratio	0.008	-	0.101	-	-
HCM Control Delay (s)	9.5	0.1	14.7	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-

2026 No-Build Traffic Volumes  
2: NYS Route 303 & Bradley Parkway

Peak PM Hour  
10/18/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	272	8	94	61	5	21	40	892	13	15	625	100
Future Volume (vph)	272	8	94	61	5	21	40	892	13	15	625	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	11	12	11	12	12	10	12	12	10	12
Grade (%)		4%			-4%			0%			0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Frt		0.862			0.967			0.998			0.980	
Flt Protected	0.950				0.966			0.998			0.999	
Satd. Flow (prot)	1685	1521	0	0	1716	0	0	3138	0	0	2985	0
Flt Permitted	0.716				0.750			0.873			0.922	
Satd. Flow (perm)	1270	1521	0	0	1332	0	0	2745	0	0	2755	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		103			16			2			24	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		563			289			1101			1408	
Travel Time (s)		12.8			6.6			25.0			32.0	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	5%	2%	2%	2%	2%	2%	28%	6%	8%	2%	6%	40%
Adj. Flow (vph)	299	9	103	67	5	23	44	980	14	16	687	110
Shared Lane Traffic (%)												
Lane Group Flow (vph)	299	112	0	0	95	0	0	1038	0	0	813	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)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.03	1.07	1.07	0.97	1.02	0.97	1.00	1.09	1.00	1.00	1.09	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Minimum Split (s)	12.0	12.0		12.0	12.0		16.0	16.0		16.0	16.0	
Total Split (s)	46.0	46.0		46.0	46.0		66.0	66.0		66.0	66.0	
Total Split (%)	41.1%	41.1%		41.1%	41.1%		58.9%	58.9%		58.9%	58.9%	
Maximum Green (s)	40.0	40.0		40.0	40.0		60.0	60.0		60.0	60.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
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			0.0	
Total Lost Time (s)	6.0	6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
v/c Ratio	0.66	0.18			0.20			0.71			0.55	
Control Delay	38.6	6.5			21.9			22.7			18.2	
Queue Delay	0.0	0.0			0.0			0.0			0.0	
Total Delay	38.6	6.5			21.9			22.7			18.2	
Queue Length 50th (ft)	179	4			39			280			187	
Queue Length 95th (ft)	282	42			79			360			245	

2026 No-Build Traffic Volumes  
 2: NYS Route 303 & Bradley Parkway

Peak PM Hour  
 10/18/2021

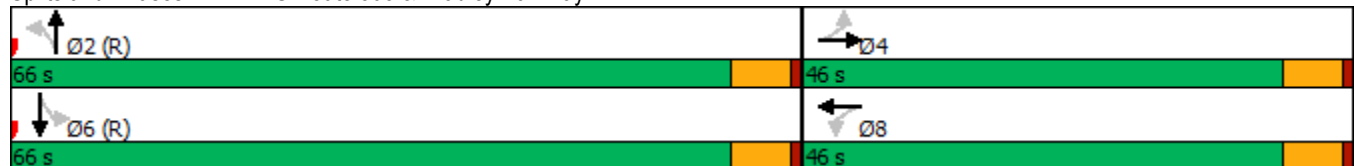


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		483			209			1021			1328	
Turn Bay Length (ft)												
Base Capacity (vph)	453	609			486			1471			1487	
Starvation Cap Reductn	0	0			0			0			0	
Spillback Cap Reductn	0	0			0			0			0	
Storage Cap Reductn	0	0			0			0			0	
Reduced v/c Ratio	0.66	0.18			0.20			0.71			0.55	

Intersection Summary

Area Type: Other  
 Cycle Length: 112  
 Actuated Cycle Length: 112  
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green  
 Natural Cycle: 55  
 Control Type: Pretimed

Splits and Phases: 2: NYS Route 303 & Bradley Parkway



2026 No-Build Traffic Volumes  
2: NYS Route 303 & Bradley Parkway

Peak PM Hour  
10/18/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	272	8	94	61	5	21	40	892	13	15	625	100
Future Volume (veh/h)	272	8	94	61	5	21	40	892	13	15	625	100
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1732	1776	1776	2027	2027	2027	1485	1811	1781	1870	1811	1307
Adj Flow Rate, veh/h	299	9	103	67	5	23	44	980	14	16	687	110
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	5	2	2	2	2	2	28	6	8	2	6	40
Cap, veh/h	520	44	501	375	35	113	85	1687	24	48	1520	240
Arrive On Green	0.36	0.36	0.36	0.36	0.36	0.36	0.54	0.54	0.54	0.54	0.54	0.54
Sat Flow, veh/h	1280	122	1401	896	98	317	94	3150	44	28	2838	449
Grp Volume(v), veh/h	299	0	112	95	0	0	521	0	517	429	0	384
Grp Sat Flow(s),veh/h/ln	1280	0	1524	1311	0	0	1648	0	1640	1747	0	1567
Q Serve(g_s), s	12.2	0.0	5.7	4.2	0.0	0.0	3.8	0.0	23.9	0.0	0.0	16.9
Cycle Q Clear(g_c), s	22.1	0.0	5.7	9.9	0.0	0.0	21.7	0.0	23.9	16.1	0.0	16.9
Prop In Lane	1.00		0.92	0.71		0.24	0.08		0.03	0.04		0.29
Lane Grp Cap(c), veh/h	520	0	544	523	0	0	918	0	879	969	0	840
V/C Ratio(X)	0.57	0.00	0.21	0.18	0.00	0.00	0.57	0.00	0.59	0.44	0.00	0.46
Avail Cap(c_a), veh/h	520	0	544	523	0	0	918	0	879	969	0	840
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	30.3	0.0	25.0	27.3	0.0	0.0	17.0	0.0	17.6	15.8	0.0	16.0
Incr Delay (d2), s/veh	4.6	0.0	0.9	0.8	0.0	0.0	2.5	0.0	2.9	1.5	0.0	1.8
Initial Q Delay(d3),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
%ile BackOfQ(50%),veh/ln	7.3	0.0	2.2	2.0	0.0	0.0	9.1	0.0	9.4	6.9	0.0	6.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.8	0.0	25.8	28.0	0.0	0.0	19.5	0.0	20.5	17.3	0.0	17.8
LnGrp LOS	C	A	C	C	A	A	B	A	C	B	A	B
Approach Vol, veh/h		411			95			1038			813	
Approach Delay, s/veh		32.4			28.0			20.0			17.5	
Approach LOS		C			C			C			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		66.0		46.0		66.0		46.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		60.0		40.0		60.0		40.0				
Max Q Clear Time (g_c+I1), s		25.9		24.1		18.9		11.9				
Green Ext Time (p_c), s		8.7		1.5		6.4		0.5				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				21.6								
HCM 6th LOS				C								



2026 No-Build Traffic Volumes  
3: NYS Route 303 & Erie Street

Peak PM Hour  
10/18/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↕↔		↗	↕↕	↗
Traffic Volume (vph)	165	10	57	10	45	10	123	796	1	11	618	176
Future Volume (vph)	165	10	57	10	45	10	123	796	1	11	618	176
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	13	12	12	12	12	10	12	13	10	12	10
Grade (%)		1%			0%			-3%			0%	
Storage Length (ft)	0		0	0		0	120		0	120		85
Storage Lanes	0		0	0		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Ped Bike Factor							1.00					0.98
Frt		0.967			0.979							0.850
Flt Protected		0.966			0.992		0.950			0.950		
Satd. Flow (prot)	0	1751	0	0	1809	0	1676	3425	0	1652	3438	1478
Flt Permitted		0.744			0.938		0.253			0.324		
Satd. Flow (perm)	0	1348	0	0	1711	0	446	3425	0	563	3438	1445
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		19			11							128
Link Speed (mph)		30			30			40				40
Link Distance (ft)		396			359			728				531
Travel Time (s)		9.0			8.2			12.4				9.1
Confl. Peds. (#/hr)							1					1
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	2%	2%	11%	2%	2%	2%	2%	7%	2%	2%	5%	2%
Adj. Flow (vph)	181	11	63	11	49	11	135	875	1	12	679	193
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	255	0	0	71	0	135	876	0	12	679	193
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			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	0.96	1.01	1.00	1.00	1.00	1.07	0.98	0.94	1.09	1.00	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		2	2		2	2	2
Detector Template	Left			Left								
Leading Detector (ft)	20	83		20	83		83	83		83	83	83
Trailing Detector (ft)	0	-5		0	-5		-5	-5		-5	-5	-5
Detector 1 Position(ft)	0	-5		0	-5		-5	-5		-5	-5	-5
Detector 1 Size(ft)	20	40		20	40		40	40		40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	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	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		43			43		43	43		43	43	43
Detector 2 Size(ft)		40			40		40	40		40	40	40
Detector 2 Type		Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex

2026 No-Build Traffic Volumes  
3: NYS Route 303 & Erie Street

Peak PM Hour  
10/18/2021

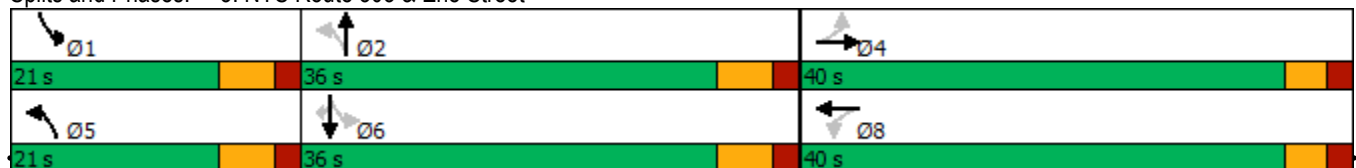


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0		0.0	0.0		0.0	0.0	0.0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		6
Detector Phase	4	4		8	8		5	2		1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	10.0		5.0	10.0	10.0
Minimum Split (s)	32.0	32.0		34.0	34.0		11.0	25.0		11.0	25.0	25.0
Total Split (s)	40.0	40.0		40.0	40.0		21.0	36.0		21.0	36.0	36.0
Total Split (%)	41.2%	41.2%		41.2%	41.2%		21.6%	37.1%		21.6%	37.1%	37.1%
Maximum Green (s)	35.0	35.0		35.0	35.0		15.0	30.0		15.0	30.0	30.0
Yellow Time (s)	3.0	3.0		3.0	3.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)		5.0			5.0		6.0	6.0		6.0	6.0	6.0
Lead/Lag							Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Recall Mode	None	None		None	None		None	Min		None	Min	Min
Walk Time (s)	7.0	7.0		7.0	7.0			7.0			7.0	7.0
Flash Dont Walk (s)	20.0	20.0		22.0	22.0			12.0			12.0	12.0
Pedestrian Calls (#/hr)	0	0		0	0			0			1	1
v/c Ratio		0.65			0.15		0.32	0.53		0.04	0.63	0.36
Control Delay		28.2			16.9		10.1	13.1		9.1	22.1	9.8
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Delay		28.2			16.9		10.1	13.1		9.1	22.1	9.8
Queue Length 50th (ft)		74			16		21	88		2	109	17
Queue Length 95th (ft)		176			51		61	250		10	210	73
Internal Link Dist (ft)		316			279			648			451	
Turn Bay Length (ft)							120			120		85
Base Capacity (vph)		874			1105		597	2118		612	1995	892
Starvation Cap Reductn		0			0		0	0		0	0	0
Spillback Cap Reductn		0			0		0	0		0	0	0
Storage Cap Reductn		0			0		0	0		0	0	0
Reduced v/c Ratio		0.29			0.06		0.23	0.41		0.02	0.34	0.22

Intersection Summary

Area Type: Other  
 Cycle Length: 97  
 Actuated Cycle Length: 58.2  
 Natural Cycle: 70  
 Control Type: Actuated-Uncoordinated

Splits and Phases: 3: NYS Route 303 & Erie Street



2026 No-Build Traffic Volumes  
3: NYS Route 303 & Erie Street

Peak PM Hour  
10/18/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↕↔		↗	↕↕	↗
Traffic Volume (veh/h)	165	10	57	10	45	10	123	796	1	11	618	176
Future Volume (veh/h)	165	10	57	10	45	10	123	796	1	11	618	176
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1864	1939	1731	1870	1870	1870	1988	1913	2067	1870	1826	1870
Adj Flow Rate, veh/h	181	11	63	11	49	11	135	875	1	12	679	193
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	11	2	2	2	2	7	2	2	5	2
Cap, veh/h	369	24	82	122	304	60	427	1384	2	308	1019	465
Arrive On Green	0.22	0.22	0.22	0.22	0.22	0.22	0.09	0.37	0.37	0.02	0.29	0.29
Sat Flow, veh/h	1039	109	377	117	1399	278	1893	3725	4	1781	3469	1582
Grp Volume(v), veh/h	255	0	0	71	0	0	135	427	449	12	679	193
Grp Sat Flow(s),veh/h/ln	1524	0	0	1794	0	0	1893	1817	1912	1781	1735	1582
Q Serve(g_s), s	5.3	0.0	0.0	0.0	0.0	0.0	2.0	8.3	8.3	0.2	7.4	4.2
Cycle Q Clear(g_c), s	6.6	0.0	0.0	1.4	0.0	0.0	2.0	8.3	8.3	0.2	7.4	4.2
Prop In Lane	0.71		0.25	0.15		0.15	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	474	0	0	486	0	0	427	675	710	308	1019	465
V/C Ratio(X)	0.54	0.00	0.00	0.15	0.00	0.00	0.32	0.63	0.63	0.04	0.67	0.42
Avail Cap(c_a), veh/h	1351	0	0	1511	0	0	912	1270	1336	903	2425	1106
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.6	0.0	0.0	13.7	0.0	0.0	9.5	11.1	11.1	10.6	13.3	12.2
Incr Delay (d2), s/veh	0.4	0.0	0.0	0.1	0.0	0.0	0.2	0.4	0.3	0.0	0.3	0.2
Initial Q Delay(d3),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
%ile BackOfQ(50%),veh/ln	2.0	0.0	0.0	0.5	0.0	0.0	0.6	2.4	2.5	0.1	2.2	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.0	0.0	0.0	13.7	0.0	0.0	9.6	11.4	11.4	10.6	13.6	12.4
LnGrp LOS	B	A	A	B	A	A	A	B	B	B	B	B
Approach Vol, veh/h		255			71			1011				884
Approach Delay, s/veh		16.0			13.7			11.2				13.3
Approach LOS		B			B			B				B
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.7	21.9		14.3	10.0	18.6		14.3				
Change Period (Y+Rc), s	6.0	6.0		5.0	6.0	6.0		5.0				
Max Green Setting (Gmax), s	15.0	30.0		35.0	15.0	30.0		35.0				
Max Q Clear Time (g_c+I1), s	2.2	10.3		8.6	4.0	9.4		3.4				
Green Ext Time (p_c), s	0.0	2.7		0.9	0.2	3.2		0.2				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				12.7								
HCM 6th LOS				B								

2026 Build Traffic Volumes  
 1: NYS Route 303 & Corporate Drive

Peak PM Hour  
 10/18/2021



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	2	68	6	1163	706	88
Future Volume (vph)	2	68	6	1163	706	88
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	14	12	10	10	10	10
Grade (%)	6%			-1%	4%	
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Flt	0.869				0.983	
Flt Protected	0.999					
Satd. Flow (prot)	1673	0	0	3225	2975	0
Flt Permitted	0.999					
Satd. Flow (perm)	1673	0	0	3225	2975	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	468			1408	450	
Travel Time (s)	10.6			32.0	10.2	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	2%	2%	2%	5%	10%	2%
Adj. Flow (vph)	2	75	7	1278	776	97
Shared Lane Traffic (%)						
Lane Group Flow (vph)	77	0	0	1285	873	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	14			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	0.96	1.04	1.09	1.09	1.12	1.12
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other  
 Control Type: Unsignalized

2026 Build Traffic Volumes  
1: NYS Route 303 & Corporate Drive

Peak PM Hour  
10/18/2021

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		
Traffic Vol, veh/h	2	68	6	1163	706	88
Future Vol, veh/h	2	68	6	1163	706	88
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	6	-	-	-1	4	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	5	10	2
Mvmt Flow	2	75	7	1278	776	97

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1478	437	873	0	-	0
Stage 1	825	-	-	-	-	-
Stage 2	653	-	-	-	-	-
Critical Hdwy	8.04	7.54	4.14	-	-	-
Critical Hdwy Stg 1	7.04	-	-	-	-	-
Critical Hdwy Stg 2	7.04	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	71	528	768	-	-	-
Stage 1	297	-	-	-	-	-
Stage 2	386	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	69	528	768	-	-	-
Mov Cap-2 Maneuver	69	-	-	-	-	-
Stage 1	288	-	-	-	-	-
Stage 2	386	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14.8	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	768	-	444	-	-
HCM Lane V/C Ratio	0.009	-	0.173	-	-
HCM Control Delay (s)	9.7	0.1	14.8	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.6	-	-

2026 Build Traffic Volumes  
2: NYS Route 303 & Bradley Parkway

Peak PM Hour  
10/18/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	304	8	94	61	5	21	88	892	13	15	657	100
Future Volume (vph)	304	8	94	61	5	21	88	892	13	15	657	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	11	12	11	12	12	10	12	12	10	12
Grade (%)		4%			-4%			0%			0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Fr <sub>t</sub>		0.862			0.967			0.998			0.981	
Fl <sub>t</sub> Protected	0.950				0.966			0.996			0.999	
Satd. Flow (prot)	1685	1521	0	0	1716	0	0	3102	0	0	2993	0
Fl <sub>t</sub> Permitted	0.716				0.750			0.702			0.921	
Satd. Flow (perm)	1270	1521	0	0	1332	0	0	2186	0	0	2759	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		103			16			2			23	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		563			289			1101			1408	
Travel Time (s)		12.8			6.6			25.0			32.0	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	5%	2%	2%	2%	2%	2%	28%	6%	8%	2%	6%	40%
Adj. Flow (vph)	334	9	103	67	5	23	97	980	14	16	722	110
Shared Lane Traffic (%)												
Lane Group Flow (vph)	334	112	0	0	95	0	0	1091	0	0	848	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)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.03	1.07	1.07	0.97	1.02	0.97	1.00	1.09	1.00	1.00	1.09	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Minimum Split (s)	12.0	12.0		12.0	12.0		16.0	16.0		16.0	16.0	
Total Split (s)	46.0	46.0		46.0	46.0		66.0	66.0		66.0	66.0	
Total Split (%)	41.1%	41.1%		41.1%	41.1%		58.9%	58.9%		58.9%	58.9%	
Maximum Green (s)	40.0	40.0		40.0	40.0		60.0	60.0		60.0	60.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
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			0.0	
Total Lost Time (s)	6.0	6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
v/c Ratio	0.74	0.18			0.20			0.93			0.57	
Control Delay	42.8	6.5			21.9			39.2			18.7	
Queue Delay	0.0	0.0			0.0			0.0			0.0	
Total Delay	42.8	6.5			21.9			39.2			18.7	
Queue Length 50th (ft)	208	4			39			365			199	
Queue Length 95th (ft)	#325	42			79			#532			260	

2026 Build Traffic Volumes  
 2: NYS Route 303 & Bradley Parkway

Peak PM Hour  
 10/18/2021

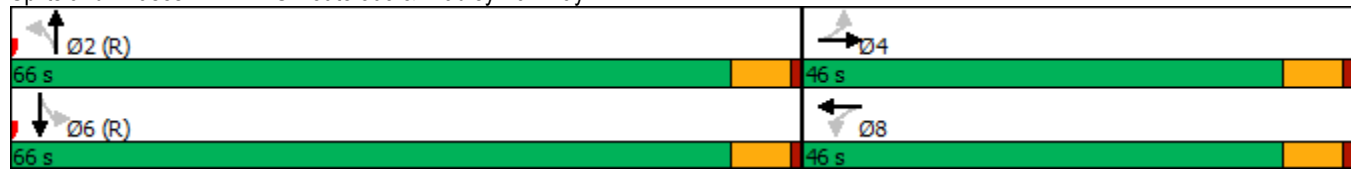


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		483			209			1021			1328	
Turn Bay Length (ft)												
Base Capacity (vph)	453	609			486			1172			1488	
Starvation Cap Reductn	0	0			0			0			0	
Spillback Cap Reductn	0	0			0			0			0	
Storage Cap Reductn	0	0			0			0			0	
Reduced v/c Ratio	0.74	0.18			0.20			0.93			0.57	

Intersection Summary

Area Type: Other  
 Cycle Length: 112  
 Actuated Cycle Length: 112  
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green  
 Natural Cycle: 65  
 Control Type: Pretimed  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 2: NYS Route 303 & Bradley Parkway



2026 Build Traffic Volumes  
2: NYS Route 303 & Bradley Parkway

Peak PM Hour  
10/18/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	304	8	94	61	5	21	88	892	13	15	657	100
Future Volume (veh/h)	304	8	94	61	5	21	88	892	13	15	657	100
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1732	1776	1776	2027	2027	2027	1485	1811	1781	1870	1811	1307
Adj Flow Rate, veh/h	334	9	103	67	5	23	97	980	14	16	722	110
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	5	2	2	2	2	2	28	6	8	2	6	40
Cap, veh/h	520	44	501	375	35	113	135	1371	21	48	1533	231
Arrive On Green	0.36	0.36	0.36	0.36	0.36	0.36	0.54	0.54	0.54	0.54	0.54	0.54
Sat Flow, veh/h	1280	122	1401	896	98	317	181	2559	39	27	2862	431
Grp Volume(v), veh/h	334	0	112	95	0	0	503	0	588	447	0	401
Grp Sat Flow(s),veh/h/ln	1280	0	1524	1311	0	0	1138	0	1641	1749	0	1571
Q Serve(g_s), s	15.7	0.0	5.7	4.2	0.0	0.0	27.8	0.0	29.0	0.0	0.0	17.8
Cycle Q Clear(g_c), s	25.6	0.0	5.7	9.9	0.0	0.0	45.7	0.0	29.0	17.0	0.0	17.8
Prop In Lane	1.00		0.92	0.71		0.24	0.19		0.02	0.04		0.27
Lane Grp Cap(c), veh/h	520	0	544	523	0	0	648	0	879	970	0	841
V/C Ratio(X)	0.64	0.00	0.21	0.18	0.00	0.00	0.78	0.00	0.67	0.46	0.00	0.48
Avail Cap(c_a), veh/h	520	0	544	523	0	0	648	0	879	970	0	841
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	31.4	0.0	25.0	27.3	0.0	0.0	24.4	0.0	18.8	16.0	0.0	16.2
Incr Delay (d2), s/veh	6.0	0.0	0.9	0.8	0.0	0.0	8.9	0.0	4.0	1.6	0.0	1.9
Initial Q Delay(d3),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
%ile BackOfQ(50%),veh/ln	8.6	0.0	2.2	2.0	0.0	0.0	12.9	0.0	11.6	7.3	0.0	6.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.4	0.0	25.8	28.0	0.0	0.0	33.3	0.0	22.8	17.6	0.0	18.1
LnGrp LOS	D	A	C	C	A	A	C	A	C	B	A	B
Approach Vol, veh/h		446			95			1091			848	
Approach Delay, s/veh		34.5			28.0			27.7			17.9	
Approach LOS		C			C			C			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		66.0		46.0		66.0		46.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		60.0		40.0		60.0		40.0				
Max Q Clear Time (g_c+I1), s		47.7		27.6		19.8		11.9				
Green Ext Time (p_c), s		6.1		1.5		6.7		0.5				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				25.5								
HCM 6th LOS				C								



2026 Build Traffic Volumes  
3: NYS Route 303 & Erie Street

Peak PM Hour  
10/18/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↕↔		↗	↕↕	↗
Traffic Volume (vph)	175	10	57	10	45	10	123	834	1	11	644	182
Future Volume (vph)	175	10	57	10	45	10	123	834	1	11	644	182
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	13	12	12	12	12	10	12	13	10	12	10
Grade (%)		1%			0%			-3%			0%	
Storage Length (ft)	0		0	0		0	120		0	120		85
Storage Lanes	0		0	0		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Ped Bike Factor							1.00					0.98
Frt		0.968			0.979							0.850
Flt Protected		0.965			0.992		0.950			0.950		
Satd. Flow (prot)	0	1752	0	0	1809	0	1676	3425	0	1652	3438	1478
Flt Permitted		0.741			0.937		0.241			0.303		
Satd. Flow (perm)	0	1346	0	0	1709	0	425	3425	0	527	3438	1445
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		18			11							127
Link Speed (mph)		30			30			40				40
Link Distance (ft)		396			359			728				531
Travel Time (s)		9.0			8.2			12.4				9.1
Confl. Peds. (#/hr)							1					1
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	2%	2%	11%	2%	2%	2%	2%	7%	2%	2%	5%	2%
Adj. Flow (vph)	192	11	63	11	49	11	135	916	1	12	708	200
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	266	0	0	71	0	135	917	0	12	708	200
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			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.01	0.96	1.01	1.00	1.00	1.00	1.07	0.98	0.94	1.09	1.00	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		2	2		2	2	2
Detector Template	Left			Left								
Leading Detector (ft)	20	83		20	83		83	83		83	83	83
Trailing Detector (ft)	0	-5		0	-5		-5	-5		-5	-5	-5
Detector 1 Position(ft)	0	-5		0	-5		-5	-5		-5	-5	-5
Detector 1 Size(ft)	20	40		20	40		40	40		40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	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	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		43			43		43	43		43	43	43
Detector 2 Size(ft)		40			40		40	40		40	40	40
Detector 2 Type		Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex

2026 Build Traffic Volumes  
3: NYS Route 303 & Erie Street

Peak PM Hour  
10/18/2021

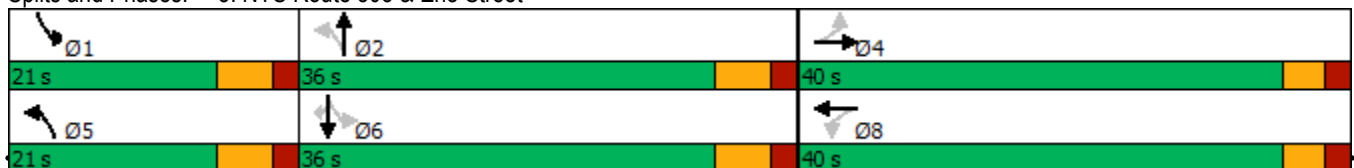


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0		0.0	0.0		0.0	0.0	0.0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		6
Detector Phase	4	4		8	8		5	2		1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	10.0		5.0	10.0	10.0
Minimum Split (s)	32.0	32.0		34.0	34.0		11.0	25.0		11.0	25.0	25.0
Total Split (s)	40.0	40.0		40.0	40.0		21.0	36.0		21.0	36.0	36.0
Total Split (%)	41.2%	41.2%		41.2%	41.2%		21.6%	37.1%		21.6%	37.1%	37.1%
Maximum Green (s)	35.0	35.0		35.0	35.0		15.0	30.0		15.0	30.0	30.0
Yellow Time (s)	3.0	3.0		3.0	3.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)		5.0			5.0		6.0	6.0		6.0	6.0	6.0
Lead/Lag							Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Recall Mode	None	None		None	None		None	Min		None	Min	Min
Walk Time (s)	7.0	7.0		7.0	7.0			7.0			7.0	7.0
Flash Dont Walk (s)	20.0	20.0		22.0	22.0			12.0			12.0	12.0
Pedestrian Calls (#/hr)	0	0		0	0			0			1	1
v/c Ratio		0.67			0.14		0.33	0.55		0.04	0.64	0.36
Control Delay		29.6			17.3		10.5	13.6		9.4	22.5	10.2
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Delay		29.6			17.3		10.5	13.6		9.4	22.5	10.2
Queue Length 50th (ft)		80			16		22	97		2	118	19
Queue Length 95th (ft)		193			53		63	271		10	225	79
Internal Link Dist (ft)		316			279			648			451	
Turn Bay Length (ft)							120			120		85
Base Capacity (vph)		853			1079		576	2085		589	1926	865
Starvation Cap Reductn		0			0		0	0		0	0	0
Spillback Cap Reductn		0			0		0	0		0	0	0
Storage Cap Reductn		0			0		0	0		0	0	0
Reduced v/c Ratio		0.31			0.07		0.23	0.44		0.02	0.37	0.23

Intersection Summary

Area Type: Other  
 Cycle Length: 97  
 Actuated Cycle Length: 60.3  
 Natural Cycle: 70  
 Control Type: Actuated-Uncoordinated

Splits and Phases: 3: NYS Route 303 & Erie Street



2026 Build Traffic Volumes  
3: NYS Route 303 & Erie Street

Peak PM Hour  
10/18/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↕↔		↗	↕↕	↗
Traffic Volume (veh/h)	175	10	57	10	45	10	123	834	1	11	644	182
Future Volume (veh/h)	175	10	57	10	45	10	123	834	1	11	644	182
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1864	1939	1731	1870	1870	1870	1988	1913	2067	1870	1826	1870
Adj Flow Rate, veh/h	192	11	63	11	49	11	135	916	1	12	708	200
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	11	2	2	2	2	7	2	2	5	2
Cap, veh/h	378	22	81	119	314	62	415	1403	2	296	1043	476
Arrive On Green	0.22	0.22	0.22	0.22	0.22	0.22	0.09	0.38	0.38	0.02	0.30	0.30
Sat Flow, veh/h	1060	99	360	114	1403	278	1893	3725	4	1781	3469	1582
Grp Volume(v), veh/h	266	0	0	71	0	0	135	447	470	12	708	200
Grp Sat Flow(s),veh/h/ln	1519	0	0	1795	0	0	1893	1817	1912	1781	1735	1582
Q Serve(g_s), s	5.8	0.0	0.0	0.0	0.0	0.0	2.1	9.0	9.0	0.2	7.9	4.5
Cycle Q Clear(g_c), s	7.2	0.0	0.0	1.4	0.0	0.0	2.1	9.0	9.0	0.2	7.9	4.5
Prop In Lane	0.72		0.24	0.15		0.15	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	480	0	0	496	0	0	415	684	720	296	1043	476
V/C Ratio(X)	0.55	0.00	0.00	0.14	0.00	0.00	0.33	0.65	0.65	0.04	0.68	0.42
Avail Cap(c_a), veh/h	1308	0	0	1466	0	0	883	1231	1295	871	2350	1072
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.0	0.0	0.0	13.9	0.0	0.0	9.7	11.4	11.4	10.8	13.6	12.4
Incr Delay (d2), s/veh	0.4	0.0	0.0	0.0	0.0	0.0	0.2	0.4	0.4	0.0	0.3	0.2
Initial Q Delay(d3),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
%ile BackOfQ(50%),veh/ln	2.2	0.0	0.0	0.5	0.0	0.0	0.6	2.7	2.8	0.1	2.4	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.3	0.0	0.0	13.9	0.0	0.0	9.9	11.8	11.8	10.8	13.9	12.6
LnGrp LOS	B	A	A	B	A	A	A	B	B	B	B	B
Approach Vol, veh/h		266			71			1052				920
Approach Delay, s/veh		16.3			13.9			11.6				13.6
Approach LOS		B			B			B				B
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.7	22.7		14.9	10.1	19.3		14.9				
Change Period (Y+Rc), s	6.0	6.0		5.0	6.0	6.0		5.0				
Max Green Setting (Gmax), s	15.0	30.0		35.0	15.0	30.0		35.0				
Max Q Clear Time (g_c+I1), s	2.2	11.0		9.2	4.1	9.9		3.4				
Green Ext Time (p_c), s	0.0	2.8		0.9	0.2	3.3		0.2				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				13.0								
HCM 6th LOS				B								

# Traffic Impact Study

## Appendix E | Accident Data

Region 8 County 5 PIL, SDL, and PII Report  
 Ascending Route Sequence for HAL Year 2019

Route 303

**Under 23 USC §409, this report and its analysis and data are privileged against being introduced into evidence, disclosed in pretrial discovery, or used for any other purpose in civil litigation. NYS DOT and the State of New York do not waive such privilege by disclosing this report under the NYS Freedom of Information Law (FOIL), or to USDOT and FHWA under 23 USC §148.**

HAL Year: 2019  
 Time Period: 01-SEP-2017 thru 31-AUG-2019  
 PIL Accidents: Linear&Intersection  
 PIL LOC: 99.9  
 SDL Accidents: Linear&Intersection  
 SDL LOC: 95.9  
 PII LOC: 99.9  
 HAL Created: 30-MAR-2020

HAL Year	Route	Begins at Reference Marker	Ends at Reference Marker	Seg Int#	Hal Lgth	Type	Avg AADT	Exposure MVM or MEV	Highway/Int Char.			--- Number of Accidents ---					Total Accd	Accd Per Exposure	UCL	Reduct Index	Severe Weight Rank	
									Type (Clsf Cde)	Int Cntl	Int Config	Fat	Inj	Pdo	Int	Not At Int						
2019	303	303 85011000	303 85011002		.3	PIL	18845	4.127	58				0	9	32	15	26	41	9.93	9.03	18.05	4.77
2019	303	303 85011007	303 85011011		.5	SDL	18845	6.878	72				0	8	37	15	30	45	6.54	6.34	0.91	0.12
2019	303	303 85011011	303 85011014		.4	SDL	18845	5.503	72				0	6	30	10	26	36	6.54	6.32	0.73	0.11
2019	303	303 85011019	303 85011021		.3	SDL	17297	3.788	72				0	2	23	13	12	25	6.60	6.28	0.72	0.09
2019	303	303 85011020	303 85011024		.5	PIL	20174	7.364	72				0	14	66	33	47	80	10.86	9.23	32.80	4.27
2019	303	303 85011023	303 85011025		.3	SDL	21680	4.748	72				0	7	25	13	19	32	6.74	6.3	1.57	0.41
2019	303	303 85011052	303 85011054		.3	SDL	21680	4.748	60				0	1	23	9	15	24	5.05	4.52	2.02	0.17
2019	303	303 85011054	303 85011055		.2	SDL	21680	3.165	60				0	2	20	10	12	22	6.95	4.47	7.35	1.48
2019	303	303 85011058	303 85011060		.3	SDL	27061	5.926	60				0	6	29	0	35	35	5.91	4.55	7.56	1.63
2019	303	303 85011059	303 85011061		.3	PIL	24722	5.414	60				0	8	36	0	44	44	8.13	7.4	18.93	4.28
2019	303	303 85011060	303 85011062		.3	SDL	22382	4.902	60				0	2	21	1	22	23	4.69	4.53	0.30	0.04
2019	303	303 85011061	303 85011065		.5	PIL	22382	8.169	60				0	11	50	34	27	61	7.47	6.9	23.18	3.12
2019	303	303 85011063		75	1.0	PII	24620	17.97	82	4	3		0	7	26	33	0	33	1.84	.36	30.66	22.81
2019	303	303 85011073	303 85011075		.3	SDL	15187	3.326	72				0	6	28	0	34	34	10.22	6.26	12.68	2.77
2019	303	303 85011076	303 85011078		.3	SDL	15187	3.326	68				0	3	11	0	14	14	4.21	3.58	1.59	0.41
2019	303	303 85011079	303 85011084		.6	SDL	15187	6.652	68				0	6	21	0	27	27	4.06	3.65	2.19	0.29
2019	303	303 85011087	303 85011091		.5	SDL	15187	5.543	68				0	5	19	11	13	24	4.33	3.64	3.32	0.50
2019	303	303 85011092	303 85011094		.3	SDL	15187	3.326	68				0	2	12	2	12	14	4.21	3.58	1.59	0.29

SPECIFIED: MAXIMUM ANALYSIS LENGTH 3 REFERENCE MARKERS, STEP BY 1, ADJACENT PILS AND SDLS ARE LINKED.  
 INTERSECTION ACCIDENTS ARE INCLUDED.

# NYS DOT QRA ACCIDENT SEVERITY SUMMARY

Print Date 12/17/2020 Print Time 10:48:06AM

<u>Query Number/Name</u>	<u>Query Type</u>	<u>Query Sub Type</u>	<u>Accident Date Range</u>
<b>60588</b> 17800	AttributeQuery	None	2/1/2017 12:00:00AM To 1/31/2020 12:00:00AM

<u>Case Year</u>	Injury	Fatality	Property Damage	Non-Reportables	Totals
2017	8	0	5	6	19
<u>Case Year</u>	Injury	Fatality	Property Damage	Non-Reportables	Totals
2018	5	0	3	4	12
<u>Case Year</u>	Injury	Fatality	Property Damage	Non-Reportables	Totals
2019	1	0	2	10	13
<u>Case Year</u>	Injury	Fatality	Property Damage	Non-Reportables	Totals
2020	1	0	1	0	2
<b>Grand Total:</b>	<b>15</b>	<b>0</b>	<b>11</b>	<b>20</b>	

**Accident Location Information System(ALIS)**Date:  
12/17/2020  
10:44:24 AM**Accident Verbal Description****17800\_VDR****Date in this report covers the period - 1/1/2017-12/16/2020****Complete Accident data from NYSDMV is only available thru 1/31/2020 12:00:00 AM**County: Rockland Muni: Orangetown(T) Ref. Marker: Street: BRADLEY PKWY  
13 Meters East of Route 303

2/1/2017 Wed 16:45 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36590865**  
 Accident Class: NON-REPORTABLE Police Agency: ORANGETOWN TOWN PD Num of Veh: 2  
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL  
 Manner of Collision: OVERTAKING Weather: CLEAR  
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT  
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 69 Sex: M Citation Issued: Y  
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER  
 Pre-Accd Action: MERGING  
 Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 50 Sex: F Citation Issued: N  
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER  
 Pre-Accd Action: GOING STRAIGHT AHEAD  
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Rockland Muni: Orangetown(T) Ref. Marker: 303 85011042 Street: ROUTE 303  
11 Meters South of Bradley Pkwy

3/8/2017 Wed 12:55 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2017-36636395**  
 Accident Class: INJURY Police Agency: ORANGETOWN TOWN PD Num of Veh: 2  
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL  
 Manner of Collision: REAR END Weather: CLEAR  
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT  
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 4576 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 17 Sex: M Citation Issued: N  
 Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER  
 Pre-Accd Action: GOING STRAIGHT AHEAD  
 Apparent Factors: NOT APPLICABLE, DRIVER INATTENTION

Veh :1 TRUCK Registered Weight: State of Registration: NJ  
 Num of Occupants: 1 Driver's Age: 60 Sex: M Citation Issued: N  
 Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER  
 Pre-Accd Action: STOPPED IN TRAFFIC  
 Apparent Factors: NOT ENTERED, NOT ENTERED

County: Rockland Muni: Orangetown(T) Ref. Marker: 303 85011045 Street: [Route] 303  
AT INTERSECTION WITH CORPORATE DR

5/4/2017 Thu 16:24 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36711816**  
 Accident Class: PROPERTY DAMAGE Police Agency: ORANGETOWN TOWN PD Num of Veh: 2  
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: OTHER  
 Manner of Collision: REAR END Weather: CLEAR  
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT  
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 51 Sex: F Citation Issued: Y  
 Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: MAKING LEFT TURN

Apparent Factors: TURNING IMPROPER, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3266 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 62 Sex: F Citation Issued: N  
 Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER  
 Pre-Accd Action: GOING STRAIGHT AHEAD  
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Rockland Muni: Orangetown(T) Ref. Marker: 303 85011043 Street: ROUTE 303  
**5/28/2017** Sun 04:19 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2017-36740825**  
 Accident Class: INJURY Police Agency: ORANGETOWN TOWN PD Num of Veh: 1  
 Type Of Accident: COLLISION WITH TREE Traffic Control: NONE  
 Manner of Collision: OTHER Weather: CLEAR  
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD UNLIGHTED  
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3307 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 22 Sex: M Citation Issued: N  
 Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER  
 Pre-Accd Action: GOING STRAIGHT AHEAD  
 Apparent Factors: FATIGUED/DROWSY, FELL ASLEEP

County: Rockland Muni: Orangetown(T) Ref. Marker: 303 85011042 Street: ROUTE 303  
**6/1/2017** Thu 16:44 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36747449**  
 Accident Class: PROPERTY DAMAGE Police Agency: ORANGETOWN TOWN PD Num of Veh: 2  
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL  
 Manner of Collision: REAR END Weather: CLEAR  
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT  
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3076 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 25 Sex: F Citation Issued: N  
 Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER  
 Pre-Accd Action: STARTING IN TRAFFIC  
 Apparent Factors: FOLLOWING TOO CLOSELY, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3153 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 21 Sex: F Citation Issued: N  
 Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER  
 Pre-Accd Action: STOPPED IN TRAFFIC  
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Rockland Muni: Orangetown(T) Ref. Marker: Street: ERIE ST E  
 31 Meters East of Driveway  
**6/6/2017** Tue 16:26 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36754790**  
 Accident Class: NON-REPORTABLE Police Agency: ORANGETOWN TOWN PD Num of Veh: 2  
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE  
 Manner of Collision: REAR END Weather: CLOUDY  
 Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT  
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 19 Sex: M Citation Issued: N  
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER  
 Pre-Accd Action: GOING STRAIGHT AHEAD  
 Apparent Factors: FOLLOWING TOO CLOSELY, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 56 Sex: M Citation Issued: N  
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER  
 Pre-Accd Action: MAKING LEFT TURN



Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Rockland Muni: Orangetown(T) Ref. Marker: 303 85011034 Street: ROUTE 303  
 AT INTERSECTION WITH Erie St E

**6/13/2017** Tue 07:59 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36776203**  
 Accident Class: NON-REPORTABLE Police Agency: ORANGETOWN TOWN PD Num of Veh: 1  
 Type Of Accident: COLLISION WITH FENCE Traffic Control: TRAFFIC SIGNAL  
 Manner of Collision: OTHER Weather: CLEAR  
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT  
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 TRUCK Registered Weight: State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 32 Sex: M Citation Issued: Y  
 Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER  
 Pre-Accd Action: SLOWED OR STOPPING  
 Apparent Factors: OTHER (VEHICLE), BRAKES DEFECTIVE

County: Rockland Muni: Orangetown(T) Ref. Marker: 303 85011042 Street: ROUTE 303  
 AT INTERSECTION WITH Bradley Pkwy

**6/22/2017** Thu 15:11 PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC **Case: 2017-36776234**  
 Accident Class: INJURY Police Agency: ORANGETOWN TOWN PD Num of Veh: 2  
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL  
 Manner of Collision: RIGHT ANGLE Weather: CLOUDY  
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT  
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NJ  
 Num of Occupants: 2 Driver's Age: 62 Sex: F Citation Issued: N  
 Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER  
 Pre-Accd Action: GOING STRAIGHT AHEAD  
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 4605 State of Registration: NY  
 Num of Occupants: 2 Driver's Age: 59 Sex: F Citation Issued: Y  
 Direction of Travel: SOUTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER  
 Pre-Accd Action: MAKING LEFT TURN  
 Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, NOT APPLICABLE

County: Rockland Muni: Orangetown(T) Ref. Marker: 303 85011042 Street: ROUTE 303  
 AT INTERSECTION WITH Bradley Pkwy

**6/20/2017** Tue 09:03 AM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC **Case: 2017-36778711**  
 Accident Class: INJURY Police Agency: ORANGETOWN TOWN PD Num of Veh: 2  
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL  
 Manner of Collision: LEFT TURN (AGAINST OTHER CAR) Weather: CLEAR  
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT  
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 44 Sex: F Citation Issued: N  
 Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER  
 Pre-Accd Action: MAKING U TURN  
 Apparent Factors: TURNING IMPROPER, TRAFFIC CONTROL DEVICES DISREGARDED

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NJ  
 Num of Occupants: 1 Driver's Age: 62 Sex: F Citation Issued: N  
 Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER  
 Pre-Accd Action: GOING STRAIGHT AHEAD  
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Rockland Muni: Orangetown(T) Ref. Marker: 303 85011034 Street: ROUTE 303  
 AT INTERSECTION WITH Erie St E

**6/30/2017** Fri 17:33 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2017-36788205**  
 Accident Class: INJURY Police Agency: ORANGETOWN TOWN PD Num of Veh: 3  
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL

Manner of Collision: OTHER Weather: CLEAR  
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT  
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :3 CAR/VAN/PICKUP Registered Weight: 4766 State of Registration: NY  
 Num of Occupants: 3 Driver's Age: 37 Sex: M Citation Issued: N  
 Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER  
 Pre-Accd Action: STARTING IN TRAFFIC  
 Apparent Factors: DRIVER INATTENTION, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3248 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 39 Sex: M Citation Issued: N  
 Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER  
 Pre-Accd Action: STOPPED IN TRAFFIC  
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 5579 State of Registration: NY  
 Num of Occupants: 4 Driver's Age: 53 Sex: M Citation Issued: N  
 Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER  
 Pre-Accd Action: STOPPED IN TRAFFIC  
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Rockland Muni: Orangetown(T) Ref. Marker: 303 85011042 Street: ROUTE 303  
 AT INTERSECTION WITH Bradley Pkwy

7/13/2017 Thu 12:30 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: 2017-36811950  
 Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: ORANGETOWN TOWN PD Num of Veh: 2  
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL  
 Manner of Collision: REAR END Weather: CLOUDY  
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT  
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NJ  
 Num of Occupants: 1 Driver's Age: 38 Sex: F Citation Issued: N  
 Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER  
 Pre-Accd Action: STOPPED IN TRAFFIC  
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3037 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 21 Sex: F Citation Issued: N  
 Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER  
 Pre-Accd Action: GOING STRAIGHT AHEAD  
 Apparent Factors: DRIVER INATTENTION, FOLLOWING TOO CLOSELY

County: Rockland Muni: Orangetown(T) Ref. Marker: 303 85011042 Street: ROUTE 303  
 AT INTERSECTION WITH Bradley Pkwy

8/3/2017 Thu 15:34 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2017-36835225  
 Accident Class: PROPERTY DAMAGE Police Agency: ORANGETOWN TOWN PD Num of Veh: 2  
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL  
 Manner of Collision: LEFT TURN (AGAINST OTHER CAR) Weather: CLEAR  
 Road Surface Condition: DRY Road Char.: CURVE AND GRADE Light Condition: DAYLIGHT  
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 2235 State of Registration: NY  
 Num of Occupants: 2 Driver's Age: 51 Sex: F Citation Issued: N  
 Direction of Travel: NORTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER  
 Pre-Accd Action: GOING STRAIGHT AHEAD  
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 2752 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 23 Sex: M Citation Issued: N  
 Direction of Travel: SOUTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: MAKING LEFT TURN

Apparent Factors: NOT APPLICABLE, FAILURE TO YIELD RIGHT OF WAY

County: Rockland Muni: Orangetown(T) Ref. Marker: 303 85011042 Street: ROUTE 303  
 AT INTERSECTION WITH Bradley Pkwy

**8/4/2017** Fri 15:35 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36835982**  
 Accident Class: PROPERTY DAMAGE Police Agency: ORANGETOWN TOWN PD Num of Veh: 2  
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL  
 Manner of Collision: OVERTAKING Weather: CLEAR  
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT  
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 TRUCK Registered Weight: State of Registration: PA  
 Num of Occupants: 1 Driver's Age: 53 Sex: M Citation Issued: N  
 Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER  
 Pre-Accd Action: GOING STRAIGHT AHEAD  
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NJ  
 Num of Occupants: 2 Driver's Age: 41 Sex: F Citation Issued: N  
 Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER  
 Pre-Accd Action: CHANGING LANES  
 Apparent Factors: UNSAFE LANE CHANGE, NOT APPLICABLE

County: Rockland Muni: Orangetown(T) Ref. Marker: 303 85011042 Street: ROUTE 303  
 AT INTERSECTION WITH Bradley Pkwy

**9/13/2017** Wed 06:27 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2017-36894105**  
 Accident Class: INJURY Police Agency: ORANGETOWN TOWN PD Num of Veh: 2  
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL  
 Manner of Collision: REAR END Weather: CLEAR  
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT  
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 5900 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 78 Sex: M Citation Issued: N  
 Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER  
 Pre-Accd Action: SLOWED OR STOPPING  
 Apparent Factors: DRIVER INATTENTION, FOLLOWING TOO CLOSELY

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NJ  
 Num of Occupants: 1 Driver's Age: 36 Sex: M Citation Issued: N  
 Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER  
 Pre-Accd Action: STOPPED IN TRAFFIC  
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Rockland Muni: Orangetown(T) Ref. Marker: 303 85011042 Street: [Route] 303  
 AT INTERSECTION WITH BRADLEY PKWY

**9/21/2017** Thu 06:55 AM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2017-36899352**  
 Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: ORANGETOWN TOWN PD Num of Veh: 2  
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL  
 Manner of Collision: LEFT TURN (AGAINST OTHER CAR) Weather: CLOUDY  
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAWN  
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3795 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 30 Sex: F Citation Issued: N  
 Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER  
 Pre-Accd Action: GOING STRAIGHT AHEAD  
 Apparent Factors: UNKNOWN, UNKNOWN

Veh :2 CAR/VAN/PICKUP Registered Weight: 8990 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 52 Sex: M Citation Issued: N  
 Direction of Travel: NORTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: MAKING LEFT TURN

Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, UNKNOWN

County: Rockland Muni: Orangetown(T) Ref. Marker: 303 85011045 Street: CORPORATE DR  
AT INTERSECTION WITH [Route] 303

9/13/2017 Wed 15:36 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36917156**  
 Accident Class: NON-REPORTABLE Police Agency: ORANGETOWN TOWN PD Num of Veh: 2  
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL  
 Manner of Collision: REAR END Weather: CLEAR  
 Road Surface Condition: DRY Road Char.: STRAIGHT/ GRADE Light Condition: DAYLIGHT  
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 OTHER Registered Weight: State of Registration:  
 Num of Occupants: 1 Driver's Age: Sex: U Citation Issued: N  
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER  
 Pre-Accd Action: STOPPED IN TRAFFIC  
 Apparent Factors: OTHER (VEHICLE), UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 33 Sex: F Citation Issued: N  
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER  
 Pre-Accd Action: SLOWED OR STOPPING  
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Rockland Muni: Orangetown(T) Ref. Marker: 303 85011042 Street: ROUTE 303  
AT INTERSECTION WITH Bradley Pkwy

10/25/2017 Wed 17:15 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-36955132**  
 Accident Class: NON-REPORTABLE Police Agency: ORANGETOWN TOWN PD Num of Veh: 2  
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL  
 Manner of Collision: RIGHT TURN (WITH OTHER CAR) Weather: CLEAR  
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT  
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 40 Sex: F Citation Issued: N  
 Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER  
 Pre-Accd Action: GOING STRAIGHT AHEAD  
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 64 Sex: F Citation Issued: N  
 Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER  
 Pre-Accd Action: CHANGING LANES  
 Apparent Factors: REACTION TO OTHER UNINVOLVED VEHICL, UNSAFE LANE CHANGE

County: Rockland Muni: Orangetown(T) Ref. Marker: 303 85011042 Street: ROUTE 303  
AT INTERSECTION WITH Bradley Pkwy

11/29/2017 Wed 13:45 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2017-37006610**  
 Accident Class: PROPERTY DAMAGE Police Agency: ORANGETOWN TOWN PD Num of Veh: 2  
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL  
 Manner of Collision: OVERTAKING Weather: CLEAR  
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT  
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NJ  
 Num of Occupants: 1 Driver's Age: 76 Sex: F Citation Issued: N  
 Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER  
 Pre-Accd Action: CHANGING LANES  
 Apparent Factors: UNSAFE LANE CHANGE, DRIVER INATTENTION

Veh :1 CAR/VAN/PICKUP Registered Weight: 3759 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 53 Sex: F Citation Issued: N

Direction of Travel: NORTH      Public Property Damage: OTHER      School Bus Involved: OTHER  
 Pre-Accd Action: GOING STRAIGHT AHEAD  
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Rockland    Muni: Orangetown(T)    Ref. Marker: 303 85011042    Street: ROUTE 303  
 AT INTERSECTION WITH Bradley Pkwy

**12/15/2017**    Fri 16:41 PM    Persons Killed: 0    Persons Injured: 0    Extent of Injuries:    **Case: 2017-37034661**  
 Accident Class: NON-REPORTABLE    Police Agency: ORANGETOWN TOWN PD    Num of Veh: 2  
 Type Of Accident: COLLISION WITH MOTOR VEHICLE    Traffic Control: TRAFFIC SIGNAL  
 Manner of Collision: LEFT TURN (AGAINST OTHER CAR)    Weather: SNOW  
 Road Surface Condition: SNOW/ICE    Road Char.: CURVE AND HILLCREST    Light Condition: DARK-ROAD LIGHTED  
 Loc. of Ped/Bicycle: NOT APPLICABLE    Action of Ped/Bicycle: NOT APPLICABLE

Veh :2    TRUCK    Registered Weight:    State of Registration: NY  
 Num of Occupants: 1    Driver's Age: 30    Sex: M    Citation Issued: N  
 Direction of Travel: EAST    Public Property Damage: OTHER    School Bus Involved: OTHER  
 Pre-Accd Action: MAKING LEFT TURN  
 Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, UNKNOWN

Veh :1    CAR/VAN/PICKUP    Registered Weight:    State of Registration: NY  
 Num of Occupants: 1    Driver's Age: 41    Sex: M    Citation Issued: N  
 Direction of Travel: WEST    Public Property Damage: OTHER    School Bus Involved: OTHER  
 Pre-Accd Action: GOING STRAIGHT AHEAD  
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Rockland    Muni: Orangetown(T)    Ref. Marker: 303 85011042    Street: ROUTE 303  
 AT INTERSECTION WITH Bradley Pkwy

**1/9/2018**    Tue 12:53 PM    Persons Killed: 0    Persons Injured: 0    Extent of Injuries:    **Case: 2018-37077420**  
 Accident Class: NON-REPORTABLE    Police Agency: ORANGETOWN TOWN PD    Num of Veh: 2  
 Type Of Accident: COLLISION WITH MOTOR VEHICLE    Traffic Control: TRAFFIC SIGNAL  
 Manner of Collision: REAR END    Weather: CLEAR  
 Road Surface Condition: DRY    Road Char.: STRAIGHT AND LEVEL    Light Condition: DAYLIGHT  
 Loc. of Ped/Bicycle: NOT APPLICABLE    Action of Ped/Bicycle: NOT APPLICABLE

Veh :2    CAR/VAN/PICKUP    Registered Weight:    State of Registration: NY  
 Num of Occupants: 1    Driver's Age: 23    Sex: M    Citation Issued: N  
 Direction of Travel: SOUTH    Public Property Damage: OTHER    School Bus Involved: OTHER  
 Pre-Accd Action: GOING STRAIGHT AHEAD  
 Apparent Factors: FOLLOWING TOO CLOSELY, NOT APPLICABLE

Veh :1    CAR/VAN/PICKUP    Registered Weight:    State of Registration: NY  
 Num of Occupants: 1    Driver's Age: 63    Sex: F    Citation Issued: N  
 Direction of Travel: SOUTH    Public Property Damage: OTHER    School Bus Involved: OTHER  
 Pre-Accd Action: SLOWED OR STOPPING  
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Rockland    Muni: Orangetown(T)    Ref. Marker:    Street: ERIE ST E  
 AT INTERSECTION WITH Route 303

**2/21/2018**    Wed 17:19 PM    Persons Killed: 0    Persons Injured: 1    Extent of Injuries: C    **Case: 2018-37155769**  
 Accident Class: INJURY    Police Agency: ORANGETOWN TOWN PD    Num of Veh: 1  
 Type Of Accident: OVERTURNED    Traffic Control: TRAFFIC SIGNAL  
 Manner of Collision: OTHER    Weather: CLEAR  
 Road Surface Condition: DRY    Road Char.: STRAIGHT AND LEVEL    Light Condition: DAYLIGHT  
 Loc. of Ped/Bicycle: NOT APPLICABLE    Action of Ped/Bicycle: NOT APPLICABLE

Veh :1    MOTORCYCLE    Registered Weight: 417    State of Registration: NY  
 Num of Occupants: 1    Driver's Age: 34    Sex: M    Citation Issued: N  
 Direction of Travel: EAST    Public Property Damage: OTHER    School Bus Involved: OTHER  
 Pre-Accd Action: GOING STRAIGHT AHEAD  
 Apparent Factors: NOT APPLICABLE, PAVEMENT SLIPPERY

County: Rockland    Muni: Orangetown(T)    Ref. Marker: 303 85011042    Street: ROUTE 303  
 AT INTERSECTION WITH Bradley Pkwy

**3/4/2018** Sun 19:13 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37180137**  
 Accident Class: PROPERTY DAMAGE Police Agency: ORANGETOWN TOWN PD Num of Veh: 2  
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL  
 Manner of Collision: REAR END Weather: CLEAR  
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED  
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 4815 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 49 Sex: F Citation Issued: N  
 Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER  
 Pre-Accd Action: GOING STRAIGHT AHEAD  
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3049 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 23 Sex: F Citation Issued: N  
 Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER  
 Pre-Accd Action: GOING STRAIGHT AHEAD  
 Apparent Factors: FOLLOWING TOO CLOSELY, DRIVER INATTENTION

County: Rockland Muni: Orangetown(T) Ref. Marker: Street: ERIE ST E  
 AT INTERSECTION WITH Route 303

**3/28/2018** Wed 11:33 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37213344**  
 Accident Class: NON-REPORTABLE Police Agency: ORANGETOWN TOWN PD Num of Veh: 2  
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL  
 Manner of Collision: OVERTAKING Weather: CLOUDY  
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT  
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 63 Sex: F Citation Issued: N  
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER  
 Pre-Accd Action: GOING STRAIGHT AHEAD  
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 TRUCK Registered Weight: State of Registration: GL  
 Num of Occupants: 1 Driver's Age: 59 Sex: F Citation Issued: N  
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER  
 Pre-Accd Action: GOING STRAIGHT AHEAD  
 Apparent Factors: NOT APPLICABLE, DRIVER INATTENTION

County: Rockland Muni: Orangetown(T) Ref. Marker: 303 85011034 Street: ROUTE 303  
 AT INTERSECTION WITH Erie St E

**5/2/2018** Wed 17:43 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37266014**  
 Accident Class: PROPERTY DAMAGE Police Agency: ORANGETOWN TOWN PD Num of Veh: 2  
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL  
 Manner of Collision: LEFT TURN (AGAINST OTHER CAR) Weather: CLEAR  
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT  
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3394 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 18 Sex: F Citation Issued: N  
 Direction of Travel: NORTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER  
 Pre-Accd Action: MAKING LEFT TURN  
 Apparent Factors: NOT APPLICABLE, FAILURE TO YIELD RIGHT OF WAY

Veh :1 CAR/VAN/PICKUP Registered Weight: 3764 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 82 Sex: M Citation Issued: N  
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER  
 Pre-Accd Action: GOING STRAIGHT AHEAD  
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Rockland Muni: Orangetown(T) Ref. Marker: 303 85011034 Street: ROUTE 303  
AT INTERSECTION WITH Erie St E

**6/30/2018** Sat 13:09 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2018-37356349**  
Accident Class: INJURY Police Agency: ORANGETOWN TOWN PD Num of Veh: 2  
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL  
Manner of Collision: REAR END Weather: CLEAR  
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT  
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3120 State of Registration: NY  
Num of Occupants: 2 Driver's Age: 41 Sex: M Citation Issued: N  
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER  
Pre-Accd Action: STOPPED IN TRAFFIC  
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 5218 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 57 Sex: M Citation Issued: N  
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER  
Pre-Accd Action: GOING STRAIGHT AHEAD  
Apparent Factors: NOT APPLICABLE, DRIVER INATTENTION

County: Rockland Muni: Orangetown(T) Ref. Marker: 303 85011042 Street: [Route] 303  
AT INTERSECTION WITH BRADLEY HILL RD

**6/11/2018** Mon 09:20 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37385710**  
Accident Class: PROPERTY DAMAGE Police Agency: Num of Veh: 2  
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: UNKNOWN  
Manner of Collision: REAR END Weather: UNKNOWN  
Road Surface Condition: UNKNOWN Road Char.: UNKNOWN Light Condition: UNKNOWN  
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 4801 State of Registration: NY  
Num of Occupants: 3 Driver's Age: Sex: Citation Issued:  
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER  
Pre-Accd Action: SLOWED OR STOPPING  
Apparent Factors: NOT ENTERED, NOT ENTERED

Veh :1 CAR/VAN/PICKUP Registered Weight: 3030 State of Registration: NY  
Num of Occupants: 2 Driver's Age: 37 Sex: M Citation Issued: N  
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER  
Pre-Accd Action: STARTING IN TRAFFIC  
Apparent Factors: NOT ENTERED, NOT ENTERED

County: Rockland Muni: Orangetown(T) Ref. Marker: 303 85011034 Street: ROUTE 303  
AT INTERSECTION WITH Erie St E

**8/8/2018** Wed 07:50 AM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC **Case: 2018-37424246**  
Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: ORANGETOWN TOWN PD Num of Veh: 2  
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL  
Manner of Collision: RIGHT ANGLE Weather: CLEAR  
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT  
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 4333 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 60 Sex: M Citation Issued: N  
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER  
Pre-Accd Action: GOING STRAIGHT AHEAD  
Apparent Factors: NOT APPLICABLE, TRAFFIC CONTROL DEVICES DISREGARDED

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NJ  
Num of Occupants: 1 Driver's Age: 58 Sex: F Citation Issued: N  
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER  
Pre-Accd Action: GOING STRAIGHT AHEAD  
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Rockland Muni: Orangetown(T) Ref. Marker: 303 85011042 Street: ROUTE 303  
**9/16/2018** Sun 15:05 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2018-37483720**  
 Accident Class: INJURY Police Agency: ORANGETOWN TOWN PD Num of Veh: 2  
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL  
 Manner of Collision: RIGHT ANGLE Weather: CLEAR  
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT  
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 5998 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 48 Sex: M Citation Issued: N  
 Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER  
 Pre-Accd Action: GOING STRAIGHT AHEAD  
 Apparent Factors: UNSAFE LANE CHANGE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3141 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 68 Sex: F Citation Issued: N  
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER  
 Pre-Accd Action: MAKING LEFT TURN  
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Rockland Muni: Orangetown(T) Ref. Marker: Street: BRADLEY PKWY  
 AT INTERSECTION WITH Route 303  
**10/17/2018** Wed 14:04 PM Persons Killed: 0 Persons Injured: 2 Extent of Injuries: CC **Case: 2018-37535893**  
 Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: ORANGETOWN TOWN PD Num of Veh: 2  
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL  
 Manner of Collision: RIGHT ANGLE Weather: CLOUDY  
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT  
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 7200 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 22 Sex: M Citation Issued: N  
 Direction of Travel: SOUTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER  
 Pre-Accd Action: MAKING RIGHT TURN  
 Apparent Factors: TURNING IMPROPER, UNSAFE SPEED

Veh :1 CAR/VAN/PICKUP Registered Weight: 2600 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 26 Sex: M Citation Issued: N  
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER  
 Pre-Accd Action: STOPPED IN TRAFFIC  
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Rockland Muni: Orangetown(T) Ref. Marker: 303 85011043 Street: ROUTE 303  
**10/24/2018** Wed 12:09 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37547919**  
 Accident Class: NON-REPORTABLE Police Agency: ORANGETOWN TOWN PD Num of Veh: 2  
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE  
 Manner of Collision: REAR END Weather: CLEAR  
 Road Surface Condition: DRY Road Char.: CURVE AND LEVEL Light Condition: DAYLIGHT  
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 75 Sex: F Citation Issued: N  
 Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER  
 Pre-Accd Action: GOING STRAIGHT AHEAD  
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 OTHER Registered Weight: State of Registration: NJ  
 Num of Occupants: 1 Driver's Age: 23 Sex: M Citation Issued: N  
 Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER  
 Pre-Accd Action: GOING STRAIGHT AHEAD  
 Apparent Factors: FOLLOWING TOO CLOSELY, NOT APPLICABLE



County: Rockland Muni: Orangetown(T) Ref. Marker: 303 85011034 Street: [Route] 303  
AT INTERSECTION WITH ERIE ST E

**11/20/2018** Tue 20:08 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2018-37598305**  
Accident Class: NON-REPORTABLE Police Agency: ORANGETOWN TOWN PD Num of Veh: 2  
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL  
Manner of Collision: REAR END Weather: CLEAR  
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED  
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY  
Num of Occupants: 1 Driver's Age: 47 Sex: M Citation Issued: N  
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER  
Pre-Accd Action: STARTING IN TRAFFIC  
Apparent Factors: FOLLOWING TOO CLOSELY, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY  
Num of Occupants: 1 Driver's Age: 50 Sex: M Citation Issued: N  
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER  
Pre-Accd Action: STARTING IN TRAFFIC  
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Rockland Muni: Orangetown(T) Ref. Marker: 303 85011042 Street: ROUTE 303  
AT INTERSECTION WITH Bradley Pkwy

**2/7/2019** Thu 16:10 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2019-37737778**  
Accident Class: NON-REPORTABLE Police Agency: ORANGETOWN TOWN PD Num of Veh: 2  
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL  
Manner of Collision: OVERTAKING Weather: CLEAR  
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT  
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 TRUCK Registered Weight: State of Registration:  
Num of Occupants: 1 Driver's Age: Sex: U Citation Issued: N  
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER  
Pre-Accd Action: GOING STRAIGHT AHEAD  
Apparent Factors: UNKNOWN, UNKNOWN

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY  
Num of Occupants: 1 Driver's Age: 83 Sex: F Citation Issued: N  
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER  
Pre-Accd Action: GOING STRAIGHT AHEAD  
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Rockland Muni: Orangetown(T) Ref. Marker: 303 85011042 Street: ROUTE 303  
18 Meters South of Bradley Pkwy

**3/7/2019** Thu 16:22 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2019-37781725**  
Accident Class: PROPERTY DAMAGE Police Agency: ORANGETOWN TOWN PD Num of Veh: 3  
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL  
Manner of Collision: OTHER Weather: CLEAR  
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT  
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 5835 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 37 Sex: M Citation Issued: N  
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER  
Pre-Accd Action: STOPPED IN TRAFFIC  
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3941 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 24 Sex: F Citation Issued: N  
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER  
Pre-Accd Action: STOPPED IN TRAFFIC  
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :3 CAR/VAN/PICKUP Registered Weight: State of Registration: NJ  
 Num of Occupants: 2 Driver's Age: 25 Sex: F Citation Issued: N  
 Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER  
 Pre-Accd Action: GOING STRAIGHT AHEAD  
 Apparent Factors: UNSAFE SPEED, FOLLOWING TOO CLOSELY

County: Rockland Muni: Orangetown(T) Ref. Marker: 303 85011043 Street: ROUTE 303  
**3/21/2019** Thu 16:10 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2019-37801928**  
 Accident Class: NON-REPORTABLE Police Agency: ORANGETOWN TOWN PD Num of Veh: 2  
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE  
 Manner of Collision: OVERTAKING Weather: RAIN  
 Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT  
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 65 Sex: M Citation Issued: N  
 Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER  
 Pre-Accd Action: CHANGING LANES  
 Apparent Factors: UNSAFE LANE CHANGE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 60 Sex: M Citation Issued: N  
 Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER  
 Pre-Accd Action: CHANGING LANES  
 Apparent Factors: UNSAFE LANE CHANGE, NOT APPLICABLE

County: Rockland Muni: Orangetown(T) Ref. Marker: 303 85011042 Street: ROUTE 303  
 AT INTERSECTION WITH Bradley Pkwy  
**4/15/2019** Mon 15:37 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C **Case: 2019-37840532**  
 Accident Class: INJURY Police Agency: ORANGETOWN TOWN PD Num of Veh: 2  
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL  
 Manner of Collision: RIGHT ANGLE Weather: CLEAR  
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT  
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 2505 State of Registration: NY  
 Num of Occupants: 3 Driver's Age: 30 Sex: F Citation Issued: N  
 Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER  
 Pre-Accd Action: GOING STRAIGHT AHEAD  
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3241 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 88 Sex: F Citation Issued: N  
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER  
 Pre-Accd Action: MAKING LEFT TURN  
 Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, NOT APPLICABLE

County: Rockland Muni: Orangetown(T) Ref. Marker: 303 85011034 Street: ROUTE 303  
 AT INTERSECTION WITH Erie St E  
**1/21/2019** Mon 09:36 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2019-37906570**  
 Accident Class: NON-REPORTABLE Police Agency: ORANGETOWN TOWN PD Num of Veh: 1  
 Type Of Accident: COLLISION WITH SIGN POST Traffic Control: TRAFFIC SIGNAL  
 Manner of Collision: OTHER Weather: CLEAR  
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT  
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 60 Sex: M Citation Issued: N  
 Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER  
 Pre-Accd Action: MAKING LEFT TURN  
 Apparent Factors: GLARE, TURNING IMPROPER

County: Rockland Muni: Orangetown(T) Ref. Marker: 303 85011042 Street: ROUTE 303  
AT INTERSECTION WITH Bradley Pkwy

**6/26/2019** Wed 12:01 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2019-37990804**  
Accident Class: NON-REPORTABLE Police Agency: ORANGETOWN TOWN PD Num of Veh: 2  
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL  
Manner of Collision: SIDESWIPE Weather: CLEAR  
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT  
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY  
Num of Occupants: 1 Driver's Age: 40 Sex: M Citation Issued: N  
Direction of Travel: SOUTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER  
Pre-Accd Action: MERGING  
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 OTHER Registered Weight: State of Registration: NY  
Num of Occupants: 1 Driver's Age: 57 Sex: M Citation Issued: N  
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER  
Pre-Accd Action: GOING STRAIGHT AHEAD  
Apparent Factors: NOT APPLICABLE, REACTION TO OTHER UNINVOLVED VEHICL

County: Rockland Muni: Orangetown(T) Ref. Marker: 303 85011034 Street: ROUTE 303  
AT INTERSECTION WITH Erie St E

**7/27/2019** Sat 19:50 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2019-38002394**  
Accident Class: NON-REPORTABLE Police Agency: ORANGETOWN TOWN PD Num of Veh: 2  
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL  
Manner of Collision: REAR END Weather: CLEAR  
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT  
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY  
Num of Occupants: 1 Driver's Age: 36 Sex: F Citation Issued: N  
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER  
Pre-Accd Action: GOING STRAIGHT AHEAD  
Apparent Factors: REACTION TO OTHER UNINVOLVED VEHICL, FOLLOWING TOO CLOSELY

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY  
Num of Occupants: 1 Driver's Age: 43 Sex: M Citation Issued: N  
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER  
Pre-Accd Action: STOPPED IN TRAFFIC  
Apparent Factors: NOT APPLICABLE, REACTION TO OTHER UNINVOLVED VEHICL

County: Rockland Muni: Orangetown(T) Ref. Marker: Street: ERIE ST E  
AT INTERSECTION WITH Route 303

**8/10/2019** Sat 16:30 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2019-38018829**  
Accident Class: PROPERTY DAMAGE Police Agency: ORANGETOWN TOWN PD Num of Veh: 2  
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL  
Manner of Collision: SIDESWIPE Weather: CLEAR  
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT  
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4025 State of Registration: NY  
Num of Occupants: 2 Driver's Age: Sex: Citation Issued:  
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER  
Pre-Accd Action: PARKED  
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3404 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 39 Sex: F Citation Issued: N  
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER  
Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: DRIVER INATTENTION, PASSING TOO CLOSELY

County: Rockland Muni: Orangetown(T) Ref. Marker: 303 85011042 Street: ROUTE 303  
 AT INTERSECTION WITH Bradley Pkwy

**9/13/2019** Fri 16:40 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2019-38073682**  
 Accident Class: NON-REPORTABLE Police Agency: ORANGETOWN TOWN PD Num of Veh: 2  
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE  
 Manner of Collision: SIDESWIPE Weather: CLEAR  
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT  
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration:  
 Num of Occupants: 1 Driver's Age: Sex: U Citation Issued: N  
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER  
 Pre-Accd Action: BACKING  
 Apparent Factors: BACKING UNSAFELY, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NJ  
 Num of Occupants: 2 Driver's Age: Sex: Citation Issued:  
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER  
 Pre-Accd Action: PARKED  
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Rockland Muni: Orangetown(T) Ref. Marker: 303 85011043 Street: ROUTE 303  
**11/7/2019** Thu 14:28 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2019-38160806**  
 Accident Class: NON-REPORTABLE Police Agency: ORANGETOWN TOWN PD Num of Veh: 2  
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE  
 Manner of Collision: OVERTAKING Weather: RAIN  
 Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT  
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 65 Sex: M Citation Issued: N  
 Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER  
 Pre-Accd Action: CHANGING LANES  
 Apparent Factors: NOT APPLICABLE, PASSING OR LANE USAGE IMPROPERLY

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 57 Sex: M Citation Issued: N  
 Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER  
 Pre-Accd Action: GOING STRAIGHT AHEAD  
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Rockland Muni: Orangetown(T) Ref. Marker: Street: ERIE ST E  
 AT INTERSECTION WITH Route 303

**12/3/2019** Tue 18:09 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: **Case: 2019-38203085**  
 Accident Class: NON-REPORTABLE Police Agency: ORANGETOWN TOWN PD Num of Veh: 2  
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL  
 Manner of Collision: REAR END Weather: CLEAR  
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED  
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY  
 Num of Occupants: 3 Driver's Age: 46 Sex: F Citation Issued: N  
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER  
 Pre-Accd Action: STOPPED IN TRAFFIC  
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 75 Sex: F Citation Issued: N  
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER  
 Pre-Accd Action: SLOWED OR STOPPING

Apparent Factors: UNSAFE SPEED, NOT APPLICABLE

County: Rockland Muni: Orangetown(T) Ref. Marker: 303 85011034 Street: ROUTE 303  
AT INTERSECTION WITH Erie St E

12/12/2019 Thu 15:52 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2019-38228926  
 Accident Class: NON-REPORTABLE Police Agency: ORANGETOWN TOWN PD Num of Veh: 2  
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL  
 Manner of Collision: OVERTAKING Weather: CLEAR  
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT  
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY  
 Num of Occupants: 2 Driver's Age: 16 Sex: M Citation Issued: N  
 Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER  
 Pre-Accd Action: MAKING LEFT TURN  
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY  
 Num of Occupants: 5 Driver's Age: 54 Sex: F Citation Issued: N  
 Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER  
 Pre-Accd Action: MAKING RIGHT TURN  
 Apparent Factors: TURNING IMPROPER, NOT APPLICABLE

County: Rockland Muni: Orangetown(T) Ref. Marker: Street:  
 12/30/2019 Mon 14:17 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2019-38252532  
 Accident Class: NON-REPORTABLE Police Agency: ORANGETOWN TOWN PD Num of Veh: 2  
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE  
 Manner of Collision: REAR END Weather: RAIN  
 Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT  
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: State of Registration: NY  
 Num of Occupants: 2 Driver's Age: Sex: Citation Issued:  
 Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER  
 Pre-Accd Action: PARKED  
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 TRUCK Registered Weight: State of Registration: VA  
 Num of Occupants: 1 Driver's Age: 57 Sex: F Citation Issued: N  
 Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER  
 Pre-Accd Action: BACKING  
 Apparent Factors: BACKING UNSAFELY, NOT APPLICABLE

County: Rockland Muni: Orangetown(T) Ref. Marker: 303 85011034 Street: ROUTE 303  
AT INTERSECTION WITH Erie St E

1/10/2020 Fri 18:39 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: 2020-38274482  
 Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: ORANGETOWN TOWN PD Num of Veh: 2  
 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL  
 Manner of Collision: RIGHT ANGLE Weather: CLEAR  
 Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED  
 Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4067 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 24 Sex: M Citation Issued: N  
 Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER  
 Pre-Accd Action: GOING STRAIGHT AHEAD  
 Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 3944 State of Registration: NY  
 Num of Occupants: 1 Driver's Age: 30 Sex: M Citation Issued: Y  
 Direction of Travel: SOUTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER  
 Pre-Accd Action: MAKING LEFT TURN

Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, TURNING IMPROPER

County: Rockland Muni: Orangetown(T) Ref. Marker: 303 85011042 Street: ROUTE 303  
AT INTERSECTION WITH Bradley Pkwy

1/21/2020 Tue 14:08 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2020-38292630  
Accident Class: PROPERTY DAMAGE Police Agency: ORANGETOWN TOWN PD Num of Veh: 2  
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL  
Manner of Collision: REAR END Weather: CLEAR  
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT  
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: State of Registration: NJ  
Num of Occupants: 1 Driver's Age: 69 Sex: F Citation Issued: N  
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER  
Pre-Accd Action: SLOWED OR STOPPING  
Apparent Factors: FOLLOWING TOO CLOSELY, NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3345 State of Registration: NY  
Num of Occupants: 2 Driver's Age: 69 Sex: M Citation Issued: N  
Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER  
Pre-Accd Action: STOPPED IN TRAFFIC  
Apparent Factors: NOT APPLICABLE, NOT APPLICABLE



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# Parking Study

Hudson Crossing Industrial Park  
Proposed District 96 Beer Factory (100 Corporate Drive)  
Town of Orangetown, Rockland County, NY  
Project No. 21005306A

November 2, 2021

Prepared for:

PGE-OE  
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## Appendices

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APPENDIX B .....	ITE PEAK PARKING DEMAND
APPENDIX C .....	SHARED PARKING TABLES

## A. Scope of Study

This study has been prepared to identify existing and future parking needs at 100 Corporate Drive. The following sections provides a description of the proposed Project and tasks undertaken in completing our parking evaluation including existing parking surveys, comparison of the Town and current industry parking rates, and a shared parking/parking accumulation analysis.

## B. Project Description and Location

*(Figure No. 1)*

The District 96 Beer factory is proposed to occupy some currently vacant 22,506 s.f. at 100 Corporate Drive located in Hudson Crossing Industrial Park. 100 Corporate Drive currently consists of 124,814 s.f. of commercial space with 64,814 s.f. on the upper level (28,397 s.f. existing Schrom digital production company and 36,417 s.f. of vacant space) and 60,000 s.f. on the lower level (Restaurant Depot). 100 Corporate Drive currently has a total of 249 parking spaces with 68 parking spaces on the upper level and 181 parking spaces on the lower level.

The District 96 Beer Factory is proposed to consist of a brewing area (5,647 s.f.) and taproom (12,666 s.f.) with accessory kitchen (4,193.s.f.). The District 96 Beer Factory's hours of operation are Monday through Sunday, 11:00 am to 10:00 pm. As part of the Application, the existing building's 2<sup>nd</sup> interior level is proposed for a parking garage for 142 parking spaces. This would result in a total of 391 parking spaces at 100 Corporate Drive.

## C. On-Site Parking

As discussed in Section B, 100 Corporate Drive currently has a total of 249 parking spaces with 68 parking spaces on the upper level and 181 parking spaces on the lower level and as part of the Application, the existing building's 2<sup>nd</sup> interior level is proposed for a parking garage for 142 parking spaces and would result in a total of 391 parking spaces at 100 Corporate Drive.

**Table No. 1**

Existing Upper Level	Existing Lower Level	Proposed 2 <sup>nd</sup> Interior Level	Total Parking Spaces
68 spaces	181 spaces	142 spaces	391 spaces

## D. Required Parking Based on Zoning

Based on the Zoning Summary Table shown on the Site Plan by SESI Consulting Engineers, the required parking is summarized below:

**Table No. 2**

Use	Required Parking
Restaurant Depot	29 spaces <sup>(1)</sup>
Schrom Digital Production Company	21 spaces <sup>(2)</sup>
Remaining Vacant Space	70 spaces <sup>(3)</sup>
District 96 Brewing Area	7 spaces <sup>(4)</sup>
District 96 Taproom	563 spaces <sup>(5)</sup>
<b>TOTAL</b>	<b>690 spaces</b>

- 1) Restaurant Depot – 58 employees: Wholesale/Warehouse = 1 space/2 employees = 29 spaces
- 2) Schrom Digital Production Company – 32 employees: Manufacturing = 1 space/2 employees = 16 spaces
- 2) Schrom Digital Production Company – 1,000 SF office space: Office = 1 space/200 SF = 5 spaces
- 3) Remaining Vacant Space – 13,911 s.f. = 1 space/200 SF = 70 spaces
- 4) District 96 Brewing Area – 14 employees: Manufacturing = 1 space/2 employees = 7 spaces
- 5) District 96 Taproom – 12,666 s.f. of Assembly Space: Nightclub = 563 spaces

It should be noted that based on Town Code for a restaurant use (1 space per 100 s.f.), the taproom would require 127 parking spaces.

## E. ITE Parking Generation

The required parking for the proposed District 96 Taproom was based on current industry standards and parking information contained in the Institute of Transportation Engineers (ITE) *Parking Generation Manual, 5<sup>th</sup> Edition, January 2019* based on Land Use 932 for a High Turnover-Sit Down Restaurant/Lounge/Bar, which is summarized below:

**Table No. 3**

	Required Parking Based on Town Code <sup>(1)</sup>	Required Parking Based on ITE Rates <sup>(2)</sup>		
		Monday - Thursday	Friday	Weekend
District 96 Taproom (12,666 SF)	563	9.31 parking rate = 118 spaces	14.12 parking rate = 179 spaces	13.98 parking rate = 177 spaces

- 1) Based on Town Code for Assembly Space for a Nightclub
- 2) ITE Land Use 932 High Turnover Sit-Down Restaurant/Lounge/Bar

A copy of the ITE Peak Parking Demand is contained in Appendix A.

## F. Shared Parking

*(Tables No. 4 through 9 – Appendix C)*

As discussed in Section B, the District 96 Beer Factory's hours of operations are Monday through Saturday from 11:00 AM to 10:00 PM. Restaurant Depot member hours are Monday, Tuesday, Wednesday, and Friday from 7:00 AM to 6:00 PM, Thursday 7:00 AM to 7:00 PM, Saturday 8:00 AM to 4:00 PM, and Sunday 9:00 AM to 2:00 PM. Schrom Digital Production Studio hours are typically 8:00 AM to 5:00 PM (sometime 6:00 AM to 9:00 PM when filming).

In order to determine available parking at 100 Corporate Drive, existing parking surveys were conducted at the upper and lower lots on Friday, September 24, 2021 between the hours of 7:00 AM and 7:00 PM (Table No. 4) and Saturday, September 25, 2021 between the hours of 7:00 AM and 5:30 PM (Table No. 5).

As shown on Tables No. 4 and 5, respectively, during the District 96 Beer Factory's hours of operation there were some 139-235 available parking spaces on a typical Friday and some 167-245 available parking spaces on a typical Saturday. As discussed in Section A, as part of the Application, 142 parking spaces are proposed on the 2<sup>nd</sup> interior level resulting in a total of 391 parking spaces. This would result in 281-377 available parking spaces (Table No. 6) on a typical Friday and 309-387 available parking spaces on a typical Saturday (Table No. 7).

As outlined in Section E and shown on Table No. 3, based on current industry standards (ITE Parking Rates), the proposed Taproom would require 118-179 parking spaces (with an additional 7 parking spaces needed for the brewing area) and would be accommodated by the available parking spaces shown on Tables No. 6 and 7.

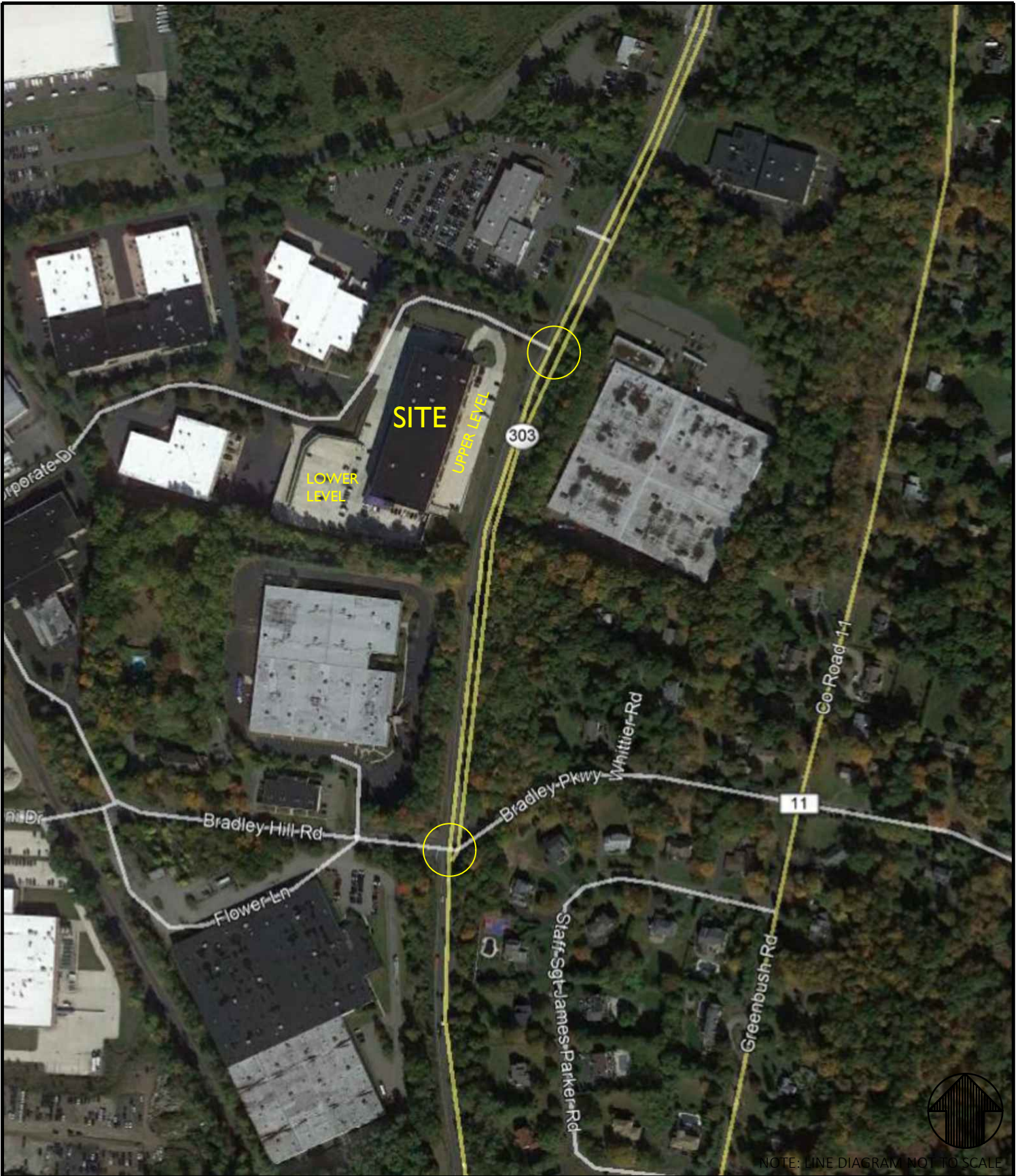
In addition to the above, in order to provide a conservative parking evaluation, the parking accumulation Tables were adjusted to allocate the 21 spaces for Schrom based on Town Code and 70 spaces (based on time of day distribution – Appendix C) for the remaining vacant space (as an office use – 1 space / 200 s.f.) based on Town Code. As shown on Tables No. 8 and 9, there would be 208-345 available spaces on a typical Friday and 291-369 available spaces on a typical Saturday and would be able to accommodate the District 96 Beer Factory.

## G. Summary and Conclusion

As summarized in this Study based on the parking surveys conducted, current industry standards and appropriate ITE Land Use Category for a High Turnover Sit-Down Restaurant/Lounge/Bar, and shared parking analysis, with the additional proposed 142 parking spaces, 100 Corporate Drive will have available parking to accommodate the existing tenants, District 96 Beer Factory and the remaining vacant space.

# Parking Study

## Appendix A | Site Location Map



NOTE: LINE DIAGRAM NOT TO SCALE



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HUDSON CROSSING INDUSTRIAL PARK  
DISTRICT 96 BEER FACTORY  
(100 CORPORATE DRIVE)

NYS ROUTE 303  
ORANGETOWN  
ROCKLAND COUNTY  
NEW YORK



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PARKING STUDY

SCALE:	DATE:	DRAWN BY:	CHECKED BY:
AS SHOWN	10/19/21	P.W.G.	J.T.C.
PROJECT NUMBER:	DRAWING NAME:		
21005306A	201118PWG_RPR_FIGURE - 10.15.21		

SHEET TITLE:
<b>SITE LOCATION MAP</b>

SHEET NUMBER:
<b>1</b>

# Parking Study

## Appendix B | ITE Peak Parking Demand

# High-Turnover (Sit Down) Restaurant - Lounge/Bar (932)

Peak Period Parking Demand vs: 1000 Sq. Ft. GFA

On a: Weekday (Monday - Thursday)

Setting/Location: General Urban/Suburban

Peak Period of Parking Demand: 12:00 - 1:00 p.m.; 6:00 - 8:00 p.m.

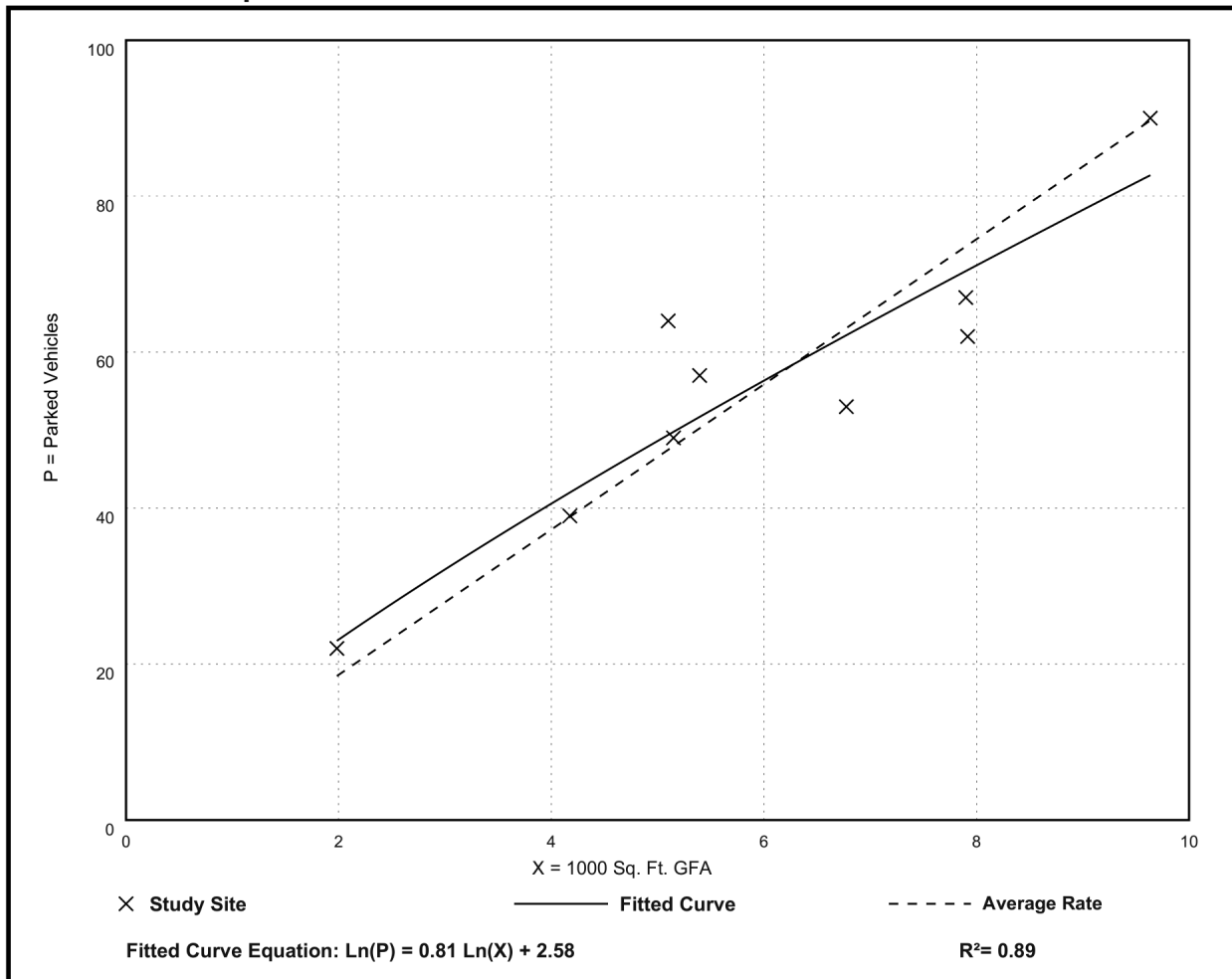
Number of Studies: 9

Avg. 1000 Sq. Ft. GFA: 6.0

## Peak Period Parking Demand per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
9.31	7.82 - 12.55	8.74 / 11.82	***	1.49 ( 16% )

## Data Plot and Equation





# High-Turnover (Sit Down) Restaurant - Lounge/Bar (932)

Peak Period Parking Demand vs: 1000 Sq. Ft. GFA

On a: Friday

Setting/Location: General Urban/Suburban

Peak Period of Parking Demand: 12:00 - 1:00 p.m.; 6:00 - 8:00 p.m.

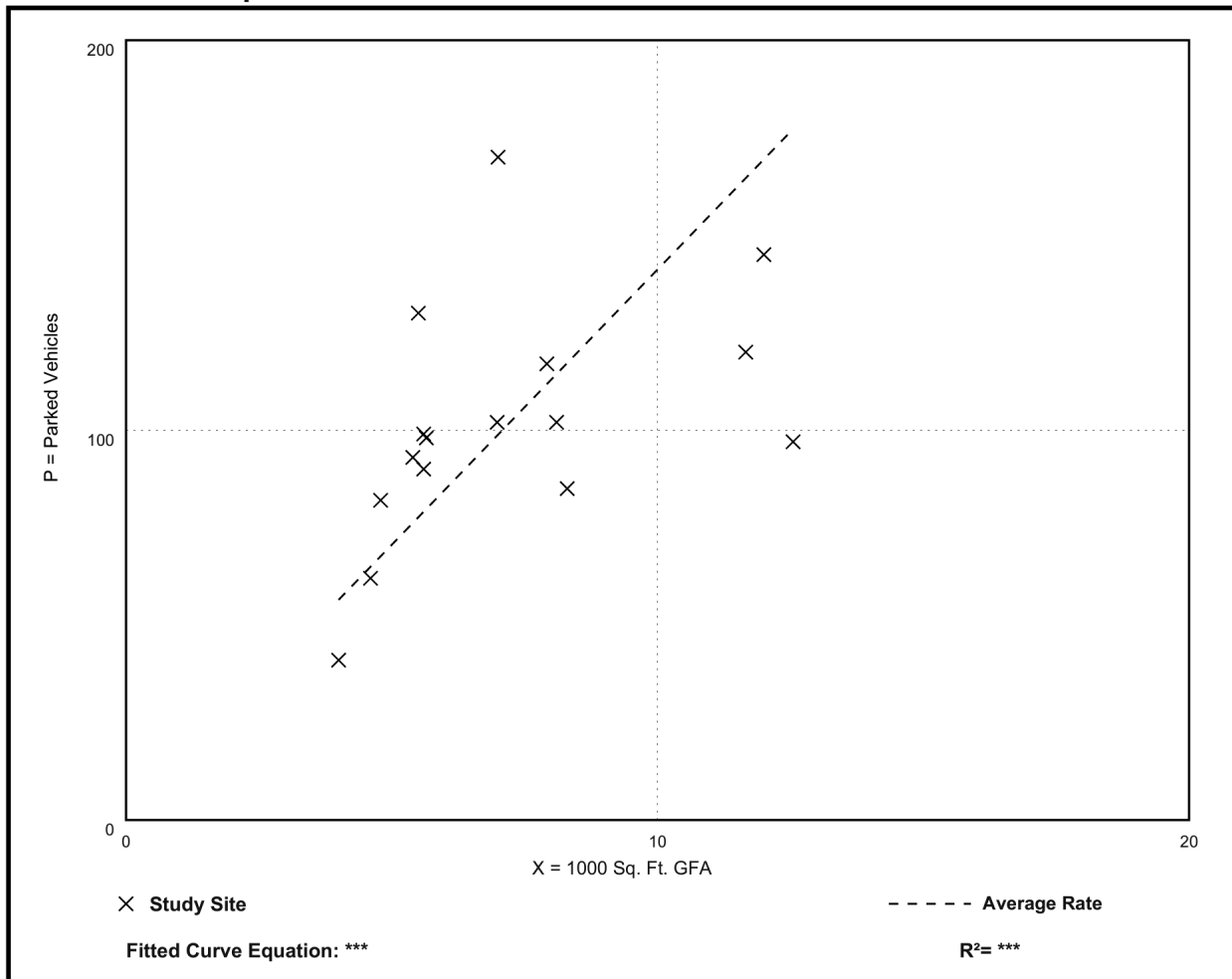
Number of Studies: 16

Avg. 1000 Sq. Ft. GFA: 7.2

## Peak Period Parking Demand per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
14.12	7.73 - 24.29	12.39 / 20.36	***	4.72 ( 33% )

## Data Plot and Equation



# High-Turnover (Sit Down) Restaurant - Lounge/Bar (932)

Peak Period Parking Demand vs: 1000 Sq. Ft. GFA

On a: Saturday

Setting/Location: General Urban/Suburban

Peak Period of Parking Demand: 10:00 a.m. - 12:00 p.m.; 6:00 - 9:00 p.m.

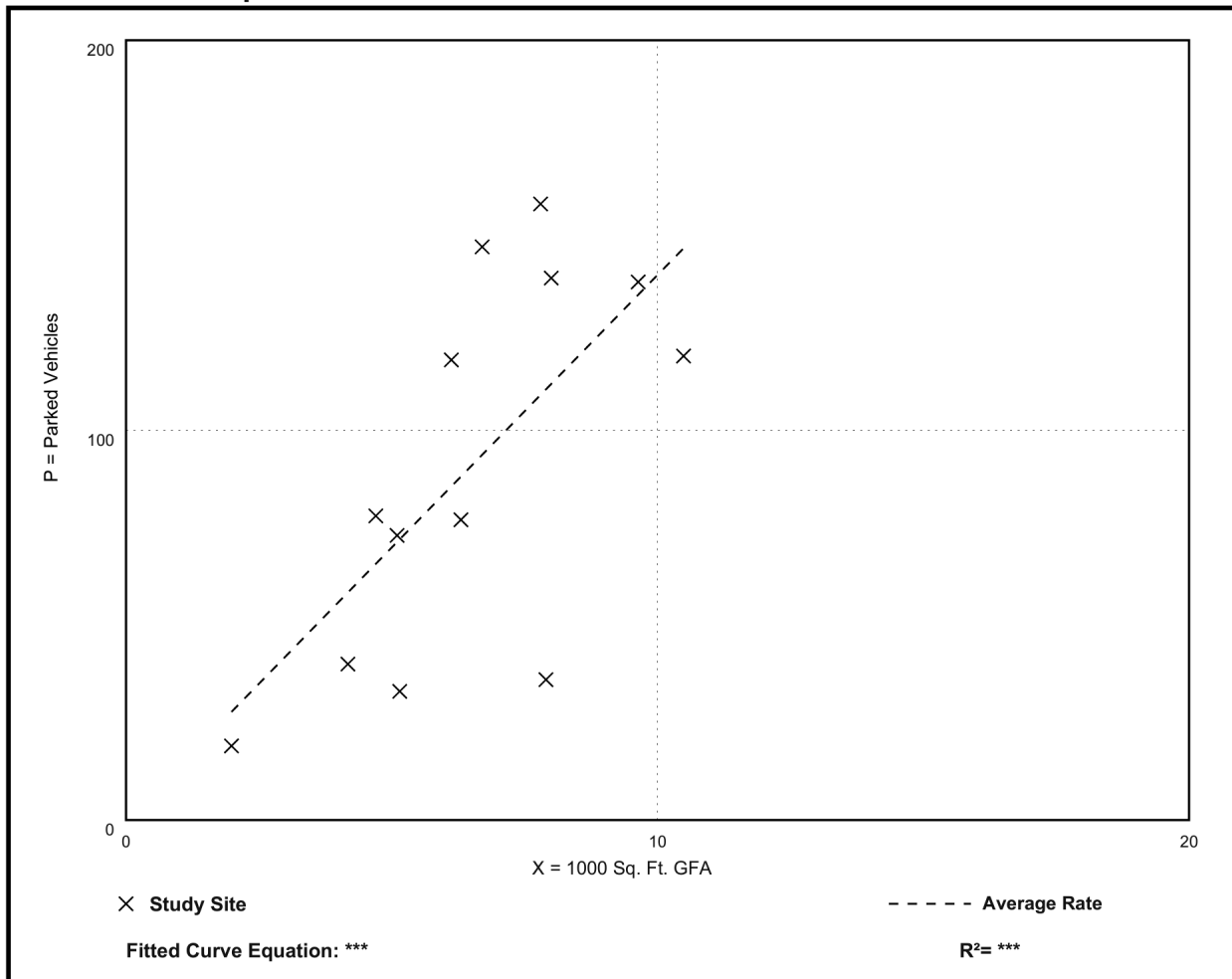
Number of Studies: 13

Avg. 1000 Sq. Ft. GFA: 6.5

## Peak Period Parking Demand per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
13.98	4.56 - 21.94	10.67 / 20.16	***	5.37 ( 38% )

## Data Plot and Equation



# Parking Study

## Appendix C | Shared Parking Tables

TABLE NO. 4

EXISTING PARKING SURVEY / PARKING ACCUMULATION  
FRIDAY, SEPTEMBER 24, 2021

TIME PERIOD		UPPER LOT SCHROM <sup>(1)</sup>		LOWER LOT RESTAURANT DEPOT		UPPER LOT + LOWER LOT TOTALS	
		EXISTING PARKING SPACES	68		181		249
		OCCUPIED	AVAIABLE	OCCUPIED	AVAILABLE	OCCUPIED	AVAILABLE
7:00 AM	7:30 AM	3	65	23	158	26	223
7:30 AM	8:00 AM	5	63	39	142	44	205
8:00 AM	8:30 AM	8	60	37	144	45	204
8:30 AM	9:00 AM	8	60	55	126	63	186
9:00 AM	9:30 AM	8	60	77	104	85	164
9:30 AM	10:00 AM	6	62	85	96	91	158
10:00 AM	10:30 AM	8	60	71	110	79	170
10:30 AM	11:00 AM	7	61	79	102	86	163
11:00 AM	11:30 AM	9	59	71	110	80	<b>169</b>
11:30 AM	12:00 PM	8	60	69	112	77	<b>172</b>
12:00 PM	12:30 PM	7	61	79	102	86	<b>163</b>
12:30 PM	1:00 PM	6	62	86	95	92	<b>157</b>
1:00 PM	1:30 PM	7	61	92	89	99	<b>150</b>
1:30 PM	2:00 PM	7	61	103	78	110	<b>139</b>
2:00 PM	2:30 PM	7	61	85	96	92	<b>157</b>
2:30 PM	3:00 PM	8	60	84	97	92	<b>157</b>
3:00 PM	3:30 PM	7	61	72	109	79	<b>170</b>
3:30 PM	4:00 PM	7	61	63	118	70	<b>179</b>
4:00 PM	4:30 PM	6	62	63	118	69	<b>180</b>
4:30 PM	5:00 PM	5	63	59	122	64	<b>185</b>
5:00 PM	5:30 PM	3	65	74	107	77	<b>172</b>
5:30 PM	6:00 PM	4	64	59	122	63	<b>186</b>
6:00 PM	6:30 PM	3	65	42	139	45	<b>204</b>
6:30 PM	7:00 PM	3	65	11	170	14	<b>235</b>

PARKING SURVEY CONDUCTED BY COLLIERS ENGINEERING & DESIGN - FRIDAY, SEPTEMBER 24, 2021

(1) - SCHROM - OFFICE / PRODUCTION STUDIO (28,397 S.F.)

TABLE NO. 5

EXISTING PARKING SURVEY / PARKING ACCUMULATION  
SATURDAY, SEPTEMBER 25, 2021

TIME PERIOD		UPPER LOT SCHROM <sup>(1)</sup>		LOWER LOT RESTAURANT DEPOT		UPPER LOT + LOWER LOT TOTALS	
EXISTING PARKING SPACES		68		181		249	
		OCCUPIED	AVAIABLE	OCCUPIED	AVAILABLE	OCCUPIED	AVAILABLE
7:00 AM	7:30 AM	3	65	8	173	11	238
7:30 AM	8:00 AM	3	65	11	170	14	235
8:00 AM	8:30 AM	4	64	34	147	38	211
8:30 AM	9:00 AM	4	64	55	126	59	190
9:00 AM	9:30 AM	4	64	56	125	60	189
9:30 AM	10:00 AM	4	64	66	115	70	179
10:00 AM	10:30 AM	4	64	71	110	75	174
10:30 AM	11:00 AM	4	64	69	112	73	176
11:00 AM	11:30 AM	3	65	77	104	80	<b>169</b>
11:30 AM	12:00 PM	3	65	79	102	82	<b>167</b>
12:00 PM	12:30 PM	3	65	74	107	77	<b>172</b>
12:30 PM	1:00 PM	4	64	72	109	76	<b>173</b>
1:00 PM	1:30 PM	4	64	62	119	66	<b>183</b>
1:30 PM	2:00 PM	3	65	64	117	67	<b>182</b>
2:00 PM	2:30 PM	3	65	58	123	61	<b>188</b>
2:30 PM	3:00 PM	3	65	60	121	63	<b>186</b>
3:00 PM	3:30 PM	3	65	60	121	63	<b>186</b>
3:30 PM	4:00 PM	3	65	63	118	66	<b>183</b>
4:00 PM	4:30 PM	3	65	41	140	44	<b>205</b>
4:30 PM	5:00 PM	3	65	14	167	17	<b>232</b>
5:00 PM	5:30 PM	3	65	1	180	4	<b>245</b>

PARKING SURVEY CONDUCTED BY COLLIERS ENGINEERING & DESIGN - SATURDAY, SEPTEMBER 25, 2021

(1) - SCHROM - OFFICE / PRODUCTION STUDIO (28,397 S.F.)

TABLE NO. 6

EXISTING PARKING SURVEY/PARKING ACCUMULATION W/ PROPOSED PARKING GARAGE  
FRIDAY, SEPTEMBER 24, 2021

TIME PERIOD		UPPER LOT SCHROM <sup>(1)</sup>		PARKING GARAGE	LOWER LOT RESTAURANT DEPOT		UPPER LOT + LOWER LOT + PARKING GARAGE TOTALS	
		EXISTING PARKING SPACES	68		142	181	391	
		OCCUPIED	AVAILABLE	AVAILABLE	OCCUPIED	AVAILABLE	OCCUPIED	AVAILABLE
7:00 AM	7:30 AM	3	65	142	23	158	26	365
7:30 AM	8:00 AM	5	63	142	39	142	44	347
8:00 AM	8:30 AM	8	60	142	37	144	45	346
8:30 AM	9:00 AM	8	60	142	55	126	63	328
9:00 AM	9:30 AM	8	60	142	77	104	85	306
9:30 AM	10:00 AM	6	62	142	85	96	91	300
10:00 AM	10:30 AM	8	60	142	71	110	79	312
10:30 AM	11:00 AM	7	61	142	79	102	86	305
11:00 AM	11:30 AM	9	59	142	71	110	80	<b>311</b>
11:30 AM	12:00 PM	8	60	142	69	112	77	<b>314</b>
12:00 PM	12:30 PM	7	61	142	79	102	86	<b>305</b>
12:30 PM	1:00 PM	6	62	142	86	95	92	<b>299</b>
1:00 PM	1:30 PM	7	61	142	92	89	99	<b>292</b>
1:30 PM	2:00 PM	7	61	142	103	78	110	<b>281</b>
2:00 PM	2:30 PM	7	61	142	85	96	92	<b>299</b>
2:30 PM	3:00 PM	8	60	142	84	97	92	<b>299</b>
3:00 PM	3:30 PM	7	61	142	72	109	79	<b>312</b>
3:30 PM	4:00 PM	7	61	142	63	118	70	<b>321</b>
4:00 PM	4:30 PM	6	62	142	63	118	69	<b>322</b>
4:30 PM	5:00 PM	5	63	142	59	122	64	<b>327</b>
5:00 PM	5:30 PM	3	65	142	74	107	77	<b>314</b>
5:30 PM	6:00 PM	4	64	142	59	122	63	<b>328</b>
6:00 PM	6:30 PM	3	65	142	42	139	45	<b>346</b>
6:30 PM	7:00 PM	3	65	142	11	170	14	<b>377</b>

PARKING SURVEY CONDUCTED BY COLLIERS ENGINEERING & DESIGN - FRIDAY, SEPTEMBER 24, 2021

TABLE NO. 7

PARKING SURVEY  
EXISTING PARKING SURVEY/PARKING ACCUMULATION W/ PROPOSED PARKING GARAGE

TIME PERIOD		UPPER LOT SCHROM <sup>(2)</sup>		PARKING GARAGE	LOWER LOT RESTAURANT DEPOT		UPPER LOT + LOWER LOT + PARKING GARAGE TOTALS	
		EXISTING PARKING SPACES	68		142	181	391	
		OCCUPIED	AVAILABLE	AVAILABLE	OCCUPIED	AVAILABLE	OCCUPIED	AVAILABLE
7:00 AM	7:30 AM	3	65	142	8	173	11	380
7:30 AM	8:00 AM	3	65	142	11	170	14	377
8:00 AM	8:30 AM	4	64	142	34	147	38	353
8:30 AM	9:00 AM	4	64	142	55	126	59	332
9:00 AM	9:30 AM	4	64	142	56	125	60	331
9:30 AM	10:00 AM	4	64	142	66	115	70	321
10:00 AM	10:30 AM	4	64	142	71	110	75	316
10:30 AM	11:00 AM	4	64	142	69	112	73	318
11:00 AM	11:30 AM	3	65	142	77	104	80	<b>311</b>
11:30 AM	12:00 PM	3	65	142	79	102	82	<b>309</b>
12:00 PM	12:30 PM	3	65	142	74	107	77	<b>314</b>
12:30 PM	1:00 PM	4	64	142	72	109	76	<b>315</b>
1:00 PM	1:30 PM	4	64	142	62	119	66	<b>325</b>
1:30 PM	2:00 PM	3	65	142	64	117	67	<b>324</b>
2:00 PM	2:30 PM	3	65	142	58	123	61	<b>330</b>
2:30 PM	3:00 PM	3	65	142	60	121	63	<b>328</b>
3:00 PM	3:30 PM	3	65	142	60	121	63	<b>328</b>
3:30 PM	4:00 PM	3	65	142	63	118	66	<b>325</b>
4:00 PM	4:30 PM	3	65	142	41	140	44	<b>347</b>
4:30 PM	5:00 PM	5	63	142	14	167	19	<b>372</b>
5:00 PM	5:30 PM	3	65	142	1	180	4	<b>387</b>

PARKING SURVEY CONDUCTED BY COLLIERS ENGINEERING & DESIGN - SATURDAY, SEPTEMBER 25, 2021  
(1) - SCHROM - OFFICE / PRODUCTION STUDIO (28,397 S.F.)

TABLE NO. 8

ADJUSTED PARKING SURVEY/PARKING ACCUMULATION W/ PROPOSED PARKING GARAGE  
FRIDAY, SEPTEMBER 24, 2021

TIME PERIOD		UPPER LOT + LOWER LOT <sup>(2)</sup>		PARKING GARAGE	TOTALS
EXISTING PARKING SPACES		249		142	391
		OCCUPIED	AVAILABLE	AVAILABLE	AVAILABLE
7:00 AM	7:30 AM	53	196	142	338
7:30 AM	8:00 AM	69	180	142	322
8:00 AM	8:30 AM	92	157	142	299
8:30 AM	9:00 AM	110	139	142	281
9:00 AM	9:30 AM	160	89	142	231
9:30 AM	10:00 AM	168	81	142	223
10:00 AM	10:30 AM	162	87	142	229
10:30 AM	11:00 AM	170	79	142	221
11:00 AM	11:30 AM	162	87	142	<b>229</b>
11:30 AM	12:00 PM	160	89	142	<b>231</b>
12:00 PM	12:30 PM	160	89	142	<b>231</b>
12:30 PM	1:00 PM	167	82	142	<b>224</b>
1:00 PM	1:30 PM	172	77	142	<b>219</b>
1:30 PM	2:00 PM	183	66	142	<b>208</b>
2:00 PM	2:30 PM	171	78	142	<b>220</b>
2:30 PM	3:00 PM	170	79	142	<b>221</b>
3:00 PM	3:30 PM	159	90	142	<b>232</b>
3:30 PM	4:00 PM	150	99	142	<b>241</b>
4:00 PM	4:30 PM	144	105	142	<b>247</b>
4:30 PM	5:00 PM	140	109	142	<b>251</b>
5:00 PM	5:30 PM	134	115	142	<b>257</b>
5:30 PM	6:00 PM	119	130	142	<b>272</b>
6:00 PM	6:30 PM	77	172	142	<b>314</b>
6:30 PM	7:00 PM	46	203	142	<b>345</b>

PARKING SURVEY CONDUCTED BY COLLIERS ENGINEERING & DESIGN - FRIDAY, SEPTEMBER 24, 2021

(2) - ADJUSTED TO ALLOCATE 21 SPACES FOR SCHROM BASED ON TOWN CODE

(2) - ADJUSTED TO ALLOCATE 70 SPACES (BASED ON TIME OF DAY DISTRIBUTION) FOR THE REMAINING VACANT SPACE (AS AN OFFICE USE) BASED ON TOWN CODE



TABLE NO. 9

ADJUSTED PARKING SURVEY/PARKING ACCUMULATION W/ PROPOSED PARKING GARAGE  
SATURDAY, SEPTEMBER 25, 2021

TIME PERIOD		UPPER LOT + LOWER LOT <sup>(2)</sup>		PARKING GARAGE	TOTALS
EXISTING PARKING SPACES		249		142	391
		OCCUPIED	AVAILABLE	AVAILABLE	AVAILABLE
7:00 AM	7:30 AM	29	220	142	362
7:30 AM	8:00 AM	32	217	142	359
8:00 AM	8:30 AM	55	194	142	336
8:30 AM	9:00 AM	76	173	142	315
9:00 AM	9:30 AM	77	172	142	314
9:30 AM	10:00 AM	87	162	142	304
10:00 AM	10:30 AM	92	157	142	299
10:30 AM	11:00 AM	90	159	142	301
11:00 AM	11:30 AM	98	151	142	<b>293</b>
11:30 AM	12:00 PM	100	149	142	<b>291</b>
12:00 PM	12:30 PM	95	154	142	<b>296</b>
12:30 PM	1:00 PM	93	156	142	<b>298</b>
1:00 PM	1:30 PM	83	166	142	<b>308</b>
1:30 PM	2:00 PM	85	164	142	<b>306</b>
2:00 PM	2:30 PM	79	170	142	<b>312</b>
2:30 PM	3:00 PM	81	168	142	<b>310</b>
3:00 PM	3:30 PM	81	168	142	<b>310</b>
3:30 PM	4:00 PM	84	165	142	<b>307</b>
4:00 PM	4:30 PM	62	187	142	<b>329</b>
4:30 PM	5:00 PM	35	214	142	<b>356</b>
5:00 PM	5:30 PM	22	227	142	<b>369</b>

PARKING SURVEY CONDUCTED BY COLLIERS ENGINEERING & DESIGN - FRIDAY, SEPTEMBER 24, 2021  
(2) - ADJUSTED TO ALLOCATE 21 SPACES FOR SCHROM BASED ON TOWN CODE

# Land Use: 710 General Office Building

## Description

A general office building houses multiple tenants. It is a location where affairs of businesses, commercial or industrial organizations, or professional persons or firms are conducted. An office building or buildings may contain a mixture of tenants including professional services, insurance companies, investment brokers, and tenant services, such as a bank or savings and loan institution, a restaurant, or cafeteria and service retail facilities. A general office building with a gross floor area of 5,000 square feet or less is classified as a small office building (Land Use 712). Corporate headquarters building (Land Use 714), single tenant office building (Land Use 715), medical-dental office building (Land Use 720), office park (Land Use 750), and research and development center (Land Use 760) are additional related uses.

If information is known about individual buildings, it is suggested that the general office building category be used rather than office parks when estimating parking generation for one or more office buildings in a single development. The office park category is more general and should be used when a breakdown of individual or different uses is not known. If the general office building category is used and if additional buildings, such as banks, restaurants, or retail stores are included in the development, the development should be treated as a multiuse project. On the other hand, if the office park category is used, internal trips are already reflected in the data and do not need to be considered.

When the buildings are interrelated (defined by shared parking facilities or the ability to easily walk between buildings) or house one tenant, it is suggested that the total area or employment of all the buildings be used for calculating parking generation. When the individual buildings are isolated and not related to one another, it is suggested that parking generation be calculated for each building separately and then summed.

## Time of Day Distribution for Parking Demand

The following table presents a time-of-day distribution of parking demand on a weekday at 30 study sites in a general urban/suburban setting and two study sites in a dense multi-use urban setting.

TIME OF DAY DISTRIBUTION

70 PARKING SPACES

Hour Beginning	Percent of Weekday Peak Parking Demand	
	General Urban/Suburban	Dense Multi-Use Urban
12:00–4:00 a.m.	–	–
5:00 a.m.	–	–
6:00 a.m.	–	–
7:00 a.m.	13 = 9	26
8:00 a.m.	48 = 34	65
9:00 a.m.	88 = 62	95
10:00 a.m.	100 = 70	100
11:00 a.m.	100 = 70	100
12:00 p.m.	85 = 60	99
1:00 p.m.	84 = 59	99
2:00 p.m.	93 = 65	97
3:00 p.m.	94 = 66	94
4:00 p.m.	85 = 60	90
5:00 p.m.	56 = 39	–
6:00 p.m.	20 = 14	–
7:00 p.m.	11 = 8	–
8:00 p.m.	–	–
9:00 p.m.	–	–
10:00 p.m.	–	–
11:00 p.m.	–	–

**Additional Data**

The average parking supply ratios for the study sites with parking supply information are as follows:

- 2.9 spaces per 1,000 square feet GFA in a dense multi-use urban setting that is not within ½ mile of rail transit (seven sites)
- 3.3 spaces per 1,000 square feet GFA (73 sites) and 1.2 spaces per employee (20 sites) in a general urban/suburban setting that is not within ½ mile of rail transit
- 3.0 spaces per 1,000 square feet GFA (seven sites) and 0.8 spaces per employee (two sites) in a general urban/suburban setting that is within ½ mile of rail transit

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Arizona, California, Colorado, Connecticut, Georgia, Illinois, Massachusetts, Minnesota, Montana, New Jersey, New York, Oklahoma, Oregon, Pennsylvania, Texas, Utah, and Washington.

**Source Numbers**

21, 22, 47, 122, 124, 142, 172, 201, 202, 205, 211, 215, 216, 217, 227, 239, 241, 243, 276, 295, 399, 400, 425, 431, 433, 436, 438, 440, 516, 531, 540, 551, 555, 556, 557, 571, 572, 588



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# Rockland County

Ed Day, Rockland County Executive

## DEPARTMENT OF PLANNING

Dr. Robert L. Yeager Health Center  
50 Sanatorium Road, Building T  
Pomona, New York 10970  
Phone: (845) 364-3434 Fax: (845) 364-3435

**Douglas J. Schuetz**  
Acting Commissioner

**Helen Kenny Burrows**  
Deputy Commissioner

November 4, 2021

Orangetown Town Board  
26 Orangeburg Road  
Orangeburg, NY 10962

**Tax Data:** 65.18-1-16

**Re: GENERAL MUNICIPAL LAW REVIEW:** Section 239 L and M  
**Map Date:** 8/26/2021

**Date Review Received:** 10/8/2021

**Item:** 100 CORPORATE DRIVE ZONE CHANGE (O-1168YYYY)

Zone change from the LI and LIO zoning districts to wholly contain a 9.92-acre parcel in the LI district. The applicant is proposing a nightclub use in the existing building which is permitted as a conditional use in the LI zoning district, but not permitted in the LIO district. Southwest corner of NYS Route 303 and Corporate Drive

**Reason for Referral:**

NYS Route 303

The County of Rockland Department of Planning has reviewed the above item. Acting under the terms of the above GML powers and those vested by the County of Rockland Charter, I, the Commissioner of Planning, hereby:

***\*Recommend the following modifications***

- 1 The district boundary between the LI and LIO zones bisect several parcels to the north and south of the site. The surrounding area contains similar land uses to that of the subject parcel. The Town Board must conduct a comprehensive land use analysis to determine whether other parcels should also be changed to wholly be located in either the LI or LIO zone.
- 2 A review must be completed by the New York State Department of Transportation, any comments or concerns addressed, and any required permits obtained.
- 3 The Town shall be satisfied that the site complies with all applicable portions of the Route 303 Overlay Zone.
- 4 If the zone change is approved, in order for the Rockland County Planning Department to update the zoning map for the Town of Orangetown, a copy of the Town Board resolution adopting the zone change must be sent for our records. Once the map is updated, if further action is required to adopt the revised zoning map, it is the responsibility of the Town of Orangetown.

**100 CORPORATE DRIVE ZONE CHANGE (O-1168YYYY)**

5 Should the zone change be approved, we request the opportunity to review the site plan and any variances that may be needed to implement the proposed conditional use, as required by New York State General Municipal Law.



Douglas J. Schuetz  
Acting Commissioner of Planning

cc: Supervisor Teresa Kenny, Orangetown  
New York State Department of Transportation  
SESI Consulting Engineers

*"NYS General Municipal Law Section 239 requires a vote of a 'majority plus one' of your agency to act contrary to the above findings.*

*The review undertaken by the Rockland County Planning Department is pursuant to, and follows the mandates of Article 12-B of the New York General Municipal Law. Under Article 12-B the County of Rockland does not render opinions, nor does it make determinations, whether the item reviewed implicates the Religious Land Use and Institutionalized Persons Act. The Rockland County Planning Department defers to the municipality forwarding the item reviewed to render such opinions and make such determinations if appropriate under the circumstances.*

*In this respect, municipalities are advised that under the Religious Land Use and Institutionalized Persons Act, the preemptive force of any provision of the Act may be avoided (1) by changing a policy or practice that may result in a substantial burden on religious exercise, (2) by retaining a policy or practice and exempting the substantially burdened religious exercise, (3) by providing exemptions from a policy or practice for applications that substantially burden religious exercise, or (4) by any other means that eliminates the substantial burden.*

*Proponents of projects are advised to apply for variances, special permits or exceptions, hardship approval or other relief.*

*Pursuant to New York State General Municipal Law §239-m(6), the referring body shall file a report of final action it has taken with the Rockland County Department of Planning within thirty (30) days after final action. A referring body which acts contrary to a recommendation of modification or disapproval of a proposed action shall set forth the reasons for the contrary action in such report.*

30 Corporate Drive Tax Certiorari - 73.19-1-2

Assessment (all years) 1,775,000

The basis for settlement of this case is the previous sale price of the subject property in July, 2016. The filed years are 2017 through 2021.

Settlement Schedule - As a result of negotiations regarding this case, below is a schedule of recent results

Note that this property sold in July 2016 for \$3,375,000 and the first two years are based upon that sale price and adjusted accordingly to it's equalized values. The remaining years are proposed based on futher negotiations:

Year	Equal. Value	Eq. Rate	Indic. M/V Reduction	Proposed Settlement	% Change	Assm't Reduction	Prop. Eq. Value	Sch. /Libr Refund	Tn Ref.	Co. Refund
2016	Sale Price			<u>1,775,000</u>			<u>\$3,375,000</u>			
2017	\$3,756,614	47.25%	\$375,661	1,597,500	-10%	180,300	\$3,380,952	\$12,555	\$3,846	\$1,234
2018	\$3,901,099	45.50%	\$468,132	1,562,000	-12%	213,000	\$3,432,967	\$14,748	\$4,332	\$1,486
2019	\$4,072,035	43.59%	\$488,635	1,526,500	-12%	213,000	\$3,501,950	\$15,480	\$4,506	\$1,544
2020	\$4,221,165	42.05%	\$379,905	1,615,250	-9%	159,750	\$3,841,260	\$11,745	\$3,441	\$1,161
2021	\$4,162,758	42.64%	\$249,765	1,668,500	-6%	106,500	\$3,913,000	\$8,047	\$0	\$0
Note: Assm't will be adjusted for Town & County for the January, 2022 billing -no refunding for 2021 filing year								\$62,575	\$16,125	\$5,425

FYI -negotiations started with their offers of					
2017	-10.00%		-10.00%		-10.00%
2018	-13.00%	then	13.50%	now	-12.00%
2019	-17.00%		-17.00%		-12.00%
2020	-17.00%		-12.00%		-9.00%
2021	-17.00%		-8.00%		-6.00%

SUPREME COURT OF THE STATE OF NEW YORK  
COUNTY OF ROCKLAND

----- X

In the Matter of the Application of

30 CORPORATE LLC,

Petitioner,

**STIPULATION**

- against -

ORANGETOWN, TOWN OF (Municipal Corporation)  
Its ASSESSOR and BOARD OF ASSESSMENT REVIEW  
Of the TOWN OF ORANGETOWN,

**INDEX NOS.:** 032901/2017  
033764/2018  
033427/2019  
032708/2020  
033673/2021

Respondents.

For Review of the Assessment of certain Real Property  
in the Town of Orangetown, New York for the 2017, ,  
2018, 2019, 2020 and 2021 Assessment Rolls.

----- X

**IT IS HEREBY STIPULATED AND AGREED**, by and between the attorneys for the respective parties hereto, that certain proceedings brought by the petitioner to review the tax assessments fixed and imposed by the Town of Orangetown for the assessment rolls 2017, 2018, 2019, 2020 and 2021, for purposes of taxation upon certain real property located at 30 Corporate Drive, Town of Orangetown, Tax Lot 73.19-1-2 and providing that the assessed valuations of petitioner's property upon the assessment roll of the Town of Orangetown be settled, as follows:

STIPULATED AND AGREED that the assessed valuations of petitioner's property upon the assessment roll of the Town of Orangetown be reduced, corrected and fixed as follows with no change to existing exemptions, if any:



<u>YEAR</u>	<u>ORIGINAL ASSESSMENT</u>	<u>CORRECTED ASSESSMENT</u>	<u>AMOUNT OF ASSESSMENT REDUCTION</u>
2017	1,775,000	1,597,500	177,500
2018	1,775,000	1,562,000	213,000
2019	1,775,000	1,562,000	213,000
2020	1,775,000	1,615,300	159,700
2021	1,775,000	1,668,500	106,500

STIPULATED AND AGREED that petitioner agrees not to challenge the 2022 assessment provided it does not exceed 1,721,800, and it is further

STIPULATED AND AGREED that the Order and Judgment provide, pursuant to the Real Property Law of the State of New York, that the officer or officers having custody of the assessment rolls upon which the above mentioned assessments and any taxes levied thereon are entered shall correct said entries in conformity with this Order and Judgment and shall note upon the margin of said entered roll, opposite said entries, that the same have been corrected by the authorization of the Order and Judgment, and it is further

STIPULATED AND AGREED that the Order and Judgment further provide that the County of Rockland and/or Town of Orangetown and/or Pearl River School District, as appropriate, shall audit and allow the claim of petitioner for the overpayment of State, County or Town taxes, and School taxes (including Library) and taxes relating to any special taxing district for which the Town and/or County and/or Pearl River School District collects such taxes, as appropriate, against the original assessments in excess of what the taxes would have been if said assessments made in the aforesaid years had been made upon the reduced valuations, together with the proportionate share of any interest or penalty paid by reason of delinquent payment of said excess taxes, and it is further

STIPULATED AND AGREED that the Order and Judgment further provide that all tax refunds to be made by respondents, Town of Orangetown and/or Pearl River School District and/or County of Rockland or any of the various taxing authorities, be made by check or draft, payable to the order of "Mark F. Goodfriend, as attorney" for the petitioner, and it is further

STIPULATED AND AGREED that the Order and Judgment further provide that the refunds shall include interest thereon at the statutory rate in accordance with Real Property Tax Law Section 726(2), however, interest is waived as to all taxing authorities if refunds are paid within sixty (60) days after a copy of the Order with Notice of Entry is served; and it is further

STIPULATED that an Order shall be submitted to the Court in the form annexed.

Dated: November            2021

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**GOODFRIEND, SALTZMAN & GOODFRIEND**  
**BY: MARK F. GOODFRIEND**  
**Attorneys for Petitioner**

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**ORANGETOWN TOWN ATTORNEY**  
**BY: DENNIS MICHAELS, ESQ.**  
**Deputy Town Attorney**  
**Attorney for Respondent Town**

SUPREME COURT OF THE STATE OF NEW YORK  
COUNTY OF ROCKLAND

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In the Matter of the Application of

30 CORPORATE LLC,

Petitioner,

- against -

ORANGETOWN, TOWN OF (Municipal Corporation),  
Its ASSESSOR and BOARD OF ASSESSMENT REVIEW  
Of the TOWN OF ORANGETOWN,

Respondents.

For Review of the Assessment of certain Real Property  
in the Town of Orangetown, New York for the 2017, 2018,  
2019, 2020 and 2021 Assessment Rolls.

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**ASSIGNED TO:  
HON. ROBERT M. BERLINER**

**ORDER AND JUDGMENT  
REDUCING ASSESSMENTS**

**INDEX NOS.: 032901/2017  
033764/2018  
033427/2019  
032708/2020  
033673/2021**

Upon the Stipulation by the attorneys for the respective parties hereto, which provides for the settlement of certain proceedings brought by the petitioner to review the tax assessments fixed and imposed by the Town of Orangetown for the Assessment Rolls 2017, 2018, 2019, 2020 and 2021 for purposes of taxation upon certain real property located at 30 Corporate Drive, Town of Orangetown, Tax Lot #73.19-1-2, and due deliberation having been had thereon,

NOW, on motion of GOODFRIEND, SALTZMAN & GOODFRIEND, attorneys for the petitioner, it is

ORDERED, ADJUDGED AND DECREED that the assessment of the petitioner's property upon the Assessment Roll of the Town of Orangetown, be and hereby is reduced, corrected and fixed as follows with no change to existing exemption, if any:

<u>YEAR</u>	<u>ORIGINAL ASSESSMENT</u>	<u>CORRECTED ASSESSMENT</u>	<u>AMOUNT OF ASSESSMENT REDUCTION</u>
2017	1,775,000	1,597,500	177,500
2018	1,775,000	1,562,000	213,000
2019	1,775,000	1,562,000	213,000
2020	1,775,000	1,615,300	159,700
2021	1,775,000	1,668,500	106,500

ORDERED, ADJUDGED and DECREED that the officer or officers having custody of the Assessment Rolls upon which the above mentioned assessments and any taxes levied thereon are entered shall correct said entries in conformity with this Order and Judgment and shall note upon the margin of said rolls, opposite said entries, that the same have been corrected by the authorization of this Order and Judgment, and it is further

ORDERED, ADJUDGED and DECREED that the County of Rockland and/or the Town of Orangetown, and/or Pearl River School District, as appropriate, shall audit and allow the claim of petitioner for the overpayment of the State, County, or Town taxes and School taxes (including Library) and taxes relating to any special taxing district for which the Town and/or County and/or Pearl River School District collects such taxes, as appropriate, against the original assessments in excess of what the taxes would have been if said assessments made in the aforesaid years had been made upon the reduced valuations, together with the proportionate share of any interest or penalty paid by reason of delinquent payment of said excess taxes, and it is further

ORDERED, ADJUDGED and DECREED that all tax refunds to be made by respondents Town of Orangetown, and/or Pearl River School District and/or County of Rockland or any of the

various taxing authorities, be made by check or draft, payable to the order of "Mark F. Goodfriend, as attorney" for the petitioner, and it is further

ORDERED, ADJUDGED and DECREED that the refunds shall include interest thereon at the statutory rate in accordance with Real Property Tax Law, Section 726(2); however interest is waived if refunds are paid within sixty (60) days, after a copy of the Order with Notice of Entry is served upon the respective municipalities; and it is further

ORDERED, ADJUDGED and DECREED that the said tax review proceedings shall be settled without the allowance or payment of costs and disbursements to, by or against any party.

Dated: New City, New York  
December 2021

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HON. ROBERT M. BERLINER, J.S.C.

**WARRANT**

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<b>Warrant Reference</b>	<b>Warrant #</b>		<b>Amount</b>
Approved for payment in the amount of			
	102721	\$	53,055.06
	110321	\$	2,694.31
	110921	\$	585,622.49
	<b>Total</b>	<b>\$</b>	<b>641,371.86</b>

The above listed claims are approved and ordered paid from the appropriations indicated.

**APPROVAL FOR PAYMENT**

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**AUDITING BOARD**

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Councilman Gerald Bottari

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Councilman Paul Valentine

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Councilman Thomas Diviny

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Councilman Denis Troy

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Supervisor Teresa M. Kenny