
Village Board of Trustees Work Session Agenda

January 13, 2026
5:00 PM

Meeting Information

A Work Session of the Scarsdale Village Board of Trustees is scheduled for 5:00 PM on Tuesday, January 13, 2026. The meeting will be held in the Third Floor Meeting Room in Village Hall. Members of the public wishing to attend the meeting remotely can do so via online link at https://zoom.us/j/93183703358, or call into the meeting using 1-929-436-2866 and entering the Meeting ID 931 8370 3358.*

Agenda

- Discussion of First Pass Budget for FY2027
- Recreation Department Budget Presentation including Mamaroneck Road Traffic & Parking Study

SCARSDALE
1701
NEW YORK

Date: Tuesday, January 13, 2026
Re: Discussion of First Pass Budget for FY2027

COVER PAGE
Village Manager's Office

ATTACHMENT(S):

- 01.09.2026 - FY2027 First Pass Budget Memo
- 01.09.2026 - 2026-2027 Budget - NYS Tax Cap and Tax Rate Detail
- 01.09.2026 - 2026-2027 Budget - Capital Requests by Department
- 01.09.2026 - 2026-2027 Budget - Capital Requests by Funding Source

SCARSDALE
1701
NEW YORK

To: Alexandra Marshall, Village Manager

From: Tom Vouzakis, Capital Market Advisors, LLC

Date: January 9, 2026

RE: FY2027 First Pass Budget Review

MEMORANDUM
Village Manager's Office

General Fund

The FY27 General Fund First Pass currently has a budget gap of $8,019,156. Last year, the Village started the FY26 budget with a First Pass budget gap of $6,799,592.

General Fund Revenue:

- Total revenue in the FY2027 General Fund First Pass is budgeted at $70.3 million, approximately $2.4 million less than the FY26 Adopted Budget.
- Consistent with prior years, The FY27 General Fund First Pass does not include any increase in the Tax Levy. The Tax Levy of the FY2026 Adopted Budget is $50,733,000.
- The Taxable Assessment increased by $51,999,363 year-over-year as of January 7, 2026.
- The FY2027 Budget calls for a Village Tax Rate of $5.425622, a decrease of $0.030341 (-0.56%) from the FY2026 Village Tax Rate.
- The FY27 General Fund First Pass does not include any appropriation of Unassigned Fund Balance.
- Sales Tax revenue of $4,650,000 is included in the FY2027 First Pass, which is equal to the FY2026 Adopted Budget. The Village receives its sales tax distribution through Westchester County. The Westchester County FY2026 Budget calls for a flat sales tax amount compared to FY2025.
- Recreation revenue in total is decreasing $242,660 (-8.1%) from the FY2026 Adopted Budget.
- Interest earnings, based on preliminary conversations with NYCLASS, are included in the FY27 First Pass at $2,000,000, lower than the current year budget by $500,000 (-20.0%).
- Building Department Revenue is budgeted at $1,798,000 in the FY27 First Pass, an increase of $54,000 (3.1%).
- Mortgage Tax has been trending higher than expected for the current fiscal year. As such, the FY2027 First Pass accounts for the Village and Town share of Mortgage Tax at $900,000, which, in total, is $232,000 (32.7%) higher than the FY2026 Adopted Budget.

NYS Tax Cap:

- The Village may increase the Tax Levy by up to $1,849,461 while remaining NYS Tax Cap compliant (see attachment for further detail). In this scenario, the FY2027 Tax Rate would be $5.623412
    - Increasing the levy to the tax cap would result in a 3.65% increase in the Tax Levy and a 3.07% increase in the Village Tax Rate compared to the FY2026 Adopted Budget.

Non-Departmental Expenses of the General Fund:

- The following three mandated expenses account for an increase in the FY2027 First Pass of $1,868,200.
    - **NYS Pension Expense:** The Village General Fund allocation for NYS Pension costs increased to $7,180,000, an increase of $880,000 (14.0%).
    - **Health Insurance:** The Village General Fund allocation for health insurance premiums increased to $11,968,200, an increase of $988,200 (9.0%).
    - **Workers Compensation:** Workers Compensation and Claims are being kept flat at $900,000.
- **Debt Service Expense:** FY2027 First Pass debt service expense decreased by $19,418 (1.5%) compared to the current year budget.
- **Contingency:** The Contingency accounts were not budgeted for the current year, unlike prior years. The FY2027 First Pass includes $400,000, as having a contingency account is considered a best practice for municipalities.
- **Adult and Youth Outreach Services:** Services provided by Scarsdale/Edgemont Family Counseling are included in the FY27 First Pass, totaling $400,639, representing a 2.9% increase from the current year.
- **Meals on Wheels and Volunteer Ambulance:** The budget for Meals on Wheels ($12,000) remains flat. The budget for Scarsdale Volunteer Ambulance ($109,500) is increasing by $19,800, representing the final of five payments for reimbursement of an ambulance purchase.

Departmental Expenses of the General Fund:

- For the FY2027 First Pass, no change in employee headcount is budgeted.
- Departmental Requested expenses are 2.0% above the current adopted budget. The primary drivers are salary increases. Salaries for settled collective bargaining agreements and Non –Union personnel are budgeted at an increase of 3%.
- The following are key changes by department:

- **Village Court** – The Village Court's budget increased by $89,193 (18.3%). This increase is due to additional costs for part-time court officers and increased contractual expenses of $65,000, which more accurately reflects historical actual expenses.
- **Village Manager** – The Village Manager's department budget decreased by $18,020 (-1.8%). While existing expenses for the department are budgeted to decrease approximately $48,000, these are offset by the expected hiring of a contractual grant writing service for $30,000.
- **Village Treasurer** – The Village Treasurer's department budget increased by $50,986 (6.3%), primarily due to increase personnel costs.
- **Assessor** – The Assessor's department budget increased by $13,370 (2.1%) due to salary increases.
- **Village Clerk** – The Village Clerk's department budget decreased by $12,217 (-4.3%).
- **Village Attorney** – The Village Attorney's department's budget increased by $74,480 (10.1%) due to increased legal expenses related to labor negotiations and Freightway redevelopment.
- **Human Resources** – The department's budget increased by $41,215 (9.6%) due to increased overtime costs of $17,500 and additional professional development of $7,500.
- **Public Works** – The Public Works department's budget increased by $98,917 (0.9%), comprised of the following:

  a. **Salaries**: Total personnel costs for the department are budgeted to increase $148,782 (2.1%).

  b. **Equipment**: Equipment expenses decreased by $164,260 (-12.6%), which includes the annual fleet equipment purchases. This year's request consists of 10 vehicles, including 1 garbage truck, 1 sanitation scooter, and 1 sewer truck.

  c. **Contractual Expenses**: Contractual expenses increased by $114,395 (4.3%), largely due to increased snow removal costs.

- **Information Technology** – The Information Technology department's budget decreased by $3,385 (-0.3%).
- **Police** – The Police Department's budget increased by $345,672 (3.8%).

  a. **Salaries:** Total personnel costs are budgeted to increase $120,612 (1.4%)

  b. **Equipment:** Equipment expenses increased by $87,000 (28.9%).

  c. **Contractual Expenses:** Contractual costs are increasing by $100,060 (29.3%).

- **Fire** – The Fire Department's budget increased by $96,207 (1.3%).
  a. **Salaries**: Total personnel costs increased by $12,607 (0.2%).
  b. **Equipment**: Equipment expenses decreased by $80,500 (-38.1%).
  c. **Contractual Expenses**: Contractual costs increased by $164,000 (46.4%) due to increased Repairs to Buildings expenses.
- **Building** – The Building Department's budget increased by $17,582 (2.0%), primarily due to salary adjustments.

- **Parks and Recreation** –Overall Increase: The Parks and Recreation Department's budget increased by $19,514 (0.4%).
    a. **Salaries:** Total personnel expenses increased by $7,499 (0.3%).
    b. **Equipment:** Equipment expenses are decreasing by $20,000 (-7.7%).
    c. **Contractual Expenses:** Contractual costs are increasing by $32,015 (1.6%).
- **Planning** – The Planning Department's budget increased by $2,046 (0.8%), which consists entirely of salary adjustments.

Transfers from the General Fund:

The General Fund allocates monies to the Library and Central Garage funds to support their operations and transfers funds to the Capital Fund to prioritize capital requests funded by operating monies.

- **Library Fund Transfer**: The transfer to the Library Fund totals $5,320,796, an increase of $312,796 (6.3%) over the current year's adopted budget.
- **Central Garage Fund Transfer**: The transfer to the Central Garage Fund totals $2,442,137, reflecting an increase of $185,387 (8.2%) over the current year's adopted budget.
- **Capital Fund Transfer**: The transfer to the Capital Fund supports FY2027 Capital Projects funded by the General Fund. The budgeted request of $4,936,210 is $2,059,044 (71.6%) higher than the current year.

Capital Requests:

Attached to this memo is a schedule of capital projects from FY27 through FY31.

Pool Fund:

The FY27 First Pass for the Pool Fund assumes that the pool will be open and fully operational for the 2026 summer season before closing for complex renovations. The budget projects a FY2027 surplus of $402,080, which includes an increase to revenue of $197,000 (11.4%) and an increase to expenditures of $76,320 (5.3%).

The Pool Fund ended FY25 with an unaudited fund balance of $985,198. Based on current year projections and the FY27 First Pass Budget, the fund balance at the end of FY27 is estimated to reach $1,251,694.

The debt associated with the Pool Complex Redevelopment Project, totaling $72,000,000, as referenced in the capital project schedule.

Water Fund:

The FY27 First Pass for the Water Fund includes a 3% increase in the base water rate, consistent with the recommendations from the Water Rate Study performed by Woodard and Curran in 2022. Total revenues for the Water Fund are budgeted to increase $558,850 (4.5%), which accounts for the increased water rate as well as the Village progress replacing older, less accurate water meters.

Operational Expenses for the Water Fund are budgeted to decrease $393,989 (-3.1%), primarily driven by a decrease in capital improvement costs of $591,000, which will offset increases to personnel costs ($94,530 or 7.5%) and employee benefits ($81,645 or 9.5%). Pension costs are budgeted to increase $15,848 (8.9%), health insurance costs to increase $50,400 (10.5%) and workers compensation costs to increase $10,000 (9.1%). Lastly, debt service costs are budgeted to decrease $2,014 (-0.4%).

Library Fund:

The FY27 First Pass for the Library Fund includes a 6.25% increase in funding from the General Fund compared to the current year's adopted budget. Please note that these numbers are still being reviewed as we have not yet received the finalized Library budget request.

a. Salaries:

- Salaries are increasing by $140,715 (5.0%) overall, primarily due to negotiated contractual increases for employees and increased part-time hours.

b. Employee Benefits:

- Employee benefit expenses are rising by $110,980 (8.5%), driven by increases in pension and health premium costs.

Central Garage Fund:

The FY27 First Pass for the Central Garage Fund is $312,796 (9.4%) greater than the current year's adopted budget. The primary drivers to the increase are additional capital projects for repairs to buildings and increases to employee benefit costs.

Village of Scarsdale

2026-2027 Budget - NYS Tax Cap and Tax Rate Detail

	2021/2022	2022/2023	2023/2024	2024/2025	2025/2026	2026/2027
Real Property Tax Levy - Previous Year	$ 41,829,069	$ 43,060,000	$ 44,655,000	$ 46,510,000	$ 48,803,000	$ 50,733,000
Multiplied by Tax Base Growth Factor	1.01030	1.01150	1.00940	1.0113	1.0089	1.0149
Tax Levy, Increased by Tax Base Growth Factor	42,259,908	43,555,190	45,074,757	47,035,563	49,237,347	51,488,922
Add: PILOTs Receivable - Prior Year	63,705	79,511	79,511	95,334	112,374	-
Total	42,323,613	43,634,701	45,154,268	47,130,897	49,349,720	51,488,922
Multiplied by Allowable Levy Growth Factor	1.01310	1.02000	1.02000	1.0200	1.0200	1.0200
Subtotal	42,878,053	44,507,395	46,057,353	48,073,515	50,336,715	52,518,700
Less: PILOTs Receivable - Current Year	76,000	63,705	95,334	112,374	131,882	-
Add: Available Tax Levy Increase Carryover	647,359	640,938	158,715	-	-	-
Subtotal	43,449,412	45,084,628	46,120,734	47,961,141	50,204,833	52,518,700
Employees Retirement System Exclusion	-	-	15,389	15,389	-	-
Police and Fire Retirement System Exclusion	251,526	-	191,770	191,770	71,561	63,761
Tax Levy Limit	**43,700,938**	**45,084,628**	**46,327,893**	**48,168,300**	**50,276,394**	**52,582,461**
Actual/ Maximum Allowable Tax Levy Increase	**1.26%**	**3.17%**	**2.76%**	**3.97%**	**4.38%**	**4.59%**
Current Year Actual/Proposed Tax Levy	**43,060,000**	**44,655,000**	**46,510,000**	**48,803,000**	**50,733,000**	**52,582,461**
Actual/Maximum Allowable Tax Levy Increase	**2.99%**	**3.70%**	**4.15%**	**4.93%**	**3.95%**	**3.65%**
Tax Cap Compliant	**Yes**	**Yes**	**No**	**No**	**No**	**Yes**

Village of Scarsdale

2026-2027 Budget Worksheet - Tax Rate Calculation

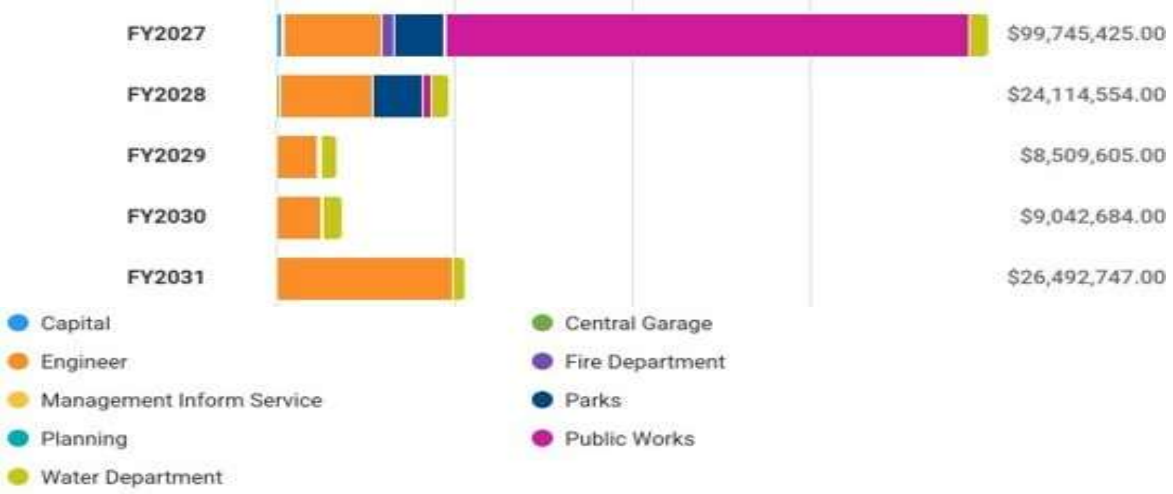
	2021/2022	2022/2023	2023/2024	2024/2025	2025/2026	2026/2027
Total Village Assessed Valuation	8,952,181,679	9,014,859,300	9,100,800,000	9,158,536,052	9,298,633,776	9,350,633,139
Actual/Proposed Tax Rate	**$ 4.8100**	**$ 4.9535**	**$ 5.1105**	**$ 5.3287**	**$ 5.4560**	**$ 5.6234**
Difference from Prior Year	*$ 0.10*	*$ 0.14*	*$ 0.16*	*$ 0.22*	*$ 0.13*	*$ 0.17*
Average Assessed Value	1,510,000	1,510,000	1,510,000	1,510,000	1,510,000	1,510,000
Village Taxes on Average Assed Value Property	**$ 7,263.10**	**$ 7,479.77**	**$ 7,716.91**	**$ 8,046.32**	**$ 8,238.50**	**$ 8,491.35**
Increase from Prior Year	*$ 151.75*	*$ 216.67*	*$ 237.15*	*$ 329.41*	*$ 192.18*	*$ 252.85*
Percentage Increase from Prior Year	*2.13%*	*2.98%*	*3.17%*	*4.27%*	*2.39%*	*3.07%*

FY 2027 Capital Funding By Department

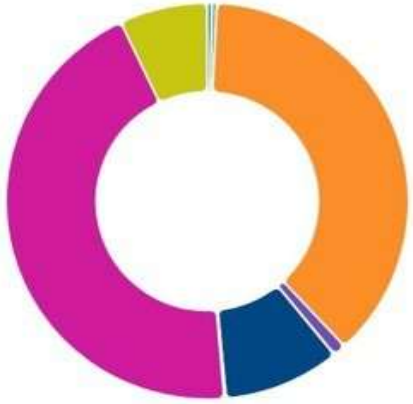
Request Title	Funding Sources Category	Department	FY2027 Funding	FY2028 Funding	FY2029 Funding	FY2030 Funding	FY2031 Funding
Replacement of Hydroexcavator	General Fund	Capital	240,000				
Replacement of Hydroexcavator	Sewer Fund	Capital	100,000				
Replacement of Hydroexcavator	Trust Accounts	Capital	340,000				
TOTAL CAPITAL DEPARTMENT REQUEST			*680,000*				
1 set of vehicle lifts	Agency Reimbursement	Central Garage	36,000				
1 set of vehicle lifts	Trust Accounts	Central Garage	36,000				
Floor Coating - Central Garage	Agency Reimbursement	Central Garage	100,000				
Floor Coating - Central Garage	Trust Accounts	Central Garage	100,000				
Replacement of Fuel Tanks at Central Garage	Agency Reimbursement	Central Garage	12,500	150,000			
Replacement of Fuel Tanks at Central Garage	Trust Accounts	Central Garage	12,500	150,000			
TOTAL CENTRAL GARAGE DEPARTMENT REQUEST			*297,000*	*300,000*			
Highway Improvements – Priority Curb Program	General Fund	Engineer	70,000	70,000	70,000	70,000	70,000
Highway Improvements - Road Resurfacing Program	General Fund	Engineer	917,410	1,014,285	1,116,004	429,835	502,332
Highway Improvements - Road Resurfacing Program	State Aid	Engineer	1,020,090	1,020,090	1,020,090	1,020,090	1,020,090
Highway Improvements - Sidewalk and Pathway Restoration	General Fund	Engineer	720,000	720,000	720,000	1,750,000	1,750,000
Mamaroneck Road Bridge over Heathcote Bypass - Maintenance Repairs and Steel Painting	General Fund	Engineer	750,000				
Parking Lot Resurfacing - Brite Avenue Tennis Courts	General Fund	Engineer	15,000				
Parking Lot Resurfacing - Supply Field	General Fund	Engineer	45,000				
Parking Lot Resurfacing - Weinberg Nature Center	General Fund	Engineer	100,000				
Public Buildings - Freightway Garage Renovation Design/Bid/Construction	Debt Issuance	Engineer	416,000	589,679	825,136	1,641,114	
Replacement of Traffic Signal at Mamaroneck Road and Murray Hill Road	General Fund	Engineer		75,000	500,000		
Sanitary Sewer – Sewer System Cleaning, CCTV Inspection, Cured in Place Pipe Lining and Other Rehabilitation	Sewer Fund	Engineer	983,000	983,000	983,000	983,000	983,000
Storm Drainage – Cleaning and CCTV Inspection	General Fund	Engineer	75,000	75,000	75,000	75,000	75,000
Storm Drainage – Drainage Improvements	Restricted Fund Balance	Engineer	100,000	100,000	100,000	100,000	100,000
Storm Drainage – Pipe Lining Program	General Fund	Engineer	150,000	157,500	165,375	173,645	182,325
Village wide stormwater improvement Projects	Agency Reimbursement	Engineer	4,140,000	4,140,000			10,000,000
Village wide stormwater improvement Projects	Debt Issuance	Engineer	4,140,000	4,140,000			10,000,000
TOTAL ENGINEERING DEPARTMENT REQUEST			*13,641,500*	*13,084,554*	*5,574,605*	*6,242,684*	*24,682,747*

Engine 55 Replacement	Debt Issuance	Fire Department	1,750,000				
TOTAL FIRE DEPARTMENT REQUEST			*1,750,000*				
OT Network Segmentation & Security Architecture Modernization	General Fund	Management Inform Service	53,300				
TOTAL MANAGEMENT INFORMATION SERVICE DEPARMENT REQUEST			*53,300*				
Colonial Acres Playground - replacement	General Fund	Parks		350,000			
Corell Park Playground Renovation	General Fund	Parks			350,000		
Crossway Field Improvements (parking, athletic field drainage, pickleball courts, comfort station)	Debt Issuance	Parks		6,500,000			
Davis Park Playground Renovation	General Fund	Parks	350,000				
LED Lights at High School Tennis Courts	General Fund	Parks		250,000			
Winston Field Improvements	Debt Issuance	Parks	6,600,000				
TOTAL PARKS, RECREATION, & CONSERVATION DEPARTMENT REQUEST			*6,950,000*	*7,100,000*	*350,000*		
Planning Services to Study Freightway Redevelopment	General Fund	Planning	250,000				
TOTAL PLANNING DEPARTMENT REQUEST			*250,000*				
Christie Place Parking Garage Security System - Cameras	General Fund	Public Works		30,000			
Facilities Maintenance Building Roof Replacement	General Fund	Public Works	125,000				
Library Landscaping Project	Agency Reimbursement	Public Works	283,125				
Plastic bag baler - Recycling Center	General Fund	Public Works	95,500				
Pool Complex Project - Construction Phase	Debt Issuance	Public Works	72,000,000				
Portable Trailer Mounted Generator	General Fund	Public Works		350,000			
Public Safety Building HVAC Improvements	General Fund	Public Works		100,000	75,000	50,000	50,000
Village Hall and Rutherford Hall Roof Replacement	General Fund	Public Works	980,000				
Village Hall Building Improvements	General Fund	Public Works		30,000	200,000		
Village Hall Electrical Service Upgrade	General Fund	Public Works		230,000			
Village Hall Generator	General Fund	Public Works		300,000			
Village Hall HVAC Upgrades and Replacements	General Fund	Public Works		60,000			
TOTAL PUBLIC WORKS DEPARTMENT REQUEST			*73,483,625*	*1,100,000*	*275,000*	*50,000*	*50,000*
Water Main Replacement	Water Fund	Water Department	2,640,000	2,530,000	2,310,000	2,750,000	1,760,000
TOTAL WATER DEPARTMENT REQUEST			*2,640,000*	*2,530,000*	*2,310,000*	*2,750,000*	*1,760,000*
TOTALS			**FY 2027 Total**	**FY 2028 Total**	**FY 2029 Total**	**FY 2030 Total**	**FY 2031 Total**
			$99,745,425	**$24,114,554**	**$8,509,605**	**$9,042,684**	**$26,492,747**

Budgeted Capital Costs By Department (per year)



Budgeted Capital Costs By Department (All Years)



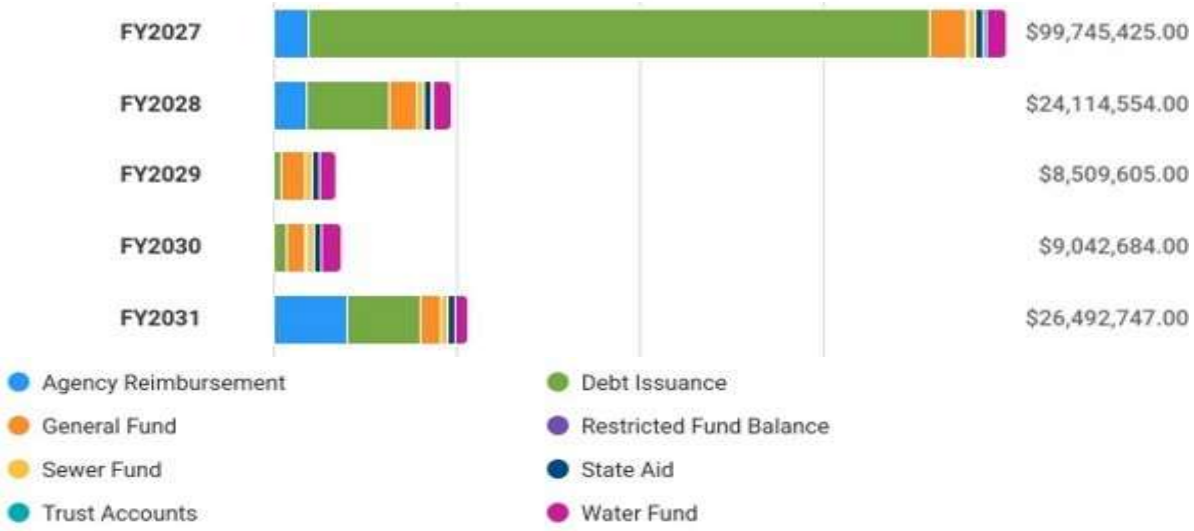
Capital (0%)	$680,000.00
Central Garage (0%)	$597,000.00
Engineer (37%)	$63,226,090.00
Fire Department (1%)	$1,750,000.00
Management Inform Service (0%)	$53,300.00
Parks (9%)	$15,900,000.00
Planning (0%)	$250,000.00
Public Works (44%)	$75,008,625.00
Water Department (7%)	$11,990,000.00

FY 2027 Capital Funding By Funding Source

Request Title	Funding Sources Category	Department	FY2027 Funding	FY2028 Funding	FY2029 Funding	FY2030 Funding	FY2031 Funding
1 set of vehicle lifts	Agency Reimbursement	Central Garage	36,000				
Library Landscaping Project	Agency Reimbursement	Public Works	283,125				
Replacement of Fuel Tanks at Central Garage	Agency Reimbursement	Central Garage	12,500	150,000			
Village wide stormwater improvement Projects	Agency Reimbursement	Engineer	4,140,000	4,140,000			10,000,000
Floor Coating - Central Garage	Agency Reimbursement	Central Garage	100,000				
TOTAL AGENCY REIMBURSEMENT			*4,571,625*	*4,290,000*			
Crossway Field Improvements (parking, athletic field drainage, pickleball courts, comfort station)	Debt Issuance	Parks		6,500,000			
Engine 55 Replacement	Debt Issuance	Fire Department	1,750,000				
Pool Complex Project - Construction Phase	Debt Issuance	Public Works	72,000,000				
Public Buildings - Freightway Garage Renovation Design/Bid/Construction	Debt Issuance	Engineer	416,000	589,679	825,136	1,641,114	
Village wide stormwater improvement Projects	Debt Issuance	Engineer	4,140,000	4,140,000			10,000,000
Winston Field Improvements	Debt Issuance	Parks	6,600,000				
TOTAL DEBT ISSUANCE			*84,906,000*	*11,229,679*	*825,136*	*1,641,114*	
Christie Place Parking Garage Security System - Cameras	General Fund	Public Works		30,000			
Colonial Acres Playground - replacement	General Fund	Parks		350,000			
Corell Park Playground Renovation	General Fund	Parks			350,000		
Davis Park Playground Renovation	General Fund	Parks	350,000				
Facilities Maintenance Building Roof Replacement	General Fund	Public Works	125,000				
Highway Improvements – Priority Curb Program	General Fund	Engineer	70,000	70,000	70,000	70,000	70,000
Highway Improvements - Road Resurfacing Program	General Fund	Engineer	917,410	1,014,285	1,116,004	429,835	502,332
Highway Improvements - Sidewalk and Pathway Restoration	General Fund	Engineer	720,000	720,000	720,000	1,750,000	1,750,000
LED Lights at High School Tennis Courts	General Fund	Parks		250,000			
Mamaroneck Road Bridge over Heathcote Bypass - Maintenance Repairs and Steel Painting	General Fund	Engineer	750,000				
OT Network Segmentation & Security Architecture Modernization	General Fund	Management Inform Service	53,300				
Parking Lot Resurfacing - Brite Avenue Tennis Courts	General Fund	Engineer	15,000				
Parking Lot Resurfacing - Supply Field	General Fund	Engineer	45,000				
Parking Lot Resurfacing - Weinberg Nature Center	General Fund	Engineer	100,000				

Planning Services to Study Freightway Redevelopment	General Fund	Planning	250,000				
Plastic bag baler - Recycling Center	General Fund	Public Works	95,500				
Portable Trailer Mounted Generator	General Fund	Public Works		350,000			
Public Safety Building HVAC Improvements	General Fund	Public Works		100,000	75,000	50,000	50,000
Replacement of Hydroexcavator	General Fund	Capital	240,000				
Replacement of Traffic Signal at Mamaroneck Road and Murray Hill Road	General Fund	Engineer		75,000	500,000		
Storm Drainage – Cleaning and CCTV Inspection	General Fund	Engineer	75,000	75,000	75,000	75,000	75,000
Storm Drainage – Pipe Lining Program	General Fund	Engineer	150,000	157,500	165,375	173,645	182,325
Village Hall and Rutherford Hall Roof Replacement	General Fund	Public Works	980,000				
Village Hall Building Improvements	General Fund	Public Works		30,000	200,000		
Village Hall Electrical Service Upgrade	General Fund	Public Works		230,000			
Village Hall Generator	General Fund	Public Works		300,000			
Village Hall HVAC Upgrades and Replacements	General Fund	Public Works		60,000			
TOTAL GENERAL FUND			*4,936,210*	*3,811,785*	*3,271,379*	*2,548,480*	*2,629,657*
Storm Drainage – Drainage Improvements	Restricted Fund Balance	Engineer	100,000	100,000	100,000	100,000	100,000
TOTAL RESTRICTED FUND BALANCE			*100,000*	*100,000*	*100,000*	*100,000*	*100,000*
Replacement of Hydroexcavator	Sewer Fund	Capital	100,000				
Sanitary Sewer – Sewer System Cleaning, CCTV Inspection, Cured in Place Pipe Lining and Other Rehabilitation	Sewer Fund	Engineer	983,000	983,000	983,000	983,000	983,000
TOTAL SEWER FUND			*1,083,000*	*983,000*	*983,000*	*983,000*	*983,000*
Highway Improvements - Road Resurfacing Program	State Aid	Engineer	1,020,090	1,020,090	1,020,090	1,020,090	1,020,090
TOTAL STATE AID			*1,020,090*	*1,020,090*	*1,020,090*	*1,020,090*	*1,020,090*
Replacement of Fuel Tanks at Central Garage	Trust Accounts	Central Garage	12,500	150,000			
1 set of vehicle lifts	Trust Accounts	Central Garage	36,000				
Floor Coating - Central Garage	Trust Accounts	Central Garage	100,000				
Replacement of Hydroexcavator	Trust Accounts	Capital	340,000				
TOTAL TRUST ACCOUNTS			*488,500*	*150,000*			
Water Main Replacement	Water Fund	Water Department	2,640,000	2,530,000	2,310,000	2,750,000	1,760,000
TOTAL WATER FUND			*2,640,000*	*2,530,000*	*2,310,000*	*2,750,000*	*1,760,000*
TOTALS			**FY 2027 Total**	**FY 2028 Total**	**FY 2029 Total**	**FY 2030 Total**	**FY 2031 Total**
			$99,745,425	**$24,114,554**	**$8,509,605**	**$9,042,684**	**$6,492,747**

Budgeted Funding Source By Year



Budgeted Funding Source

SCARSDALE
1701
NEW YORK

Date: Tuesday, January 13, 2026
Re: Recreation Department Budget Presentation including Mamaroneck Road Traffic & Parking Study

COVER PAGE
Village Manager's Office

ATTACHMENT(S):

- 01.13.2026 - B. Gray - PRC Budget Presentation
- 01.07.2026 - B. Gray Memo - Mamaroneck Road Traffic and Parking Study
- 12.30.2025 - DTS Provident - Mamaroneck Road Traffic & Parking Study

DEPARTMENT OF PARKS, RECREATION & CONSERVATION

FY2026-2027 BUDGET PRESENTATION

DEPARTMENT OF PARKS, RECREATION, AND CONSERVATION FEES & CHARGES – 2026/27 PROPOSED

PROGRAM	DESCRIPTION	2025/26 EXISTING FEE	2026/27 PROPOSED FEE	2025 PARTICIPANTS	LATEST REVISION
PERMITS		**SINGLE PLAY**	**DOUBLE PLAY**	**TRIPLE PLAY**	
ALL RACQUET SPORT PERMITS	ADULT (*2025 data*)	$170 (*680*)	$275 (*76*)	$380 (*6*)	Feb -25
*Former Resident (20+ yrs M.S. Rate)	SENIOR CITIZEN (*2025 data*)	$85 (*90*)	$138 (*11*)	$190 (*2*)	Feb -25
* 50% Discount for Senior Citizen	JUNIOR (*2025 data*)	$102 (*190*)	$160 (*15*)	$225 (*1*)	Feb -25
* 25% Increase for M.S.	ADULT MAMARONECK STRIP (*2025 data*)	$212 (*17*)	$344 (*2*)	$475 (*1*)	Feb -25
* 2 times fee for house guest	SENIOR MAMARONECK STRIP (*2025 data*)	$106 (*0*)	$172 (*0*)	$238 (*0*)	Feb -25
and seasonal rental	JUNIOR MAMARONECK STRIP (*2025 data*)	$128 (*0*)	$200 (*0*)	$281 (*0*)	Feb -25
DAILY ADMISSIONS	GUEST	$15	$15	150	Feb – 18
	NON-RESIDENT	$20	$20	214	Feb – 18
LESSONS - OUTDOOR	INDIVIDUAL (60 minute – 3 to 8 weeks)	$120 a week	$125 a week	70	Feb – 25
	INDIVIDUAL (30 minute – 3 to 8 weeks)	$57 a week	$60 a week	59	Feb – 25
	ADULT GROUP (90 minutes – 3 to 6 weeks)	$57 a week	$60 a week	0	Feb – 25
	ADULT GROUP (60 minute – 3 to 8 weeks)	$47 a week	$50 a week	396	Feb – 25
	JUNIOR PRIVATE (30 minutes – 3 to 8 weeks)	$40 a week	$45 a week	11	Feb – 25
	JUNIOR DEVELOPMENT GROUP (3 to 8 wks)	$40 a week	$45 a week	145	Feb – 25
	LITTLE ACES (Spring & Fall)	$32 a week	$35 a week	131	Feb – 25
	PICKLEBALL	$55 a week	$60 a week	80	Feb – 25
	PLATFORM	$54 a week	$60 a week	4	Feb - 25
LESSONS - INDOOR	INDOOR TENNIS YOUTH (Red Ball)	$575	$585 a week	44	Feb – 25
	INDOOR TENNIS YOUTH (Orange Ball)	$660	$670 a week	19	Feb – 25
	INDOOR TENNIS YOUTH (Green Ball)	$1,090	$1,100 a week	2	Feb – 25
	INDOOR TENNIS YOUTH (Yellow Ball)	$1,390	$1,400 a week	4	Feb – 25
	INDOOR TENNIS ADULT (60 minute – 10 week)	$650	$660 a week	52	Feb – 25
	INDOOR TENNIS ADULT (90 minute – 10 week)	$890	$900 a week	21	Feb – 25
	INDOOR PICKLEBALL (60 minute – 10 week)	$450	$460 a week	77	Feb – 25
CAMP	TENNIS CAMP	$255 a week	$265 a week	171	Feb – 25
SUMMER YOUTH LEAGUE		$105	$110	7	Feb – 25

DEPARTMENT OF PARKS, RECREATION, AND CONSERVATION FEES & CHARGES – 2026/27 PROPOSED

PROGRAM	DESCRIPTION	2025/26 EXISTING FEE	2026/27 PROPOSED FEE	2025 PARTICIPANTS	LATEST REVISION OF FEE
YOUTH CAMPS					
DAY CAMP	* SEASON	$1,640	$1,705	537	Feb – 25
	* WEEKLY	$650	$675	90	Feb – 25
	COMBO SEASON	$1,200	$1,245	56	Feb – 25
* House Guest and Seasonal Rental - 2 times current fee	COMBO WEEKLY	$435	$450	27	Feb – 25
	LATE REGISTRATION (SEASON)	$425	$425	152	Feb – 23
	LATE REGISTRATION (WEEKLY)	$200	$200	44	Feb – 23
	BUS ROUND TRIP (SEASON)	$520	$520	189	Feb – 25
	BUS ROUND TRIP (WEEKLY)	$235	$235	19	Feb – 25
	CARVER CENTER	$815	$845	25	Feb – 25
	SCARSDALE FOUNDATION	$815	$845	0	Feb – 25
SOCCER CAMP	* SEASON	$665	$725	1	Feb – 25
	LATE REGISTRATION (SEASON)	$125	$125	0	Feb – 23
* House Guest and Seasonal Rental - 2 times current fee	* WEEKLY	$230	$240	7	Feb – 25
	LATE REGISTRATION (WEEKLY)	$85	$85	5	Feb – 23
SPORTS CAMP	* SEASON	$665	$725	8	Feb – 25
	LATE REGISTRATION (SEASON)	$125	$125	5	Feb – 23
* House Guest and Seasonal Rental - 2 times current fee	* WEEKLY	$230	$240	4	Feb – 25
	LATE REGISTRATION (WEEKLY)	$85	$85	2	Feb – 23
TRAVEL CAMP	SESSION 1 (3 WEEKS)	$2,725	$2,835	41	Feb – 25
	SESSION 2 (2 WEEKS)	$1,960	$2,040	40	Feb – 25

DEPARTMENT OF PARKS, RECREATION, AND CONSERVATION FEES & CHARGES – 2026/27 PROPOSED

PROGRAM	DESCRIPTION	2025/26 EXISTING FEE	2026/27 PROPOSED FEE	2025 PARTICIPANTS	LATEST REVISION OF FEE
ATHLETICS					
BASKETBALL	K-2 SUNDAY CLINIC	$156	$165	433	Feb – 24
	ADULT OPEN GYM	$5	$5	331	Feb – 10
CHEERLEADING	K-2nd GRADE	$50 a week	$52 a week	42	Feb – 25
	3rd – 5th GRADE	$55 a week	$57 a week	25	Feb – 25
	6th – 8th GRADE	$60 a week	$62 a week	8	Feb – 25
FIELD HOCKEY	CLINICS – FALL AND SPRING	$175-$225	$175-$225	38	Feb – 23
FOOTBALL	K-8th GRADE FLAG FOOTBALL (Fall)	$215	$225	116	Feb – 24
	K-8th GRADE FLAG FOOTBALL (Spring)	$140	$145	267	Feb -24
	3rd – 6th GRADE TACKLE FOOTBALL	$315	$330	52	Feb – 24
	7th & 8th GRADE TACKLE FOOTBALL	$370	$385	19	Feb – 24
GRIT NINJA	FALL/SPRING (Pre-K through 6th Grade)	$42 a week	$44 a week	115	Feb – 24
	SINGLE DAY EVENT	$115	$120	0	Feb – 24
INDEPENDENT SPORTS ORGANIZATIONS	LEAGUE PLAY – PARTICIPANT FEE	$25	$30		Feb – 24
	TOURNAMENT PLAY (to host)	$400	$425		Feb – 25
	FIELD RENTAL (CAMPS/CLINICS)	$400	$425		Feb – 25
ROAD RACE	15K	$30	$30	110	Feb – 23
	ADULT 4 MILE	$30	$30	235	Feb – 23
	ADULT POST DEADLINE 15K	$45	$45	68	Feb – 23
	ADULT POST DEADLINE 4 MILE	$45	$45	181	Feb – 23
SCHOOL BREAK CAMPS	CONTRACTED VACATION BREAK CAMPS	$150-$250	$150-$250	60	Feb – 23
SPORT CAMPS/CLINICS	WEEK LONG SPORT CAMPS/CLINICS	$165-$350	$165-$350	13	Feb – 23

DEPARTMENT OF PARKS, RECREATION, AND CONSERVATION FEES & CHARGES – 2026/27 PROPOSED

PROGRAM	DESCRIPTION	2025/26 EXISTING FEE	2026/27 PROPOSED FEE	2025 PARTICIPANTS	LATEST REVISION OF FEE
SOCCER	YOUTH LEAGUE (SATURDAY & WEEKDAY)	$432	$450	47	Feb - 24
	YOUTH LEAGUE (SATURDAY ONLY)	$276	$290	248	Feb - 24
	YOUTH LEAGUE (SAT.), MON. & THUR.)	$556	$580	5	Feb - 24
	AUGUST CAMP (3-14 year olds)	$225-$390	$235-$425	48	Feb - 24
SOFTBALL	MENS LEAGUE (TEAM FEE)	$1,560	$1,625	7	Feb – 24
YOUTH RUNNING CLUB	SPRING, SUMMER, FALL	$290	$300	0	Feb – 24
YOUTH SPORTS LEAGUE FEE	BASKETBALL LEAGUE (In-House Recreation)	$155	$165	588	Feb – 24
	SOFTBALL LEAGUE (In-House Recreation)	$155	$165	328	Feb – 24
OTHER PROGRAMMING					
BRICKS FOR KIDS CAMP	LEGO ENGINEERING CAMP	$360	$375	0	Feb – 25
CHESS CAMP	FULL DAY	$395	$410	8	Feb – 25
	HALF DAY	$275	$285	24	Feb – 25
MAD SCIENCE	MINI CAMPS	$185-$450	$185-$450	0	Feb – 23
MINDS IN MOTION	SEASONAL CAMPS	$220-$260	$220-$260	44	Feb – 25
NEW PROGRAM PROPOSALS	Franchise fee + $50/$25 per participant to PRC	$200-$500	$200-$500	0	Feb – 23
	30/70% split = $25-$30 per contact hour				

DEPARTMENT OF PARKS, RECREATION, AND CONSERVATION FEES & CHARGES – 2026/27 PROPOSED

PROGRAM	DESCRIPTION	2025/26 EXISTING FEE	2026/27 PROPOSED FEE	2025 PARTICIPANTS	LATEST REVISION OF FEE
SPECIAL EVENTS					
HALLOWEEN WINDOW PAINTING	SINGLE ENTRY	$25	$30	86	Feb – 24
	DOUBLE ENTRY	$35	$40	79	Feb – 24
	FAMILY	$35	$40	145	Feb – 24
JULY 4th FIREWORKS		$10	$10	451	Feb – 24
SCARECROW FESTIVAL	FAMILY (up to 4 family members)	$75	$75	57	Feb – 25
	ADDITIONAL FAMILY MEMBER (Meal)	$12	$12	13	Feb – 25
	ADDITIONAL FAMILY MEMBER (Kit)	$25	$25	7	Feb – 25
NATURE CENTER					
PROGRAMMING ** Registration Period for ALL Nature Center Programs will be open to Scarsdale Residents ONLY for 2 weeks. After 2 weeks – 15% surcharge* *for Mamaroneck Strip and 20% surcharge for Non-Residents.*	CLASSES	$10-$75	$10-$100	34	Feb – 24
	SCARSDALE GROUPS	$190-$250	$200-$300	13	Feb – 24
	NON SCARSDALE GROUPS	$250-$375	$300--$400	26	Feb – 24
	BIRTHDAY PARTIES (15+ CHILDREN)	$550	$600	5	Feb – 24
	BIRTHDAY PARTIES (UNDER 15 CHILDREN)	$450	$500	12	Feb – 24
	AUGUST ANIMAL VISIONS – 1 WEEK	$485	$505	35	Feb – 24
	AUGUST ANIMAL VISIONS – 2 WEEK	$825	$860	11	Feb – 24
	AUGUST ANIMAL VISIONS – 3 WEEK	$1,225	$1,275	2	Feb - 25
	LITTLE FERNS (FALL AND SPRING)	$65 Per Day	$65 Per Day	29	Feb – 23
	LITTLE FERNS (WINTER)	$55 Per Day	$55 Per Day	13	Feb – 23
	ADULT GARDENING CLASS (adult, youth, fam)	$35 a session	$38-$45 a session	21	Feb – 24
	AFTER SCHOOL PROGRAMMING (6 to 8 weeks)	$155-$325	$165-$350	43	Feb – 23
	SPECIAL EVENTS	$20-$100	$20-$150	34	Feb - 24
SENIOR CITIZENS					
SENIOR CITIZENS	CLUB MEMBERSHIP – 2025-26	$20	$20	196	Feb – 25
	CLUB MEMBER NON-RESIDENT – 2025-26	$25	$25	73	Feb – 25
	LUNCHEON, PICNIC, PROGRAMS	$5-$35	$5-$35	60	Feb – 25
	TRIPS	$18-$125	$18-$125	48	Feb – 09

DEPARTMENT OF PARKS, RECREATION, AND CONSERVATION FEES & CHARGES – 2026/27 PROPOSED

PROGRAM	DESCRIPTION	2025/26 EXISTING FEE	2026/27 PROPOSED FEE	2025 PARTICIPANTS	LATEST REVISION OF FEE
POOL					
POOL PERMITS * House Guest and Seasonal Rentals = 2 x fee * 50% discount for seniors and Vol SCARVAC/F.D. Members * 25% increase for Mam. Strip * 250 non-resident family permits on a 1st come/1st served basis	FAMILY	$730	$760	749	Feb – 25
	INDIVIDUAL	$435	$455	50	Feb – 25
	WEEKDAY FAMILY	$540	$560	91	Feb – 25
	WEEKDY INDIVIDUAL	$315	$325	53	Feb – 25
	SINGLE USE	$185	$195	135	Feb – 25
	* NON-RESIDENT FAMILY (2.2 X's Fee)	$1,600	$1,660	337	Feb – 25
	ALUMNI (1.5 X's Fee)	$1,095	$1,135	43	Feb – 25
DAILY ADMISSIONS	GUEST INDIVIDUAL	$15	$15	7,397	Feb -22
DAILY FEES	SINGLE USE	$10	$10	505	Feb – 22
	WEEKEND USE	$10	$10	383	Feb – 22
	SENIORS	$5	$5	273	Feb – 22
POOL PROGRAMS					
AFTER CAMP AT THE POOL	1 WEEK	$220	$230	54	Feb – 25
	5 WEEKS	$935	$970	42	Feb – 25
AQUA TOTS/TINY BOBBERS		$120	$125	14	Feb – 25
DIVING CLINIC		$140	$145	12	Feb – 25
EARLY MORNING SWIM		$300	$310	35	Feb – 25
LEARN TO SWIM	5 YEAR OLDS AND OLDER	$200	$210	28	Feb – 25
LIFEGUARD TRAINING	COURSE	$500	$500	0	Feb – 17
	LIFEGUARD RECERTIFICATION	$195	$200	6	Feb – 25
	CPR RECERTIFICATION	$120	$125	44	Feb – 25

DEPARTMENT OF PARKS, RECREATION, AND CONSERVATION FEES & CHARGES – 2026/27 PROPOSED

PROGRAM	DESCRIPTION	2025/26 EXISTING FEE	2026/27 PROPOSED FEE	2025 PARTICIPANTS	LATEST REVISION OF FEE
POOL BIRTHDAY PARTIES		$495	$525	52	Feb – 25
PRE SCHOOL PADDLERS	JUNE (3 WEEKS AGES 3 & 4)	$130	$135	12	Feb – 25
	JULY (4 WEEKS AGES 3 & 4)	$180	$190	19	Feb – 25
PRIVATE LESSONS	FOUR LESSONS	$180	$190	131	Feb – 25
	SIX LESSONS	$235	$245	126	Feb – 25
SPLASH AND PLAY CAMP		$270	$280	49	Feb – 25
STROKE/FLIP/START CLINIC		$165	$170	0	Feb - 25
SWIM/DIVING TEAM		$270	$280	123	Feb – 25
SWIM PANTS	Baby/Child Swim diapers	$5	$5	49	Feb – 15
REPLACEMENT ID CARDS		$10	$10	240	Feb – 08
AQUA AEROBICS		$125	$130	5	NEW - 25

PRC Mission:

To advance parks, recreation and environmental conservation efforts that enhance the quality of life for residents of Scarsdale.

Parks

Recreation

Conservation

PARKS

This division is responsible for the day-to-day operation and maintenance of the PRC's facilities including parks, athletic fields, pools, lawns and open spaces.

- 13 Parks
- 9 Athletic Fields (rectangle)
- 9 Ball Fields (diamond)
- 10 Playgrounds
- 23 Tennis Courts
- 6 Pickleball Courts
- 6 Platform Tennis Courts
- Pool Complex
- Nature Center (Trails)

RECREATION

This division is responsible for providing activities and programming that stimulate a healthy spirit, mind and body of our program participants.

PROGRAMS FOR ALL AGES AND ABILITIES

- 15K/4M Road Races
- Nature Center
- Special Events (Light the Dale, Fireworks, Concerts)
- Halloween Window Painting Contest and Parade
- Wrestling Club
- Tennis/Pickleball/Platform Tennis Lessons
- Vibrant Senior Club
- Youth & Adult Sports Leagues (softball, basketball, soccer)
- Day Camp and Teen Travel Camp

& MUCH MORE!

CONSERVATION

Environmental and preservation programs are part of the PRC's commitment to conservation including implementing conservation policies and overseeing passive parkland.

- **Organic turf management (NYSID) (100% Pesticide and Herbicide Free)**
- **Leaf Mulching at all 38 Properties & Parks Managed by the PRC Department**
- **Tennis Ball Recycling Replay, Reuse, & Recycle Program (over 10,000 balls recycled)**
- **Ongoing sustainability initiatives with Friends of Scarsdale Parks and the Village Sustainability Committee**

DEPARTMENT OF PRC STAFF

RECREATION STAFF (7 FTE's)

Brian Gray (10 years) – Superintendent
Bob Kaczmarek (8 years) – Assistant Superintendent
John Holt (2 years) – Recreation Assistant
Kevin Blanden(3 years) – Recreation Supervisor/Pool Manager
Dale Haas (5 years) – Recreation Assistant
Stephanie Brown (23 years) – Administration (payroll, permits, administration)
Sue Oricchio (14 years) – Administration (accounts receivable/payable)

PARKS STAFF (4 FTE's)

Rich Strobel (8 year) – Park Foreman
Luckner Metellus (26 years) – Groundsman
Garry Senatus (12 years) – Groundsman
Inga DeNunzio (5 years) – Maintenance Worker Pool

Over 350 Seasonal Part-Time Staff

- **Pool**
- **Day Camp**
- **Tennis Attendants**
- **Sports Officials and Referees**
- **Park Laborers**
- **Nature Center Educators**

PERMANENT PART-TIME (3 Permanent P/T Employees)

Maida Silver (2 years) – Part-Time Senior Coordinator
Sam Weinstock (6 years) – Part-Time Naturalist/Weinberg Nature Center Director
Maura Mandrano (11 years) – Part-Time Weinberg Nature Center animal care provider/rehabber

Recent Accomplishments

- **Maintained strong staffing levels** across pool, camp, and full-time positions
- **Launch of a new Wrestling Program**
- **Expanded Senior Club offerings** through collaboration with Scarsdale Edgemont Family Counseling Services and the Scarsdale Public Library
- **Strengthened partnerships with the Scarsdale Business Alliance**, supporting the Halloween Parade, Light the ’Dale, and upcoming 15K/4M Road Races

Little League Gift Donation
Dugouts at Crossway Fields 1 & 2

Crossway Field #1

Before

After

Crossway Field #2

Before

After

Crossway 5 – Goal Mouth Sod Replacement

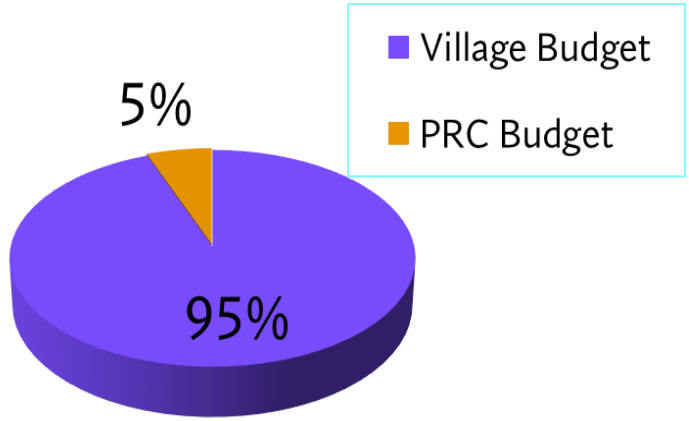
Deep Tine, Top Dress and Overseed (Hyatt, Scout, Boulder Brook, Crossway 3

Recent Challenges

- **Field Requests and Allocation**
- **Parking at Facilities e.g. Crossway Field, Girl Scout House**
- **Fluctuating Program Participation (Camp on the rise / athletics decreasing)**
- **Facility requests (birthday parties, family gatherings, etc. in parks)**
- **Lack of dedicated Pickleball facilities**

Summary of Department of PRC FY 2026-27 Operating Budget - Proposed

	REVENUE	EXPENSE
ADMINISTRATION	$0	$ 686,827.48
YOUTH CAMPS	$1,295,000.00	$1,083,600.00
WEINBERG NATURE CENTER	$179,000.00	$ 263,327.20
FACILITIES/PARKS	$90,000.00	$1,002,651.64
RECREATION	$604,600.00	$ 636,720.00
SENIOR CITIZENS	$9,800.00	$ 82,300.00
TENNIS (Racquet Sports)	$575,000.00	$ 675,500.00
DEPARTMENT TOTAL	**$2,753,400.00**	**$4,430,926.32**



Pool Enterprise Fund FY 2026-27 Budget - Proposed

	EXPENSE
PERSONAL SERVICES	$916,341
EQUIPMENT	$0
OPERATING ACCOUNTS	$573,140
EMPLOYEE BENEFITS	$75,000
PROPOSED EXPENSE TOTAL	**$1,564,481**

	REVENUE
ADMISSIONS	$100,000
CONSESSION	$17,000
MISC PROGRAMS	$195,000
POOL PERMITS	$1,500,000
OTHER	$5,000
PROPOSED REVENUE TOTAL	**$1,817,000**

FY2027 Operational Budget

- **No new positions being requested**
- **FY2027 General Fund expenditures reflect an increase of $19,514 over the FY2026 Adopted Budget**
- **FY2027 General Fund revenue reflects a decrease of $242,660 over the FY2026 Adopted Budget**

FY2027 Operational Budget

- **Adjustments will be made to programmatic expenses offset by revenue based on participation e.g.**
  - **Day Camp:**
    - **Revenue increase of $77,770**
    - **Expenditure increase of $26,000**
  - **Travel Camp:**
    - **Revenue decrease of $179,000**
    - **Expenditure decrease of $40,500**

FY2027 Operational Budget

Two new vehicle requests in accordance with Vehicle Replacement Program
Funding from Operating Account A.7020.PLGRD.MAINT.200.1 for $225,000

1. **Replacement of Vehicle #243**: *2014 Ford F250 - 2024 Life Repair Cost of $25,382 with Auction Value of $5,000*
   Purchase of 2027 Pickup Truck with Utility Body used to keep tools and maintenance equipment for onsite repairs throughout parks.

2. **Replacement of Vehicle #485**: *2004 GMC - 2024 Life Repair Cost of $34,282 with Auction Value of $7,500*
   Purchase of 2027 Pickup Truck with rack body with lift gate used for daily refuse collection at parks and movement of program equipment and supplies.

FY2027 Budget – Pool Fund

- **Pool fund reflects operations for a 2026 pool season prior to facility closure for construction**
- **FY2027 Pool Fund expenditures reflect an increase of $76,319 over the FY2026 Adopted Budget**
- **FY2027 Pool Fund revenue reflects an increase of $197,000 over the FY2026 Adopted Budget**

Prior Year Capital Project Updates

FY26 Aspen Park Playground Renovation

- **Neighborhood Engagement**
- **Demo and removal completed**
- **Installation 30% complete**
- **On track for a Spring 2026 opening (weather dependent)**

FY25 Willow Playground Renovation

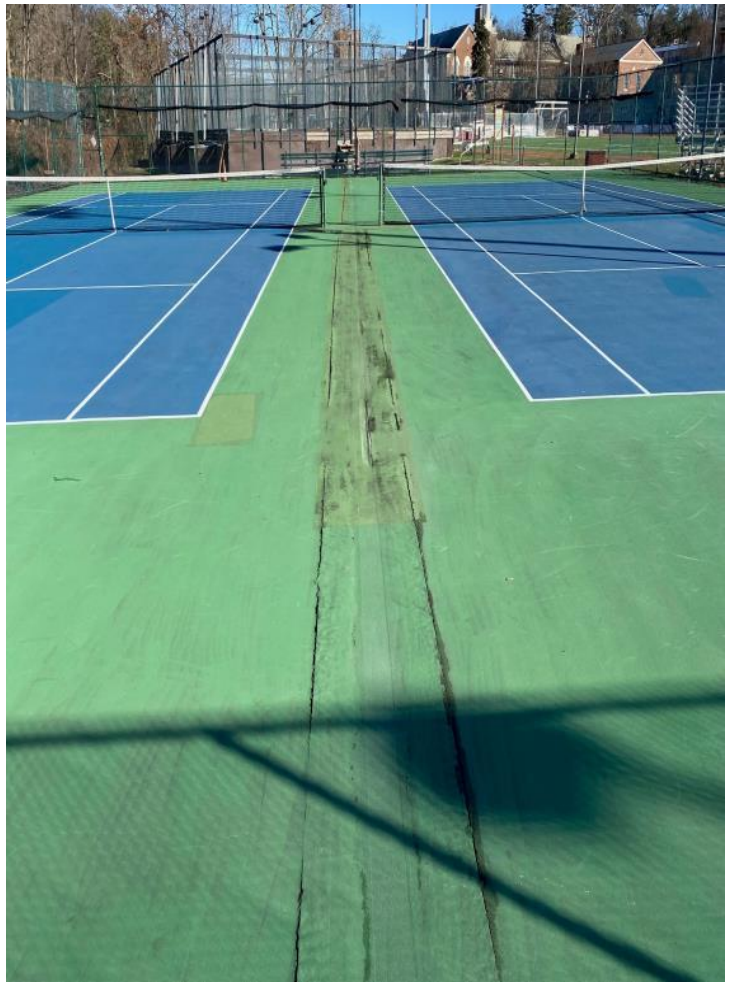
- Neighborhood Engagement
- Demo 70% Completed
- Expecting delivery of new apparatus soon
- On track for a spring 2026 opening (weather dependent)

FY26 Crossway – 3 Post Tension All Weather Tennis Courts

- **Site is prepped for a Spring 2026 concrete pour**
- **Drainage Conveyance System installed**
- **Subsurface Stormwater Detention System Installed**
- **Earthen berm with 30 Green Giant Arborvitae natural screening planted**
- **On track for a June/July opening**

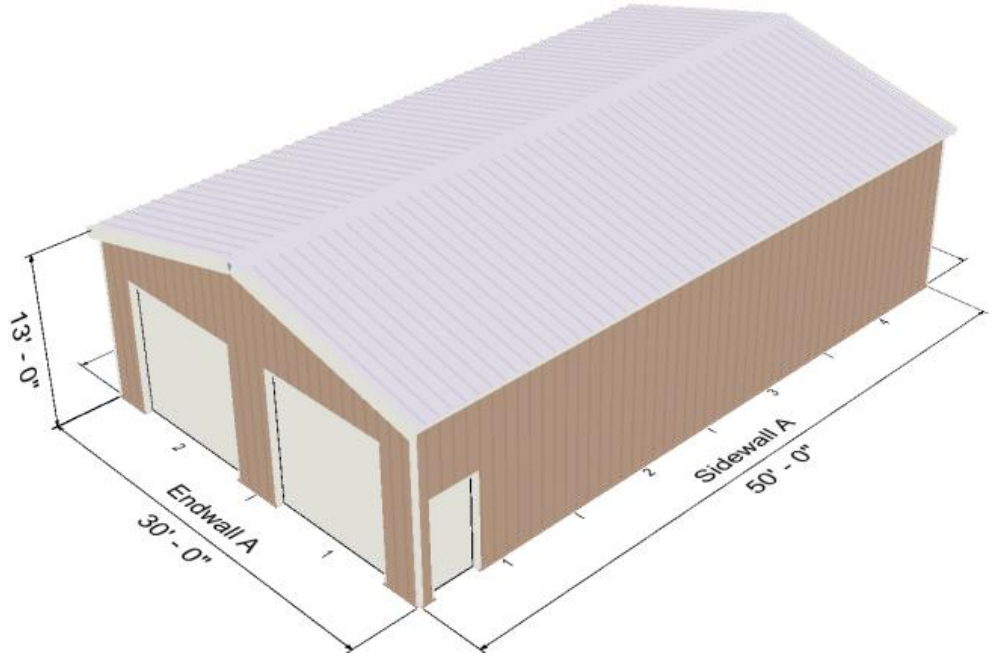
FY26 Tennis Court Crack Repair and Resurfacing
High School and Middle School Courts

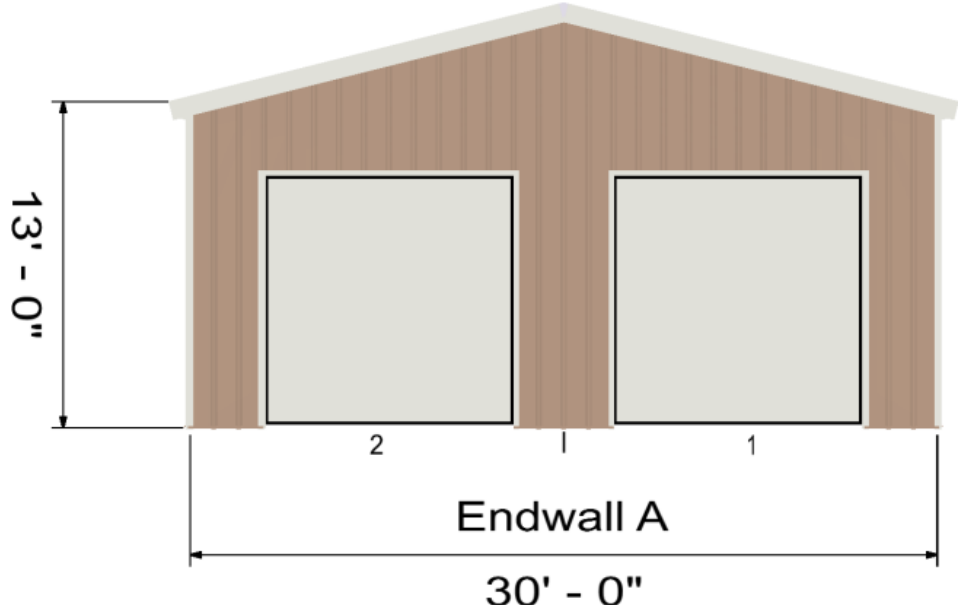
- **6 courts at High School - $105,900**
- **6 courts at Middle School - $98,900**
- **Contract signed**
- **On schedule for June/July 2026 for crack repair and resurfacing (weather dependent)**



FY25 Supply Building Storage Garage

- **FY2025 Funding: $100,000**
- **Building has been delivered ($41,000)**
- **Budget Modification necessary to form and pour concrete pad**
- **Village of Scarsdale Facilities Maintenance Department will install – Spring 2026**





2026-27 Capital Project Requests

Winston Field Improvements

Project Description: Construction of a new synthetic turf field with associated site improvements, including an access road, parking lot, retaining wall, and a support building housing restrooms and maintenance storage.

Fiscal Year 2025-26: Review proposals for engineering and drafting bid documents.

Fiscal Year 2026-27 Request: Construction of the Winston Field improvements, including a new synthetic turf field, access driveway, parking lot, retaining wall, and comfort station ($6,600,00).

Crossway Field, Court and Parking Improvements

Project Description: Drainage, parking, and amenity improvements at the Crossway Athletic Complex, including new pickleball courts, a comfort station, and expanded parking, consistent with recent field and traffic studies and maintaining natural grass fields.

Fiscal Year 2026-27 Request: Design and engineering, including traffic and site coordination and final construction documents ($1,500,000).

Fiscal Year 2027-28 Request: Construction of drainage improvements, parking expansions, pickleball courts, a comfort station, and associated site and circulation improvements ($5,000,000).

Davis Park Playground Replacement

Project Description: Replacement of the outdated Davis Park playground, including removal of existing equipment, installation of new apparatus, and new compliant wood fiber safety surfacing.

Fiscal Year 2026-27 Request: Demolition and removal of the existing playground apparatus and purchase and installation of new playground equipment at Davis Park, for a total project cost of $350,000, including $50,000 for removal and disposal and $300,000 for new equipment and installation.

SCARSDALE
1701
NEW YORK

To: Alexandra Marshall, Village Manager

From: Brian Gray, Superintendent PRC

Date: January 7, 2026

Re: Recommendation – Mamaroneck Road Traffic & Parking Study

MEMORANDUM
Department of Parks, Recreation and Conservation

In 2024, the Village of Scarsdale and the Scarsdale Union Free School District engaged CHA Solutions to perform a Joint Field Study of both Village and School owned athletic fields and courts. The purpose of the joint field study was to receive a comprehensive inventory and analysis of all existing conditions and a series of recommendations for improving and adding new facilities throughout the Village.

As part of the aforementioned Joint Field Study, CHA Solutions prepared a Needs Assessment based off an examination of the physical conditions of all fields and courts, as well as information gathered from key user groups and stakeholders. Findings of the needs assessment identified three key observations including drainage issues on most fields affecting playability, insufficient capacity, and clearer planning and communication with respect to scheduling. Although additional observations were noted, concerns at most venues included a lack of adequate and efficient parking, ADA access and pathways, and amenities such as benches, player's bench areas, and support buildings.

The Comprehensive Field Study presented by CHA Solutions contained site specific recommendations for each field and court they observed. Winston Field on the North Side of Mamaroneck Road is the Village's poorest draining field which often results in closures. In addition, the Crossway Complex, located on the South side of Mamaroneck Road is the heaviest utilized venue for athletic play attracting numerous vehicles for scheduled practices and games. Parking for both Winston and Crossway fields often share a parking lot with the Scarsdale Municipal Pool Complex, Boulder Brook Field, Kids BASE pre-School and tennis/pickleball courts and a playground.

In 2025, the Village engaged DTS Provident to perform a Traffic and Parking Study to further develop some of the alternatives identified by CHA Solutions for facilities located along Mamaroneck Road. The Traffic and Parking Study provides the Village an opportunity to more accurately determine parking needs, vehicular and pedestrian circulation, and ingress and egress from the facilities along the highly utilized Mamaroneck Road Corridor.

It is important to note, the plans noted in both the Field Study and Traffic Study are conceptual in nature and illustrated from information from various sources including Westchester County GIS data and are not from actual topographic surveys. For this reason, certain items may not appropriately align and the number of parking spaces and the concepts are estimates. Total number of parking spaces will be determined during the engineering phase of the project after a topographical survey is conducted and factors such as ADA compliance are considered.

Winston Field

Winston Field, being closed often due to wet field conditions, is the highest on the Department of Parks, Recreation and Conservation's (PRC) list to perform a site improvement. CHA Solutions submitted a recommendation to construct a synthetic turf field with two baseball/softball diamonds that can be used as 46'-60' to 50'-70' fields and a 330' x 180' rectangular multi-purpose field in between that can be used for field hockey, flag football, football, lacrosse, and soccer. In addition to the field, they recommend constructing a support building and a new access driveway from the pool parking lot to the field with a parking lot capable of accommodating 55 vehicles. DTS Provident provided a recommendation to add diagonal parking along the access drive that would create an additional 22 parking spaces. The net gain of approximately 77 parking spaces would be a direct increase in parking, as this improvement would not take away any existing parking to construct the field.

As mentioned, Winson Field is often closed due to wet conditions, however from April through November, the field is maintained and scheduled for use by the Village, School District and Independent Sport Organizations. The increase of parking made available through the addition of a new parking lot and access drive, regardless of field scheduling, will decrease the need for users of this field to rely on parking in the Pool Parking Lot during the busy months when both the field and pool are in operation.

The Department of PRC is recommending advancing Engineering of Concept Plan C-107 during Fiscal Year 2025/26. It is the desire of PRC to begin construction in the Fall of 2026/Spring 2027 for this project.

Concept Plan C-107
This concept plan expands upon the Winston Field/Boulder Brook concept by constructing an additional 25 parking spaces for a total parking supply of approximately 77 parking spaces. These additional 25 parking spaces would be constructed as angled parking along the new entrance driveway. Parking was also considered on the south side of the new entrance driveway, but it was determined to be too close to the field.

Crossway Fields

With respect to Crossway Fields, on the Southern side of Mamaroneck Road, the Field Study provides two options to improve playability of the athletic fields, as well as establish a location to best fit pickleball courts with the least amount of sound impact to neighbors.

As identified in Concept Plan C-105R, the Village has already begun construction of three new all-weather tennis courts at Crossway which are planned to be completed and open by July 2026. It is important to note that the Department of PRC is not recommending synthetic turf at Crossway Fields 1 & 2 as reflected in the image from Concept Plan C-105R. However, the Department does recommend extensive drainage improvements to Crossway Fields #1 through #5 and keeping the fields natural grass. The Department is also recommending converting the existing all-weather tennis courts, that are currently being used for Pickleball, into additional parking spaces and creating 6 new pickleball courts and a new comfort station able to accommodate park users when all fields and courts are being utilized.

To accommodate the need for additional parking at the Crossway Field Complex, the Department recommends advancing engineering of Concept Plan C-105R during Fiscal Year 2026/27 with construction in the 2027/28 Fiscal year. The Traffic and Parking Study, Concept Plan C-105R presents an option of constructing an additional 45 parking spaces for a total parking supply of approximately 313 spaces. These additional 45 parking spaces would be constructed on just south of Field #4 and East of the existing access driveway. As noted in the study, the creation of the new parking spaces would involve some tree/brush clearing as well as potential grading issues and notes that this concept plan places parking in closer proximity to neighboring residences. The aforementioned will need to be taken into consideration during engineering and could be remedied by creating an earthen berm similar to what is currently existing at the site.

Understanding the concept plans do not call for the creation of additional fields, rather improve playability of the existing, the addition of approximately 45 parking spaces at the venue will assist in overcrowding parking lots we currently experience when all fields are in use. It is important to recognize these additional spaces—along with the parking proposals at Winston Field—will alleviate existing parking constraints but are not expected to satisfy all of the demand during peak periods of activity. It is understood that Department staff must work closely with field users to stress the importance of staggering practices and games to ensure they all do not start and stop at the same time. This will allow more available parking spaces for vehicles between scheduled activities and minimize traffic back-ups as users come and go from the complex.

Concept Plan C-105R
This concept plan expands upon Crossway Field Option 2 by constructing an additional 45 parking spaces for a total parking supply of approximately 313 parking spaces. These additional 45 parking spaces would be constructed on Village property just south of multi-purpose field #4 and East of the existing access driveway. This additional parking construction would involve some tree and brush clearing. Grading could be an issue with the proposed additional parking in this scenario. It is noted that this concept also places parking in closer proximity to neighboring residences.

Conclusion

The Department of PRC recommendations contained in this memo are derived from data collected from both the Comprehensive Athletic Field and Court Study performed by CHA Solutions and the Traffic and Parking Study performed by DTS Provident. Any plans that are decided upon must be reviewed by an engineer to confirm code compliance, site feasibility, and determine geotechnical and environmental requirements. It should be again acknowledged that these proposals will improve parking along the Mamaroneck Road corridor but, situations such as nice weather when the pool is open prior to the end of school, tournament scheduling, and special events may impact the overall parking at these facilities. During peak times, due to the amount of recreational facilities being utilized, parking may still be limited. However, staff believes the addition of the proposed parking spaces will enhance overall parking and traffic efficiency.

DTS • PROVIDENT
Intelligent Land Use

TRAFFIC AND PARKING STUDY

SCARSDALE
MAMARONECK ROAD FIELDS

Village of Scarsdale, Westchester County, NY

Prepared for

VILLAGE OF SCARSDALE
1001 Post Road
Scarsdale, NY 10583

Prepared by

DTS Provident Design Engineering, LLP
One North Broadway
White Plains, New York

December 30, 2025

DTS Provident Project No. 1216

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APPENDICES

SECTION 1 – INTRODUCTION

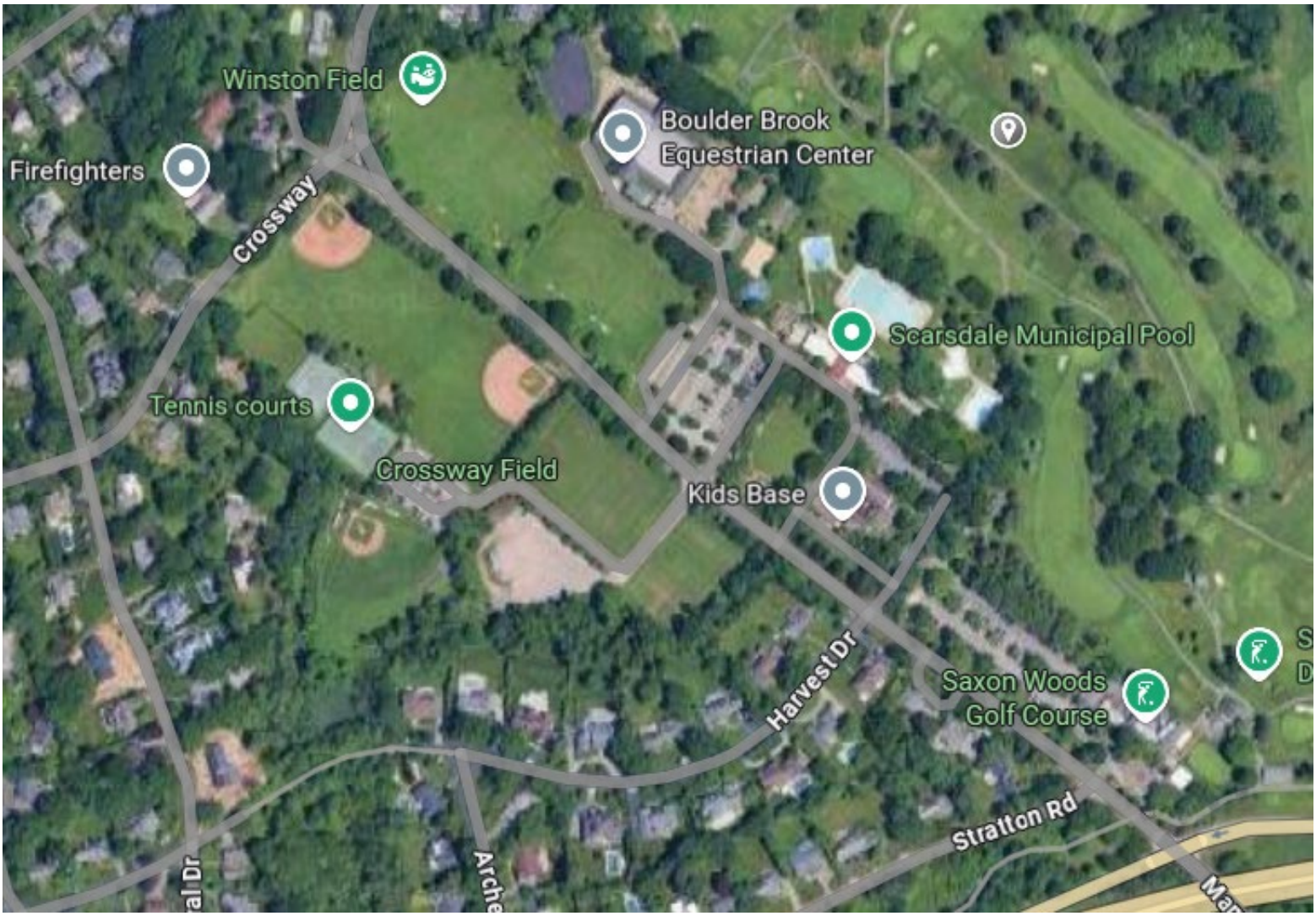
1.0 INTRODUCTION

On behalf of the Village of Scarsdale, DTS Provident Design Engineering (DTS Provident), a licensed Professional Engineering firm in the State of New York, has prepared this Traffic and Parking Analysis regarding the proposed field and corresponding parking improvements for the Crossway Fields and the Boulder Brook/Winston Field as well as the Municipal Pool Complex located along Mamaroneck Road in the Village of Scarsdale (see Figure below and Figure No. 1 in Appendix A). There are approximately 149 parking spaces south of Mamaroneck Road at Crossway Fields and 283 parking spaces north of Mamaroneck Road, including the Municipal Pool Complex.

A "Comprehensive Athletic Field & Court Study" was recently prepared by CHA Solutions on behalf of the Village and the Scarsdale UFSD. One of the observations of the Comprehensive Study was "Additional concerns at most of the venues are lack of adequate and efficient parking, ADA access and pathways, and amenities…". DTS Provident has been commissioned to further develop some of the alternatives for the facilities located along Mamaroneck Road including more accurately determining the necessary parking needs, vehicle and pedestrian circulation, and ingress and egress from the facilities.

DTS Provident met with Village staff to gain an understanding of the existing and proposed operating parameters. DTS Provident then conducted field observations as well as performed parking and traffic counts to evaluate the operation of the intersections and parking lots serving the fields and the municipal pool. These were conducted on different days of the week including the weekend. Employees of DTS Provident also have their own personal l experience parking at sporting events at these fields. Additional research of various fields and the corresponding parking was also performed.

The Comprehensive Study provides for additional fields and additional activities and time of use at the Site. This will result in more events and participants, further increasing the need for additional parking. A key for providing sufficient parking is dependent on the type of activity, the age of the participants, whether it is a local event or tournament, which all are a result of scheduling. Scheduling, including the number of events occurring at once and the time between activities (overlap), particularly on weekends, will be critical in ensuring that there is sufficient parking. The following is a summary of our review, analysis, and findings:


Winston Field
Boulder Brook
Equestrian Center
Firefighters
Crossway
Scarsdale Municipal Pool
Tennis courts
Crossway Field
Kids Base
Harvest Dr
Saxon Woods
Golf Course
Stratton Rd

SECTION 2 – EXISTING CONDITONS

2.0 EXISTING CONDITIONS

The Site location is located on both sides of Mamaroneck Road in the Village of Scarsdale. Mamaroneck Road bisects the fields where approximately five fields are south of Mamaroneck Road (Crossway Fields) and two fields are north of Mamaroneck Road (Boulder Brook Field/Winston Fields). Also located to the north of Mamaroneck Road is the Scarsdale Municipal Pool Complex and associated parking, the Boulder Brook Equestrian Center, and the Kids' Base facility. On the southside of Mamaroneck Road are the Crossway Fields including three baseball/softball, two rectangular fields (so possibly soccer, lacrosse, field hockey, etc.) and tennis courts along with two parking areas.

The following is a brief description of the various facilities contained in this Study based upon information from the Comprehensive Study" or other sources as well as the access:

North Side of Mamaroneck Road

- Municipal Pool Complex – In addition to the multiple pools, the facility also contains various other activities and structures. Last year, the peak day was in early July with 1315 patrons. No modifications for this area were considered in the Comprehensive Study. However, the Village is separately looking at potential modifications to the Pool Complex.
- Kids' Base and The Little School – The Kids' Base and The Little School facility is located southeast of the Municipal Pool Complex. Kids' Base provides educational and before/after school programs for children in grades K-5. Its hours are 7:00 AM to 6:30 PM and there is some bus transportation so the times in the evening may coincide with the field use but not significantly. The Little School provides education programs and summer camp for children from 2 to 5 years old. There is some overlapping times with the Municipal Pool (including use of the pool) but there is more of the Pool patrons parking at the Kids' Base than the other way so there is no significant impact.
- Boulder Brook Equestrian Center – The Boulder Brook Equestrian Center is accessed through the Pool Parking area but is private property and does not officially share parking.

- Boulder Brook/Winston Field – Upper Boulder Brook contains one full size soccer field and two smaller soccer/lacrosse fields while Lower Boulder Brook, which is also called Winston Field, consists of two smaller fields and three 46/60 baseball/softball fields (although only two have been utilized recently and only two are being considered in the future plans). The Winston Field area is not currently heavily utilized due to drainage issues.

South Side of Mamaroneck Road

- Crossway Field – The Crossway Field facility is one of the main facilities for the Village and contains two 46-60 and 60-90 baseball/softball fields with the center area sometimes utilized for football as well as a separate 46/60 to 50/70 baseball field. There are also two smaller rectangular fields mainly used for youth soccer along with three tennis courts (with six pickleball court overlay) and two exclusive tennis courts. In addition, there is also a playground. The Village uses part of the area as a Leaf Transfer Station. During the observations, some people were walking their dogs, and some adults were playing/practicing in a pick-up softball game on a weekday morning. The Comprehensive Study states that "Parking is not sufficient for all the activities".

Currently there is not enough parking available to support the usage of the various field and pool facilities if too many events/activities are occurring at the same time. The parking areas located to the north of Mamaroneck Road is primarily used to accommodate the Scarsdale Municipal Pool and the Upper/Lower Winston Fields. However, since the parking spaces are not striped, the amount of parking is dependent upon how close vehicles are parked next to each other. The Kids' Base facility has sufficient parking surrounding their building. On busy days, this parking is used for the pool complex as some parking spaces are closer to the pool complex entrance than the parking in the other pool parking areas.

The Boulder Brook Equestrian Center tends to have enough separate parking to support its typical use and was not considered in the parking calculations. However, there were no observations performed during a special event at the Equestrian Center.

On the south side of Mamaroneck Road are two parking lots to for the Crossway Fields. The southern lot is paved with asphalt and can accommodate approximately 80 vehicles. The northern parking lot is gravel and accommodates approximately 69 vehicles. However, since the parking spaces are not striped, the amount of

parking is dependent upon how close vehicles are parked next to each other. Thus, there are approximately 149 parking spaces on the south side.

There have been times when some tournaments were occurring at the Crossway Fields and the parking at the Crossway Fields were full, thus, drivers from the tournaments were parking at the Pool Complex parking area and walking back to Crossway Fields. At other times, on some summer weekend days, the pool parking was full, and pool patrons parked over at the Crossway Fields and walked back to the Pool.

The following table summarizes the existing Parking Inventory:

TABLE NO. 1
PARKING INVENTORY

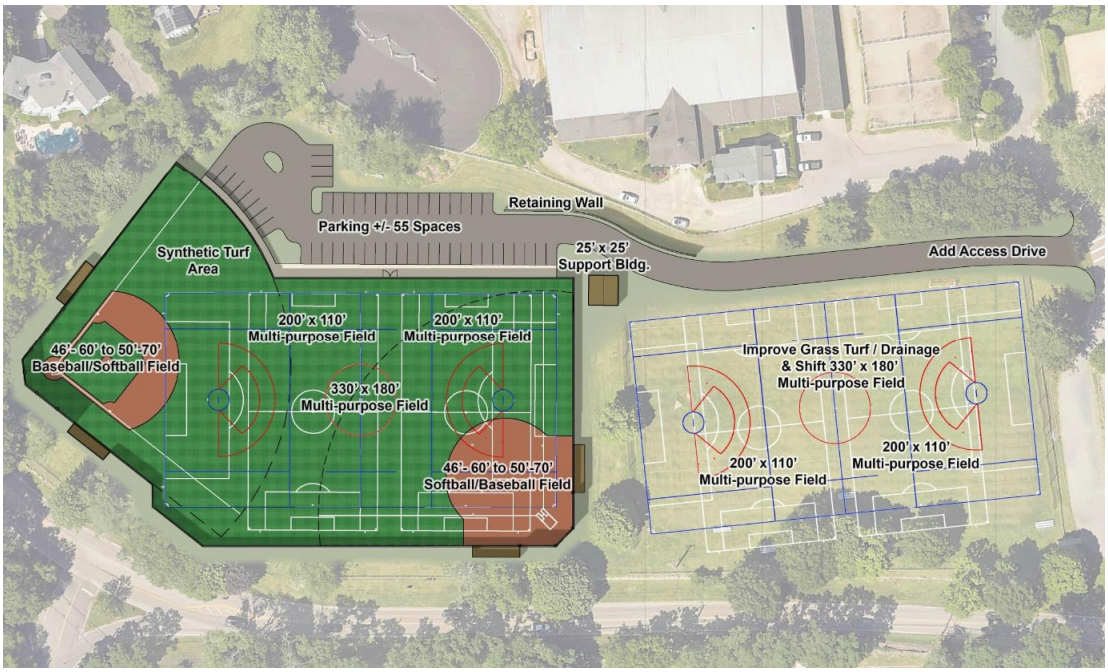
Location	Standard Parking Spaces	ADA Parking Spaces	Total Parking Spaces
Crossway Field North Parking Lot	67	2	69
Crossway Field South Parking Lot	77	3	80
Municipal Pool Complex Northwest Parking Lot	169	0	169
Municipal Pool Complex Main Parking Lot	56	0	56
Kids' Base Parking Lot	50	8	58
TOTAL	**419**	**13**	**432**

SECTION 3 – PROPOSED CONDITONS

3.1 PROPOSED CONDITIONS

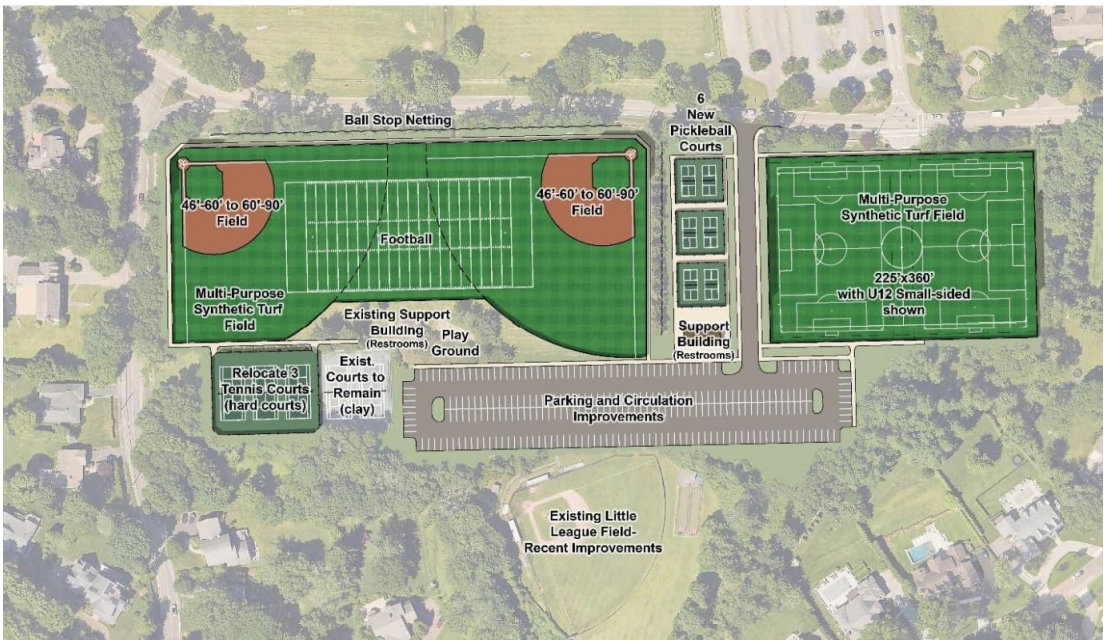
The Village of Scarsdale is looking to make enhancements to existing fields as well as potentially increase the number of fields and their utilization. One of the factors needed to increase the utilization is the provision of sufficient parking. Insufficient parking was one of the key concerns identified in the Comprehensive Study. The Comprehensive Study provides three concepts for field layouts including parking and are described below:

Winston Field/Boulder Brook



This concept involves constructing a synthetic turf field to accommodate one baseball field and one softball field as well as a multipurpose field in between. The Boulder Brook field will have its grass and drainage improved and the field shifted to accommodate a large multi-purpose rectangular field which could be converted to two smaller multi-purpose fields. A new access driveway and support building along with approximately 55 parking spaces will be constructed to the north.

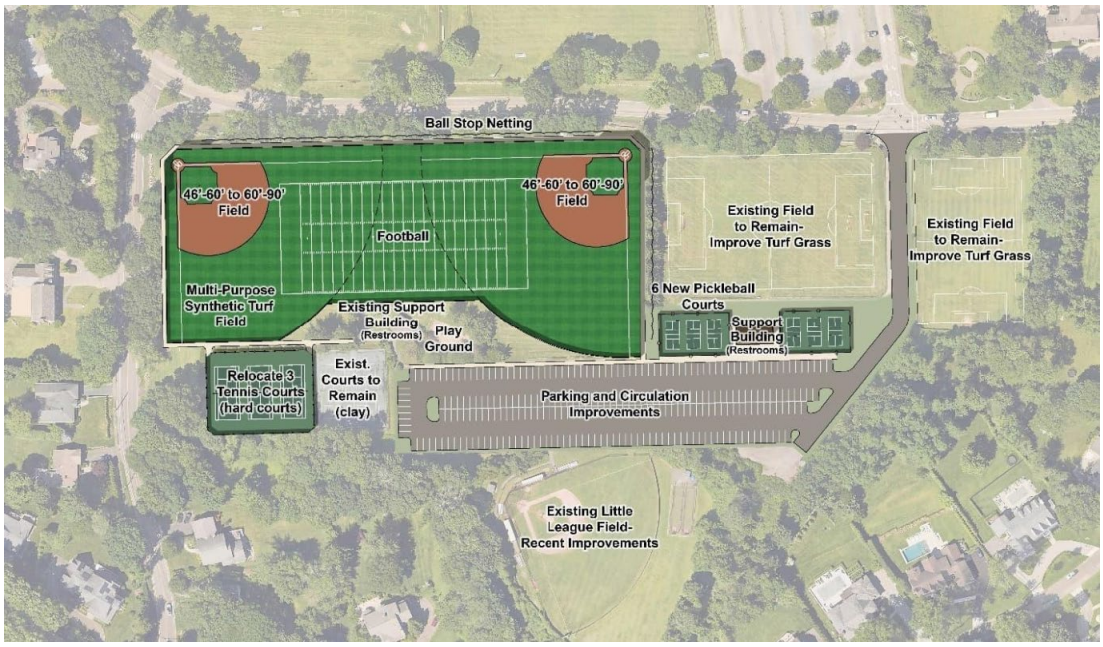
Crossway Field Option 1



Two concept options were provided in the Comprehensive Study for potential Crossway Field modifications. This concept involves changing Crossway Fields #1 & #2 as well as fields #4 & #5 from natural grass to synthetic turf. The three existing tennis courts will be relocated to the bowling green area. The area of the former tennis courts will be replaced by parking. The modified parking area will accommodate approximately 263 parking spaces. The existing driveway will be shifted west and no longer align with the Municipal Pool Exit Driveway. Six new pickle ball courts as well as a support building will be constructed alongside the new relocated driveway.

It should be noted at this time, the Village is not considering the installation of artificial turf at the Crossway complex, but the repositioning of the fields and the other facilities recommended in the Comprehensive Study are being considered.

Crossway Field Option 2



The second of the two options for Crossway Fields involves changing Crossway Fields #1 & #2 from natural grass to synthetic turf. Fields #4 & #5 will have their grass and drainage improved. The three existing tennis courts will be relocated to the bowling green area. The area of the former tennis courts will be replaced by parking. The modified parking area will accommodate approximately 268 parking spaces. Six new pickle ball courts will be constructed just north of the new parking area. In this option, the access driveway will remain in its current position opposite the Municipal Pool Exit Driveway.

SECTION 4 – SCHEDULING

4.0 CURRENT SCHEDULING

The Village Recreation has provided DTS Provident the field scheduling over the past year. This information is attached in Appendix B. The schedule indicates that the subject fields are utilized for various sport activities including, but not limited to baseball, softball, soccer, and lacrosse. There are essentially three separate schedules for the fields, Spring, Summer, and Fall. The schedules for these for fields are also combined/coordinated with other fields in the Village such as the Hyatt Fields, Scout Field, and the Supply Fields.

TABLE NO. 2
SUMMER 2024 FIELD SCHEDULES

SEASON	FIELD	SPORTS	ORGANIZATIONS
Summer 2024			
	Boulder Brook	Lacrosse (not in Summer), Soccer	Scarsdale High School Scarsdale Youth Soccer
	Winston Lower	Baseball	Scarsdale Little League
	Crossway Field 1	Softball	Rec Adult Softball
	Crossway Field 2	Softball	Rec Adult Softball
	Crossway Field 3	N/A	N/A
	Crossway Field 4	Soccer	Rec Soccer Camp Scarsdale Youth Soccer
	Crossway Field 5	Soccer	Rec Soccer Camp Scarsdale Youth Soccer
	Crossway Lower	Multi	USSI Multi Sports Camp

TABLE NO. 3 FALL 2024 FIELD SCHEDULES			
SEASON	**FIELD**	**SPORTS**	**ORGANIZATIONS**
Fall 2024			
	Boulder Brook	Lacrosse, Soccer Also Scarecrow Festival	Scarsdale Youth Lacrosse Scarsdale Youth Soccer Rec Soccer
	Winston Field 1	Soccer, Potentially Lacrosse	Scarsdale Youth Soccer Rec Soccer Scarsdale Youth Lacrosse
	Winston Field 2	Soccer, Potentially Lacrosse	Scarsdale Youth Soccer Rec Soccer Scarsdale Youth Lacrosse
	Winston Field 3	Soccer, Potentially Lacrosse	Scarsdale Youth Soccer Rec Soccer Scarsdale Youth Lacrosse
	Crossway Field	Football, Baseball Adult Softball Also Fire Fair	Rec Tackle Football Scarsdale Little League Adult Softball
	Crossway Field 1	Football, Baseball Adult Softball Also Fire Fair	Rec Tackle Football Scarsdale Little League Adult Softball (Hebrew League)
	Crossway Field 2	Football, Baseball Adult Softball Also Fire Fair	Rec Tackle Football Scarsdale Little League Adult Softball (Residents League)
	Crossway Field 3	Baseball	Scarsdale Little League
	Crossway Field 4	Soccer	Rec Soccer Scarsdale Youth Soccer
	Crossway Field 5	Soccer	Rec Soccer Scarsdale Youth Soccer

TABLE NO. 4 SPRING 2025 FIELD SCHEDULES			
SEASON	**FIELD**	**SPORTS**	**ORGANIZATIONS**
Spring 2025			
	Boulder Brook	Lacrosse, Soccer	Scarsdale Youth Lacrosse Scarsdale Youth Soccer
	Winston Field 1	Baseball, Softball, Soccer	Scarsdale Little League Rec Softball Scarsdale Youth Soccer
	Winston Field 2	Baseball, Softball, Soccer	Scarsdale Little League Rec Softball Scarsdale Youth Soccer
	Winston Field 3	Baseball, Softball, Soccer	Scarsdale Little League Rec Softball Scarsdale Youth Soccer
	Crossway Field 1	Baseball Adult Softball	HS JV Baseball Scarsdale Little League Rec Adult Softball Adult Softball (Resident League)
	Crossway Field 2	Baseball Adult Softball	HS Frosh Baseball Scarsdale Little League Rec Adult Softball Adult Softball (Hebrew League)
	Crossway Field 3	Baseball	Scarsdale Little League
	Crossway Field 4	Soccer	Scarsdale Youth Soccer
	Crossway Field 5	Soccer	Scarsdale Youth Soccer

The Municipal Pool is obviously the busiest on the hotter/drier days. It tends to be busiest on Sundays and Holidays. It tends to peak between mid-June through the end of July and has a drop-off in August. The Top 5 Most Attended Days in 2024 at the Pool Complex were:

TABLE NO. 5 TOP 5 MOST ATTENDED DAYS IN 2024					
Rank	Date	Day of Week	Attendance	Resident	Non-Resident
#1	July 14	Sunday	1,315	715	436
#2	July 4	Thursday	1,253	741	380
#3	June 19	Wednesday	1,180	699	323
#4	June 1	Saturday	1,116	591	395
#5	June 23	Sunday	1.098	696	282

4.1 FUTURE SCHEDULING

The Village is hoping that with the additional fields, the upgrading of existing fields and the provision of additional parking, there can be more activities and thus more people participating.

Future scheduling is going to be very important to maximize the use of the fields and the parking without causing an overflow. Understanding the traffic circulation and in particular the parking, especially during tournaments where the various scheduled games overlap and there are different sports occurring, or occupying all of the fields/courts at the same time when it is a hot day and the Municipal Pool is full.

SECTION 5– PARKING ANALYSIS

5.0 PARKING ANALYSIS

DTS Provident performed parking counts at the fields and the Scarsdale Municipal Pool to determine the total available parking and its utilization. Parking counts were performed on Thursday June 12, 2025, Saturday June 14, 2025, Saturday June 21, 2025, Sunday June 22, 2025, Saturday June 28, 2025, and Sunday June 29, 2025. Copies of the parking count data are contained in Appendix F.

Below is a summary table outlining the results of the parking survey.

TABLE NO. 6
PARKING COUNT SUMMARY

Date/Time[1]		Weather	# of Vehicles Parked North Side of Mamaroneck Road	#of Vehicles Parked South Side of Mamaroneck Road	Total Occupied Parking Spaces North/South
[2]Thurs June 12, 2025	8:00 AM	Sunny	18	3	21
	10:00 AM	Sunny	44	11	55
	12:00 PM	Sunny	134	9	143
	2:00 PM	Sunny	137	6	143
	4:00 PM	Sunny	215	8	223
	6:00 PM	Sunny	185	22	207
	8:00 PM	Sunny	4	11	15
[3]Sat June 14, 2025	8:00 AM	Light Drizzle	6	5	11
	10:00 AM	Light Drizzle	16	76	92
	12:00 PM	Light Drizzle	19	84	103
	2:00 PM	Drizzle	41	74	115
	4:00 PM	Cloudy	31	33	64
	6:00 PM	Cloudy	12	5	17
	8:00 PM	Cloudy	1	0	1
[4]Sat June 21, 2025	8:00 AM	Sunny	5	5	10
	10:00 AM	Sunny	85	20	105
	12:00 PM	Sunny	209	7	216
	2:00 PM	Sunny	264	17	281
	4:00 PM	Sunny	259	36	295
	6:00 PM	Cloudy	132	11	143
	8:00 PM	Cloudy	4	0	4
[5]Sun June 22, 2025	11:20 AM	Cloudy	56	15	71
	1:00 PM	Sunny	83	1	84
[6]Sat June 28, 2025	2:20 PM	Sunny	120	3	123
[7]Sun June 29, 2025	12:25 PM	Sunny	290	41	331

(1) The first three dates were the originally-proposed dates for the parking counts. The later three dates were supplemental counts.

(2) Pool was busy and there was a youth soccer practice in the afternoon.

(3) Three baseball games at once in morning, Two baseball games and one youth soccer practice later in the afternoon.

(4) Pool was busy, people were playing at the Basketball court.

(5) Softball Practice and Birthday Party at the Pool in the morning.

(6) No games on fields.

(7) No games on fields. Pool was busy and includes several illegally parked vehicles while Pool patrons also parked on Crossway Fields lots.

SECTION 6 – PARKING NEEDS AND ADDITIONAL PARKING CONCEPTS

6.0 PARKING NEEDS

The parking needs for the fields and the municipal pool depend on multiple factors, such as number of players per team, overlap between events, travel distance for the teams, weather conditions, as previously mentioned. The same field could have significantly different parking needs depending upon the particular activity and the sport, as well as the age of participants. For example, a standard rectangular field could be utilized for lacrosse, field hockey, soccer, etc. It then could be for afterschool practice or a game and could occur on a weekday or a weekend. There could be a large crowd depending upon the particular game such as a game between two nearby communities. It also could be for a tournament where many are traveling by cars and some teams are waiting for the next game to start while others are waiting for two games, or games got delayed due to weather. Meanwhile, full size multi-purpose rectangular fields are sometimes utilized as two smaller fields or even four smaller fields, bringing in more players/coaches/officials, etc. and thus the need for more parking.

To determine the potential amount of parking to be recommended, DTS Provident conducted parking counts at Village facilities as well as at facilities in other municipalities. Research from published information and the Institute of Transportation Engineers (ITE) were also considered. The following shows the estimated amount of parking demand for the different activities based upon ITE:

TABLE NO. 7 ITE PARKING GENERATION Based on 85th Percentile Rate			
	Mon-Thurs	**Friday**	**Saturday**
Soccer Complex - LUC 488 - Tournament	N/A	70.80 per field	69.95 per field
Soccer Complex - LUC 488 – Non-Tournament	18.75 per field	N/A	*16.21 per field
Tennis Courts – LUC 490	N/A	N/A	*3.17 per court
Racquet/Tennis Club – LUC 491	*3.93 per court	N/A	*2.00 per court
Rec Community Center – LUC 495	2.32 per 1k SF	N/A	1.95 per 1k SF

*No 85th percentile. Used weighted average

A review of some other large field complexes with baseball fields and multipurpose fields ranged from 46-65 parking spaces per field. These complexes tended to have more baseball fields than the multi-purpose fields, were geared toward tournament play, and also contained indoor spaces. Some also provided bus parking.

A multipurpose rectangular recreation field in another Westchester Municipality is increasing its parking to 95 parking spaces, 40 of which will be grass ecoraster (grass paver system) and 20 will be on a gravel overflow area. This field has been having high demand by young groups for lacrosse and soccer when the field is split into four fields as well as having issues with parking overlap during tournaments.

A soccer facility (Westchester Sports Arena in Peekskill) with 3 smaller-size indoor fields in Westchester is being installed with 100 parking spaces.

Another Study ("Parking and Vehicle Trip Generation for Soccer Fields and Elementary Schools" by TRID published by the Institute of Transportation Engineers and the Transportation Research Board) of existing soccer fields determined 15 parking spaces per field were required for practice, 60 spaces per field for games/tournaments, and 70-90 parking spaces per field for regional tournaments.

Another Study (Northwest Recreation Complex Traffic Circulation Study and Parking Demand Study, Apoka, Florida) of a major recreation area of 12 fields had a peak parking demand of close to 100 spaces per field. This was for larger tournaments and incorporated the overlap between games.

One condition that is applying pressure on parking on fields recently is the modification of the multi-purpose fields to sometimes splitting them in two, thus doubling the number of players and also splitting the fields into four mini-fields for sports such as lacrosse and soccer. This is usually done with age groups such as five and under. Not only do the number of players increase, but more parents park and attend at the games for the younger age groups. The Village staff mentioned that there could be up to 100 -120 young children spread over two soccer fields that are broken up into temporary multiple mini-fields for clinics, practices and games.

The Municipal Pool parking can be overloaded on busy days. On a busy Sunday, all of the parking on the north side of Mamaroneck Road was fully occupied, several drivers were circling the parking lot for an empty space, many vehicles were parked illegally and approximately 50 cars were parked in the Crossway Fields parking area.

The following recommended parking projections are based upon the combination of actual parking counts, projections by the Institute of Transportation Engineers (ITE), other facilities, and other sources. Based upon these counts and research, the following table shows the estimated amount of parking demand for the different activities. These volumes only account for a limited overlap in activities and the times between games.

TABLE NO. 8 RECOMMENDED ESTIMATED PARKING DEMAND FOR ACTIVITIES PER FIELD/COURT		
Activity	Based on Per Field/Court	Recommended Parking Spaces (Only accounts for limited overlap)
Baseball and Softball (Youth)	Field	30-45
Baseball and Softball (Adult)	Field	30-40
Lacrosse, Field Hockey and Soccer – Full Field	Field	45-65
Lacrosse, Field Hockey and Soccer – Full Field Tournament	Field	60-90
Lacrosse, Field Hockey and Soccer – Split Field	Full Field split to Two Fields	70-90
Lacrosse, Field Hockey and Soccer – Quarter Field	Full Field split to Four Fields	70-90
Lacrosse, Field Hockey and Soccer – Practice	One Team/Field	15
Tennis and Pickleball	Court	4-6
Municipal Pool	Pool	350

The above reflects the estimated parking demand for the various activities per field or court. However, other factors such as the type of activity (such as practice or game) and local league/outside competition (including tournaments), weather, and scheduling/overlap also account for differences in parking demand.

6.1 PARKING SPACE STANDARDS

As per discussions with the Village, the standard parking spaces are to be 9 feet by 18 feet. ADA parking spaces are required to meet ADA parking space requirements both in size and quantity. There are also other Village requirements such as setbacks from the property line that will need to be followed.

6.2 ADDITIONAL PARKING CONCEPTS

At the request of the Village, DTS Provident reviewed the Parking Conceptual Plans contained in the Comprehensive Study to see if add additional modifications to the parking could be made to further increase parking without reducing the field and court proposals.

Various concepts are illustrated below with the additional parking illustrated in blue. Larger scale versions for each concept are contained in the Appendix G.

It is noted that the attached Parking Concept Plans are illustrated from information from various sources including Google Aerials, Westchester County GIS data, and documents from the Village as well as the Comprehensive Athletic Field & Court Study, among others, and are not from an actual topographic survey. Thus, certain items do not necessarily appropriately align. In addition, several additional factors as described below in Section 6.4 will need to be accounted for in the actual the design of the parking areas, which could result in changes to the Concept Plans.

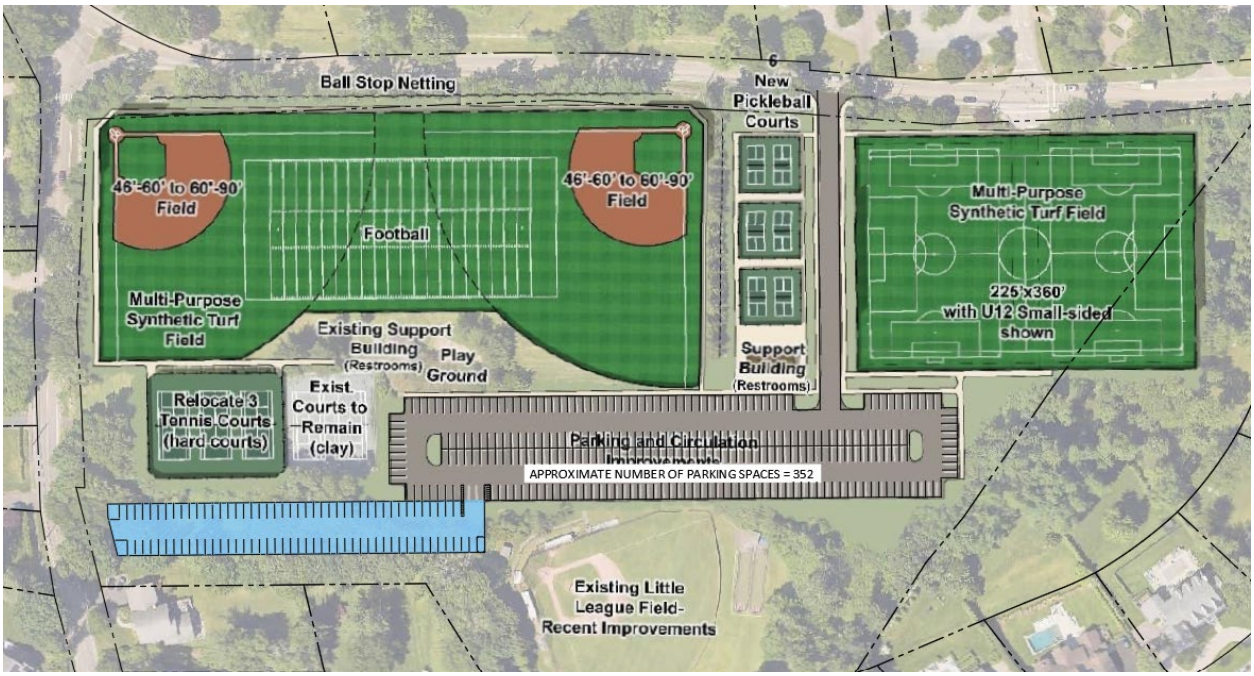
In addition, the actual number of parking spaces indicated in the Comprehensive Study as well as this Study are slightly higher than what would be provided as ADA spaces will be required and will need to have striping between spaces, resulting in the loss of some parking spaces.

Also, the Concept Plans are drawn at a scale for illustrative purposes only. Surveyed plans and other information would be required before design drawings are prepared.

In addition to the following Concept Plans, additional locations were also considered for future parking. One of these locations was along Mamaroneck Road adjacent to the fields. This is not recommended for various reasons including limited room, the presence of the sidewalk along the south side of Mamaroneck Road, the traffic impacts along Mamaroneck Road from cars entering and exiting parking spaces, aesthetics, existing wall locations, the presence (and potential removal) of various trees, utility poles, and that pedestrians would just cross Mamaroneck Road wherever they park, among other reasons.

Concept Plan C-101

This concept plan expands upon Crossway Field Option 1 by constructing an additional 89 parking spaces for a total parking supply of approximately 352 parking spaces. These additional 89 parking spaces would be constructed as an extension of the parking lot proposed in the Comprehensive Study just south of the relocated tennis courts and would require tree and brush clearing. It is noted that this concept also places parking in closer proximity to neighboring residences to the south and west of the parking. In addition, there is a stream in the area that could limit the parking or increase the cost. Making the parking area out of gravel could be looked into. The expansion of the parking in this area will require additional review.

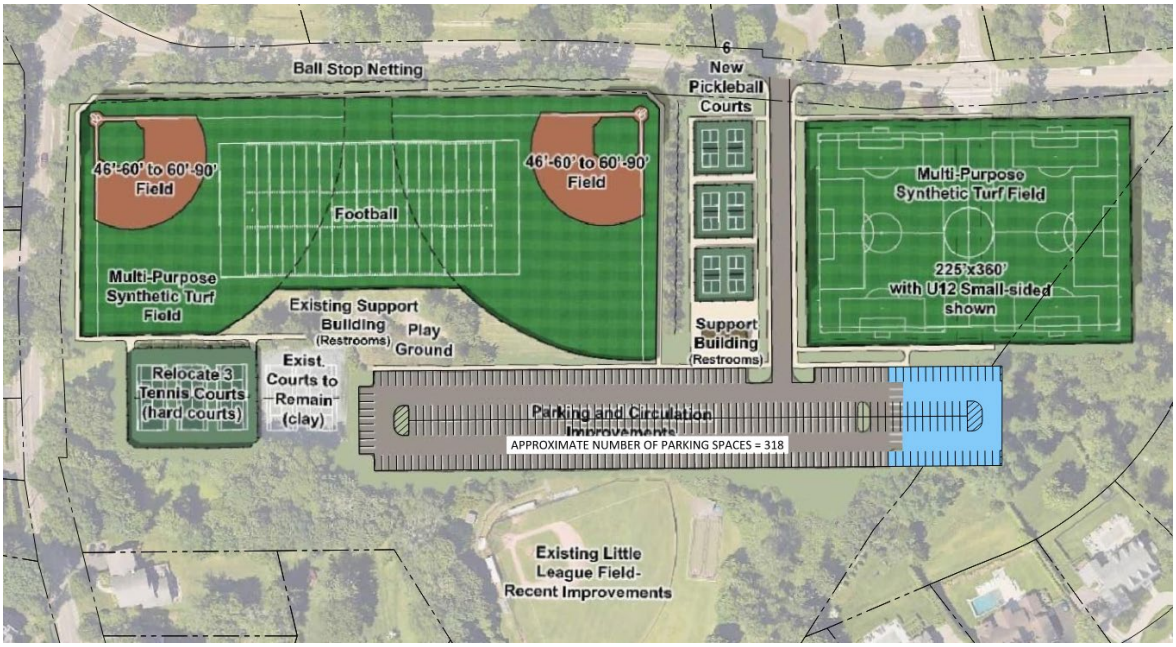


Concept Plan C-102

This concept plan expands upon Crossway Field Option 1 by constructing an additional 127 parking spaces for a total parking supply of approximately 390 parking spaces. These additional 127 parking spaces would be constructed just south of the multi-purpose synthetic turf fields which are to the east. This additional parking construction would involve some tree and brush clearing. Grading could be an issue with the proposed additional parking in this scenario. It is noted that this concept also places parking in closer proximity to neighboring residences.

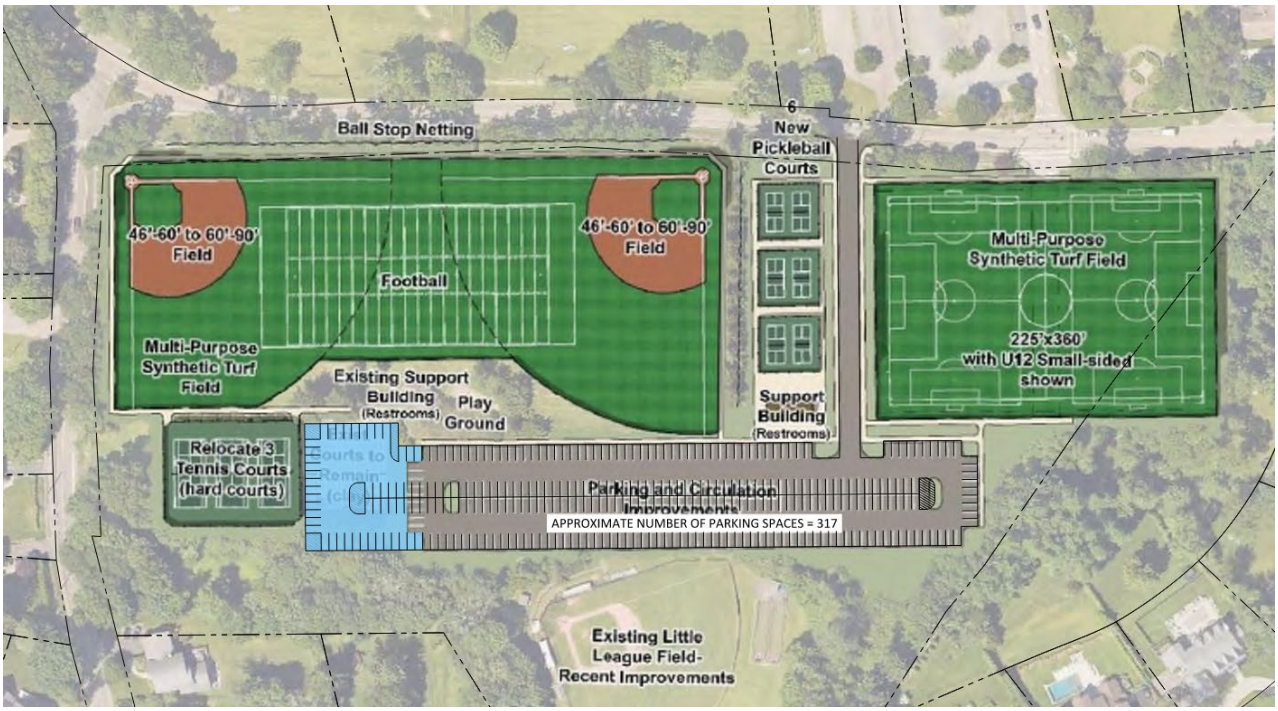
Concept Plan C-102R

This concept plan is a slight edit to Concept Plan C-102. It reduces the additional parking on the east side of the parking lot in order to have a lesser effect on the neighbors. Parking expansion was looked at on the southwest side of the lot, however this wasn't possible due to this area being in the watercourse. This Concept Plan 102R yields a total of 318 parking spaces or a loss of 72 spaces when compared to Concept Plan 102, but an extra 50 spaces when compared with the existing parking lot. This additional parking construction would involve some tree and brush clearing. Grading could be an issue with the proposed additional parking in this scenario.



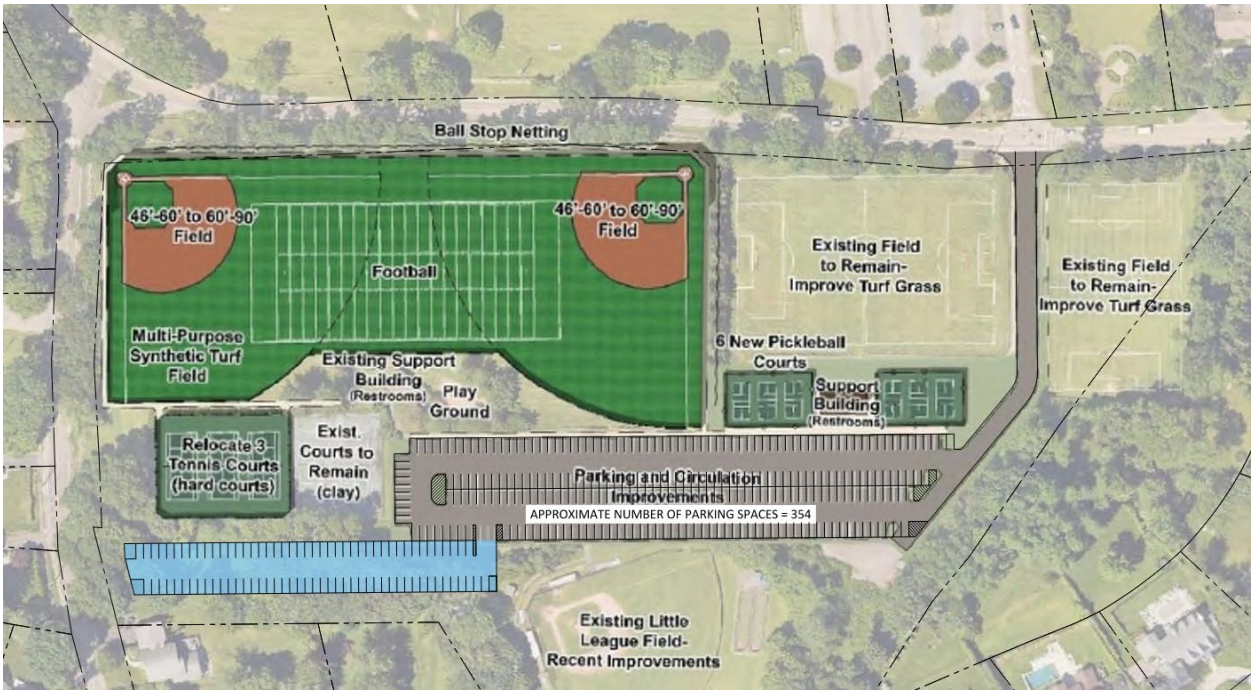
Concept Plan C-103

This concept plan expands upon Crossway Field Option 1 by constructing an additional 54 parking spaces for a total parking supply of approximately 317 parking spaces. These additional 54 parking spaces would be constructed in the area of the clay courts and these courts would need to be removed or relocated. It is noted that this would result in the loss of up to three tennis courts the impact of this would have to be considered.



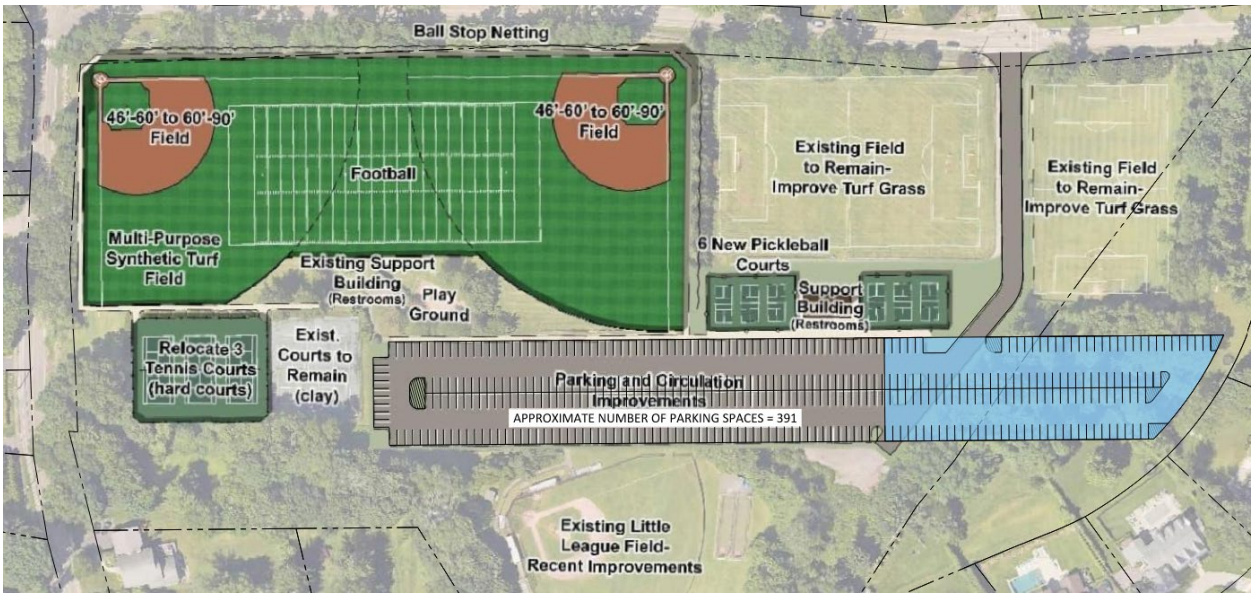
Concept Plan C-104

This concept plan expands upon Crossway Field Option 2 by constructing an additional 86 parking spaces for a total parking supply of approximately 354 parking spaces. These additional 86 parking spaces would be constructed just south of the relocated tennis courts and would involve some tree and brush clearing. It is noted that this concept also places parking in closer proximity to neighboring residences to the south and west of the parking. In addition, there is a stream in the area that could limit the parking or increase the cost. Making the parking area out of gravel could be looked into. The expansion of the parking in this area will require additional review.



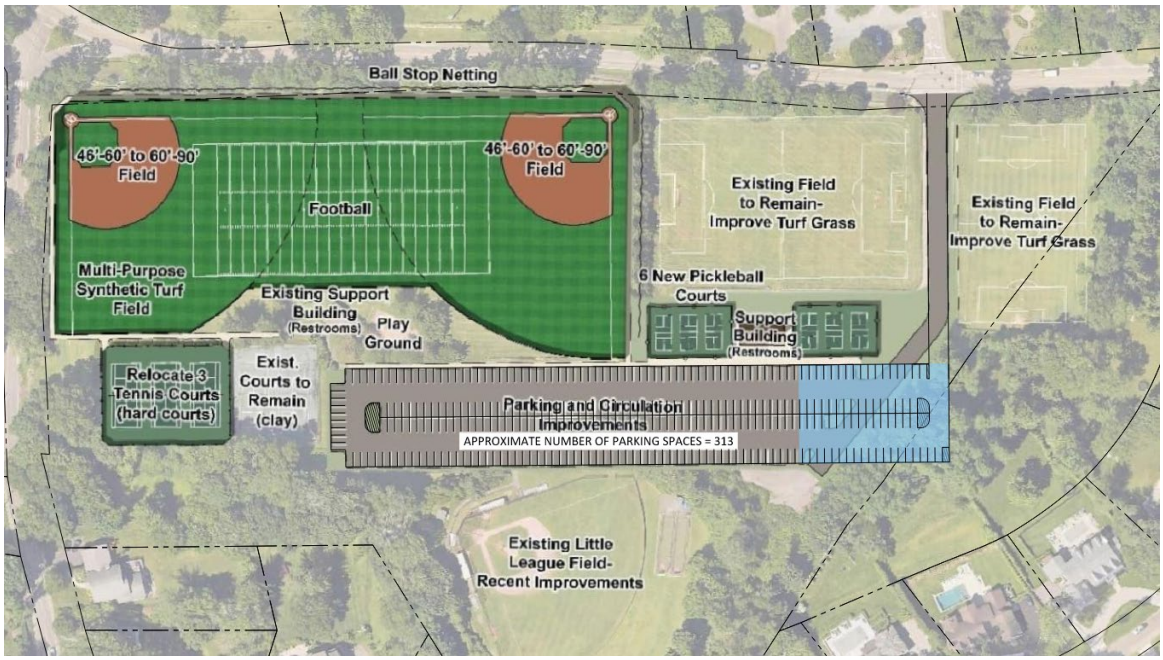
Concept Plan C-105

This concept plan expands upon Crossway Field Option 2 by constructing an additional 123 parking spaces for a total parking supply of approximately 391 parking spaces. These additional 123 parking spaces would be constructed just south of the multi-purpose existing field which is to the east. This additional parking construction would involve some tree and brush clearing. Grading could be an issue with the proposed additional parking in this scenario. It is noted that this concept also places parking in closer proximity to neighboring residences.



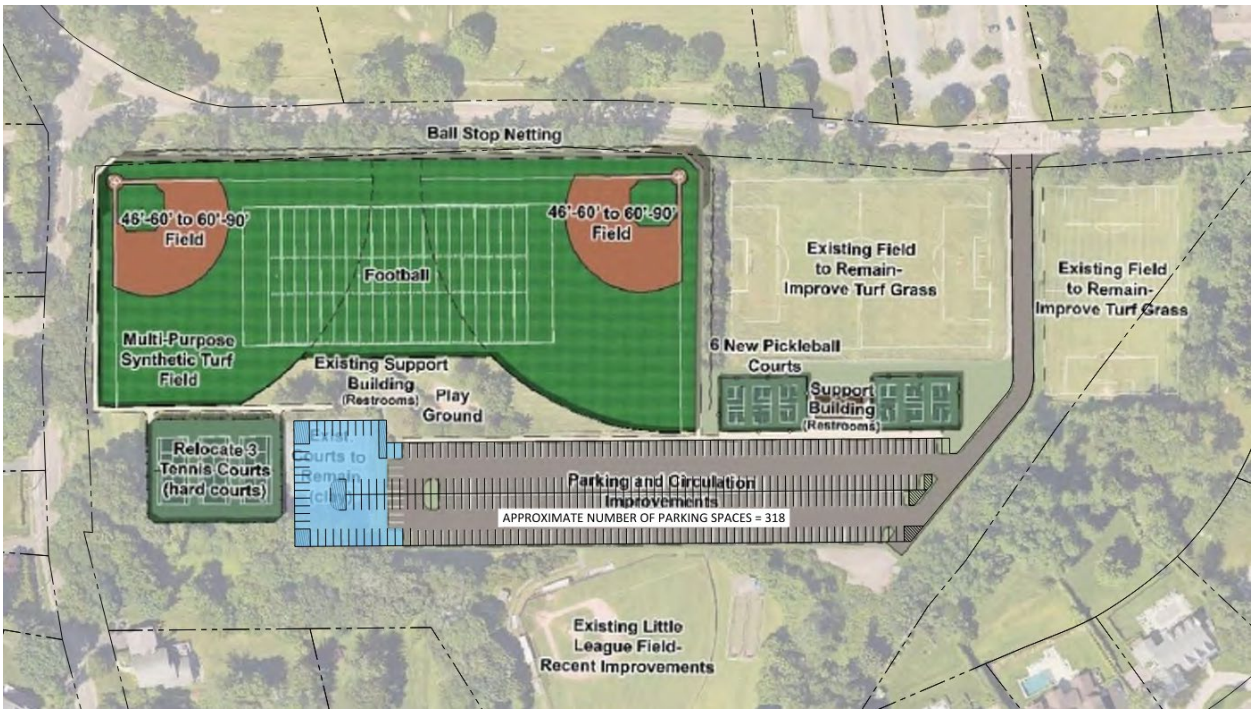
Concept Plan C-105R

This concept plan is a revision of Concept Plan 105 described above. This plan reduces the additional parking on the east side of the parking lot in order to have a lesser effect on the neighbors. Parking expansion was looked at on the southwest side of the lot, however this wasn't possible due to this area being in the watercourse. This Concept Plan 105R yields a total of 313 parking spaces or a loss of 78 spaces when compared to Concept Plan 105, but an extra 45 spaces when compared with the existing parking lot. This additional parking construction would involve some tree and brush clearing. Grading could be an issue with the proposed additional parking in this scenario.



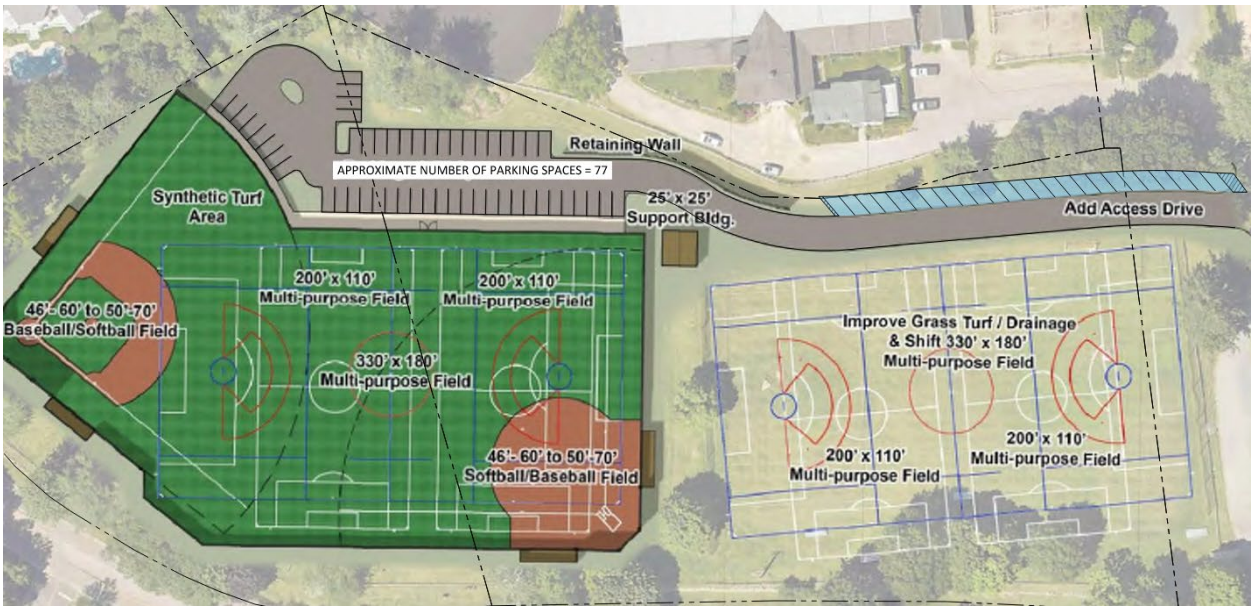
Concept Plan C-106

This concept plan expands upon Crossway Field Option 2 by constructing an additional approximate 50 parking spaces for a total parking supply of approximately 318 parking spaces. These additional 50 parking spaces would be constructed in the area of the clay courts and these courts would need to be removed. It is noted that this would result in the loss of up to three tennis courts and the impact of this would have to be considered.



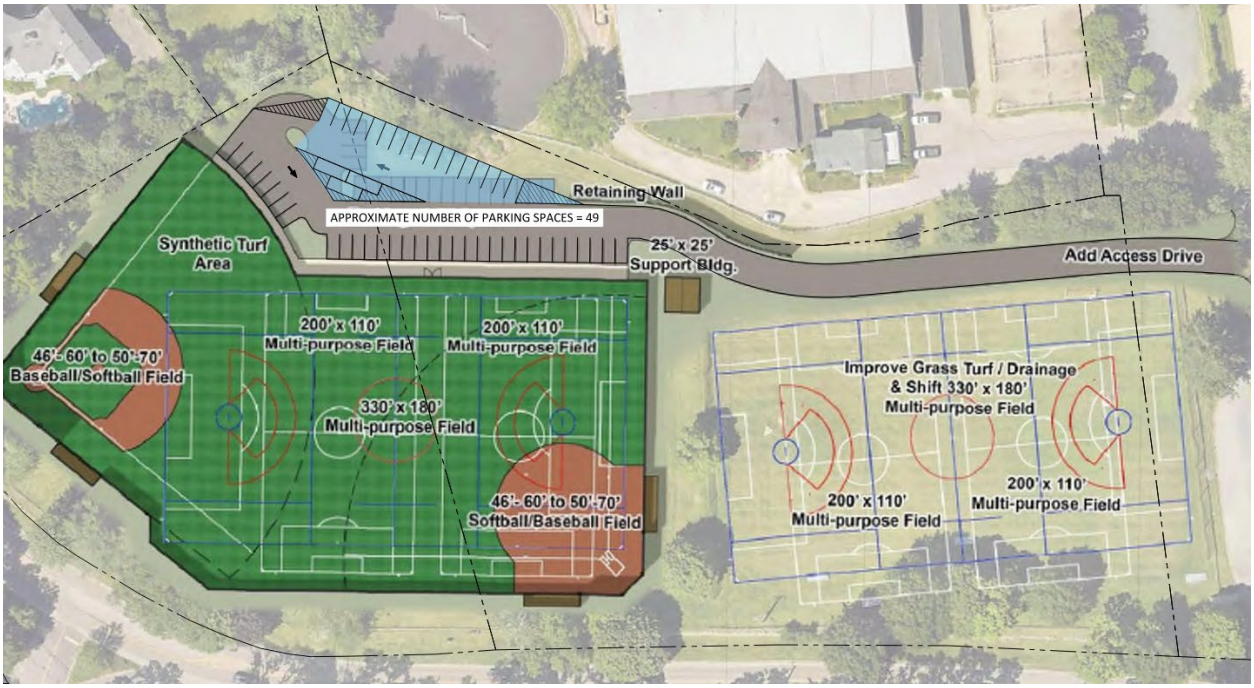
Concept Plan C-107

This concept plan expands upon the Winston Field/Boulder Brook concept by constructing an additional 25 parking spaces for a total parking supply of approximately 77 parking spaces. These additional 25 parking spaces would be constructed as angled parking along the new entrance driveway. Parking was also considered on the south side of the new entrance driveway, but it was determined to be too close to the field.



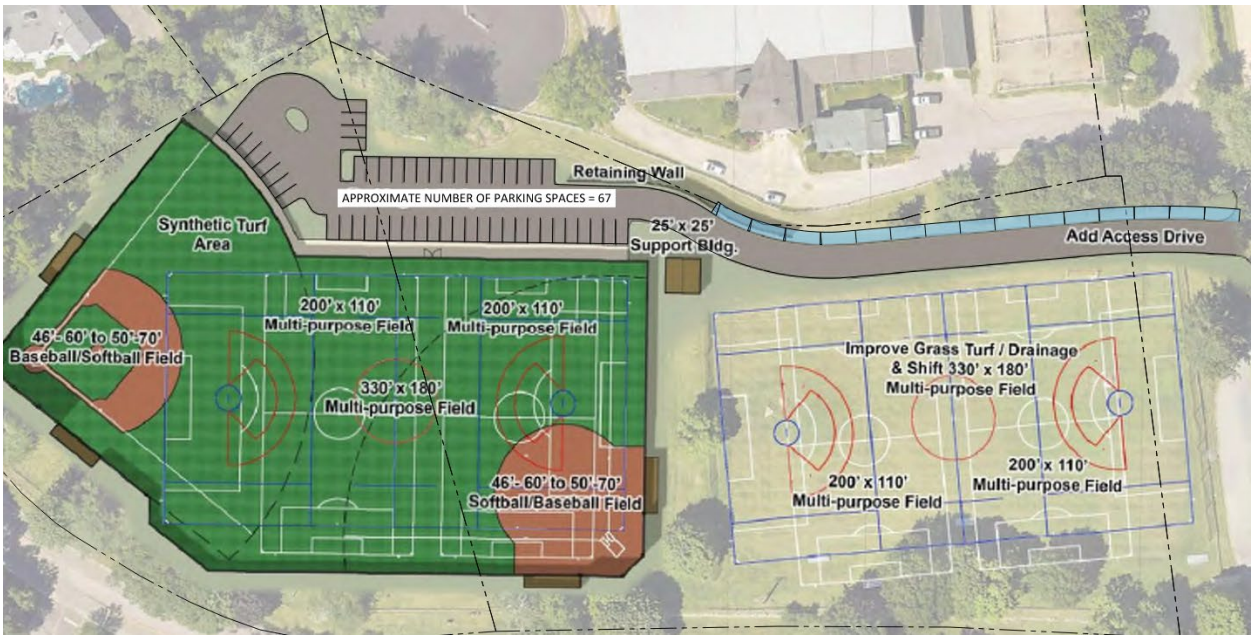
Concept Plan C-108

This concept plan provides an additional option for the Winston Field/Boulder Brook concept by changing the parking layout. A total parking space count of approximately 49 would be resultant from this concept, which is slightly less than the Comprehensive Study but additional parallel or angle spaces as shown in the other concepts could be added.



Concept Plan C-109

This concept plan expands upon the Winston Field/Boulder Brook concept by constructing an additional 15 parking spaces for a total parking supply of approximately 67 parking spaces. These additional 15 parking spaces would be constructed as parallel parking along the new entrance driveway. Parking was also considered on the south side of the new entrance driveway, but it was determined to be too close to the field.



6.3 OVERFLOW PARKING

As the current parking areas reach capacity at certain times during some activities, drivers look for overflow parking. There is no parking permitted on Mamaroneck Road or Crossway in the vicinity of the fields. Some of the smaller side streets have some parking restrictions but do allow some on-street parking further from the fields such as Harvest Drive (south of Mamaroneck Road), Lincoln Road and Rural Drive. However, these are narrow residential roads not designed to handle anything more than minimal on-street parking.

Just east of the Kids' Base area is a large parking lot for Saxon Woods Golf Course. However, when parking at the Municipal Pool Complex and the fields tend to be peaking, so is the parking for the Golf Course. Thus, these spaces cannot be considered for overflow parking. In addition, the Golf Course parking lot is owned by Westchester County and is not available for Village use.

Previous experience/observations during weekend tournaments on the Crossway Fields have indicated parking overflowing from the field parking to the Pool Parking,

During the recent parking counts, on a sunny and hot weekend day, a significant number of pool patron vehicles were parked in the Crossway Fields then walking across Mamaroneck Road as there were no parking spaces available near the pool. Vehicles were parked at the Kids' Base area. The ADA parking spaces were also full. Multiple cars were driving around the parking lot looking/waiting for a parking space to open. Several others were parked illegally either on the grass area, curbed areas, areas signed for No Parking (including areas striped for pedestrians), etc.

6.4 ADDITIONAL FACTORS

As mentioned above, the different plans are conceptual and would need more detailed information and additional engineering analyses that would have to be considered for an actual design, including, but not limited to:

- Drainage/Flood Impacts
- Stormwater Detention
- Wetlands
- Right-of-Way

- Property Setbacks
- Tree Removal
- Topography/Grading
- ADA Parking Spaces and Pathways
- Bus Parking and Circulation
- Costs
- Whether buses will be able to circulate or park (such as for potential School games or some tournaments)
- Emergency Services
- Field Maintenance access
- Sanitation pick-up location and circulation
- Lighting, if to be considered
- Pavement surfaces (asphalt, concrete, gravel/crushed stone, grasscrete pavers)

More extensive designs such as placing a field on top of a parking deck have been ruled out due to costs, aesthetics, and impact on the neighborhood.

It is also noted that none of the designs account for any specific bus parking. The Village and the School District should determine whether any bus parking will be required in the future including how they would circulate, where they would drop-off and pick-up, and where they would park, whether off-site or on-site.

The following table summarizes the Potential Parking Inventory:

TABLE NO. 9
PARKING INVENTORY

Location	Existing Parking Spaces	Comprehensive Study	Total with potential additional parking spaces
Crossway Field Parking Option 1	149	263	317 - 390
Crossway Field Parking Option 2	149	268	318 - 391
Municipal Pool Complex Parking (includes Kids' Base)	283	283	283
Winston Parking Lot	0	55	49-77

The number of parking spaces under the Comprehensive Study and the Total "with potential additional parking spaces" are higher than in reality as they will need ADA parking spaces as well as pedestrian pathways, etc. They also will need to be designed in much higher detail to determine if they are feasible.

There were more than 330 vehicles observed parked at one time for the Pool this summer during our observances. The actual peak number could have been even higher if it occurred on a different day than when the counts were performed.

Especially on fields where lacrosse is to be played, netting around portions of the field should be considered to protect spectators and adjacent vehicles.

Emergency vehicles circulation and access should also be considered in the final design.

SECTION 7 – TRAFFIC ANALYSIS

7.0 EXISTING CONDITIONS

Representatives of DTS Provident performed traffic counts on Thursday June 12th, 2025, Saturday June 14th, 2025, and Saturday June 21st, 2025, at the following intersections:

1. Mamaroneck Road & Scarsdale Municipal Pool Entrance Driveway
2. Mamaroneck Road & Scarsdale Pool Municipal Pool Exit Driveway/Crossway Fields Driveway
3. Mamaroneck Road & Harvest Drive/Kids' Base Driveway

Counts were performed from 8:00 AM to 8:00 PM on each of the days. Based on the count data, the Weekday Peak Hours were determined to be:

- Peak AM Hour – 8:00 AM to 9:00 AM
- Peak PM Hour – 4:45 PM to 5:45 PM

These hours are typical weekday commuter hours as opposed to field hours due to the commuting traffic traveling on Mamaroneck Road and limited field traffic during the week.

The Saturday Peak Hour was determined to be:

- Peak SAT Hour - 3:15 PM – 4:15 PM

Saturday June 21st was utilized for the Saturday analyses as this had the higher traffic volumes of the two Saturdays. This peak hour was heavily influenced by drivers leaving the Pool Complex.

The following is the projected Trip Generation for the proposed fields based upon information provided by the Institute of Transportation Engineers (ITE) in its publication, "Trip Generation", Eleventh Edition for the land uses that are available:

TABLE NO. 10 ITE TRIP GENERATION Based Upon Average Rate			
	AM Rate	**PM Rate**	**SAT Rate**
Soccer Complex - LUC 488	0.99 per field	16.43 per field	37.48 per field
Tennis Courts – LUC 490	N/A	4.21 per court	N/A
Racquet/Tennis Club – LUC 491	N/A	3.82 per court	N/A
Rec Community Center – LUC 495	1.91 per 1k SF	2.5 per 1k SF	1.07 per 1k SF

The ITE Trip Generation does not include Baseball Fields. Trip generation for the baseball fields was collected during the Saturday traffic counts.

7.1 TRAFFIC ANALYSIS

The following intersections were studied during each of the Park Hours:

1. Mamaroneck Road & Municipal Pool Exit Driveway/Crossway Fields Driveway
2. Mamaroneck Road & Municipal Pool Entrance Driveway
3. Mamaroneck Road & Harvest/Kids' Base Driveway

The Mamaroneck Road & Municipal Pool Exit Driveway/Crossway Fields Driveway is a signalized intersection with vehicle detection on the side streets. Each approach consists of one lane per direction except for the Municipal Pool Driveway which is one-way towards the intersection and has a left turn lane and a shared through/right lane.

There is a sidewalk on the south side of Mamaroneck Road as well as the west side of the Crossway Fields Driveway and the south side of the Pool Driveway. There is a crosswalk on the south side of Mamaroneck Road crossing the Crossway Fields Driveway as well as crossing the eastern portion of Mamaroneck Road. One issue

with these crosswalks/sidewalks is that people crossing between the two facilities must cross two legs of the intersection since the sidewalks are on opposite sides.

The Mamaroneck Road & Municipal Pool Entrance Driveway is a three-legged unsignalized intersection. Each approach consists of one lane per direction except for the Municipal Pool Entrance Driveway as it is one-way traveling away from the intersection.

The Mamaroneck Road & Harvest Drive/Kids' Base Driveway is a four-legged unsignalized intersection. Each approach consists of one lane per direction except for the Kids' Base Driveway as it is one-way traveling away from the intersection.

DTS Provident utilized Synchro software to perform capacity analyses of the study intersections. Summary Tables of the Levels of Service are attached in Appendix C. The Level of Service Standards are attached in Appendix D. Overall, the intersections operate at good level of service (Level of Service A and B) with some individual movements operating at level of service B/C, The additional/improved field space and the additional parking will not significantly impact traffic operations in the area and delays will generally be slightly worse but not to a significant amount. The Synchro Capacity Analyses worksheets are attached in Appendix E.

As part of Crossway Fields Option 1 results in a shift of the access road to the west, DTS Provident conducted Synchro Analyses of the relocated roadway as an unsignalized intersection. The overall intersection would operate at Level of Service A and the Site Driveway would operate at a Level of Service D during the AM and PM Peak Hours and B during the Saturday Peak Hour. To conservatively account for additional traffic from the additional field use, DTS Provident added 50 additional cars entering the Site Driveway and 50 additional cars exiting the Site Driveway during each peak hour. This resulted in minimal shifts during the Weekday Peak AM Hour and Saturday Peak Hour but a bigger shift during the Weekday Peak PM Hour to just over the lower limit of a Level of Service F. These delays would not occur that often and would only occur when multiple games are getting out at once. As described below, the intersection would not meet traffic signal warrants for the installation of a Traffic Signals.

7.2 TRAFFIC SIGNAL WARRANT ANALYSIS

To assist in the determination of whether a traffic signal is appropriate for a particular location, the Manual on Uniform Traffic Control Devices (MUTCD) established Traffic Signal Warrants. At the request of the Village, DTS Provident conducted the traffic signal warrants for the existing traffic signal at the intersection of Mamaroneck Road and the Municipal Pool Exit Driveway/Crossway Fields Driveway as well as the potential intersection of Mamaroneck Road and the possible relocated Crossway Fields Driveway. In addition, the other two unsignalized driveways were also reviewed and would not come close to meeting the Signal Warrant requirements and thus will remain unsignalized.

Based on the Traffic Signal Warrant Analysis, the intersection of Mamaroneck Road and the Municipal Pool Exit Driveway/Crossway Fields Driveway does not meet any of the traffic signal warrants. However, it does meet 5 of the 8 hours for the 8-hour warrant and does come close for the peak hour warrant, although this occurs only on certain days of the year when the pool is very active throughout the whole day. Also, meeting signal warrants are not a requirement for the installation of a traffic signal but are more of a reference point to make certain judgements. Therefore, for various reasons including that the traffic signal has been in place for a significant time and that it also provides a benefit to pedestrians crossing the road, and that the traffic there will be increasing with the modifications and additional parking, DTS Provident recommends that the existing traffic signal remain in place. It should be noted that the minor approaches of the intersection have vehicle detection which means the major road (Mamaroneck Road) is being prioritized for the green time and therefore will not be significantly impacted by the traffic signal.

As one of the concepts (Crossway Fields Option 1) relocates the Crossway Fields Driveway to a location west of its current location and removes it from the Municipal Pool Exit Driveway, DTS Provident studied whether a traffic signal would be warranted in the potential relocation of the Crossway Fields Driveway. The traffic volume counts indicate that the minor road (Crossway Fields Driveway) does not have enough volume to require a signal. It's possible that on some weekends or large tournament days where the Crossway Fields are all in use at the same time over an extended period of time, that the relocated intersection could meet some of the warrants. However, at this time, DTS Provident does not recommend a traffic signal be installed should the driveway be relocated. There could be some slight delays after some games end, similar to today, but not enough to require a traffic signal. Also, having only one lane exiting is sufficient, and this also leaves more room for field space.

TABLE NO. 11 Thursday 06/12/2025					
Time	**Major Road (Mamaroneck Road)**		**Major Road Combined Total**	**Minor Road**	
	EB	**WB**		**Crossway Park Drive**	**Scarsdale Municipal Pool Exit**
8:00 AM	628	476	1104	5	89
9:00 AM	444	412	856	3	66
10:00 AM	375	420	795	9	24
11:00 AM	420	408	828	7	46
12:00 PM	457	364	821	20	75
1:00 PM	380	413	793	7	68
2:00 PM	484	471	955	17	113
3:00 PM	524	507	1031	13	126
4:00 PM	419	407	826	12	142
5:00 PM	549	453	1002	55	211
6:00 PM	467	439	906	56	190
7:00 PM	309	307	616	34	106

TABLE NO. 12 Saturday 06/14/2025					
Time	**Major Road (Mamaroneck Road)**		**Major Road Combined Total**	**Minor Road**	
	EB	**WB**		**Crossway Park Drive**	**Scarsdale Municipal Pool Exit**
8:00 AM	283	296	579	12	15
9:00 AM	323	330	653	15	15
10:00 AM	409	334	743	58	21
11:00 AM	429	367	796	41	22
12:00 PM	472	335	807	29	10
1:00 PM	479	377	856	88	22
2:00 PM	340	368	708	27	56
3:00 PM	440	324	764	58	35
4:00 PM	404	360	764	32	53
5:00 PM	315	396	711	12	7
6:00 PM	321	327	648	33	17
7:00 PM	248	258	506	6	11

TABLE NO. 13 Saturday 06/21/2025					
Time	**Major Road (Mamaroneck Road)**		**Major Road Combined Total**	**Minor Road**	
	EB	**WB**		**Crossway Park Drive**	**Scarsdale Municipal Pool Exit**
8:00 AM	288	325	613	4	12
9:00 AM	383	301	684	9	16
10:00 AM	376	393	769	16	49
11:00 AM	427	329	756	12	49
12:00 PM	411	351	762	9	77
1:00 PM	423	320	743	6	96
2:00 PM	367	307	674	10	138
3:00 PM	376	388	764	18	129
4:00 PM	347	396	743	21	149
5:00 PM	334	357	691	16	134
6:00 PM	309	338	647	10	118
7:00 PM	224	281	505	9	73

7.3 ALTERNATIVE DRIVEWAY ANALYSIS

The Village is also in the process of conducting a new Pool Plan An alternative driveway analyses was also requested to be performed. Under this scenario, the driveway configuration would consist of:

- The existing unsignalized Pool Entrance Only Driveway would become an Exit Only Driveway and would only permit right turns.
- The existing signalized Pool Exit Only Driveway opposite the Crossway Fields Driveway would become both an Entrance and Exit Driveway. Currently there are two lanes exiting, a left turn lane and a shared through/right turn lane. Under this scenario, it would consist of one entering lane and one exiting lane. The traffic signal would remain as would the Crossway Fields Driveway.
- The two unsignalized driveways in the vicinity of Kids' Base will remain as they are.

Traffic volumes were re-assigned to the alternative driveway configuration and Synchro Capacity Analyses were performed. The Capacity Analyses results indicated that each of the intersections would continue to operate at good Levels of Service under this scenario.

SECTION 8 – SUMMARY AND CONCLUSIONS

8.0 SUMMARY AND CONCLUSIONS

The parking illustrated on the Concept Plans for the Comprehensive Study and in this Study are conceptual in nature and will require more design details and a topographic field survey. The actual number of parking spaces will be reduced from what is shown after accounting for ADA spaces, pedestrian access, and other features.

Scheduling the use of the fields will be key including the number of fields being utilized at once, and the spacing of the overlap of the use of the fields.

One of the key scheduling pieces is hot/sunny days on a summer weekend day. During these days, observations indicated that a significant number of people utilizing the pool were parked on the other side of Mamaroneck Road adjacent to the Crossway Fields, which would impact the number of parking spaces available for the fields. Meanwhile, previous observations have seen drivers for sporting events who could not find parking adjacent to Crossway Fields end up parking at the Municipal Pool facility. If the parking at the Winston/Boulder Brook Fields is constructed, this could be used for overflow Pool parking as long as there are no activities proposed at the time on those fields.

Very truly yours,

DTS Provident Design Engineering, LLP

Brian Dempsey, P.E., PTOE, RSP1

Partner

Brian Haggarty EIT

APPENDIX A
FIGURES

C:\USERS\DMONROY\DC\ACCDOCS\DTSP\1216_SCARSDALE FIELDS PARKING\PROJECT FILES\EXHIBITS\TRAFFICFIGURES_8.5X11 LANDSCAPE

DTS · PROVIDENT
Intelligent Land Use

DTS Provident Design Engineering, LLP
One North Broadway
White Plains, NY 10601
P: 914.428.0010
F: 914.428.0017

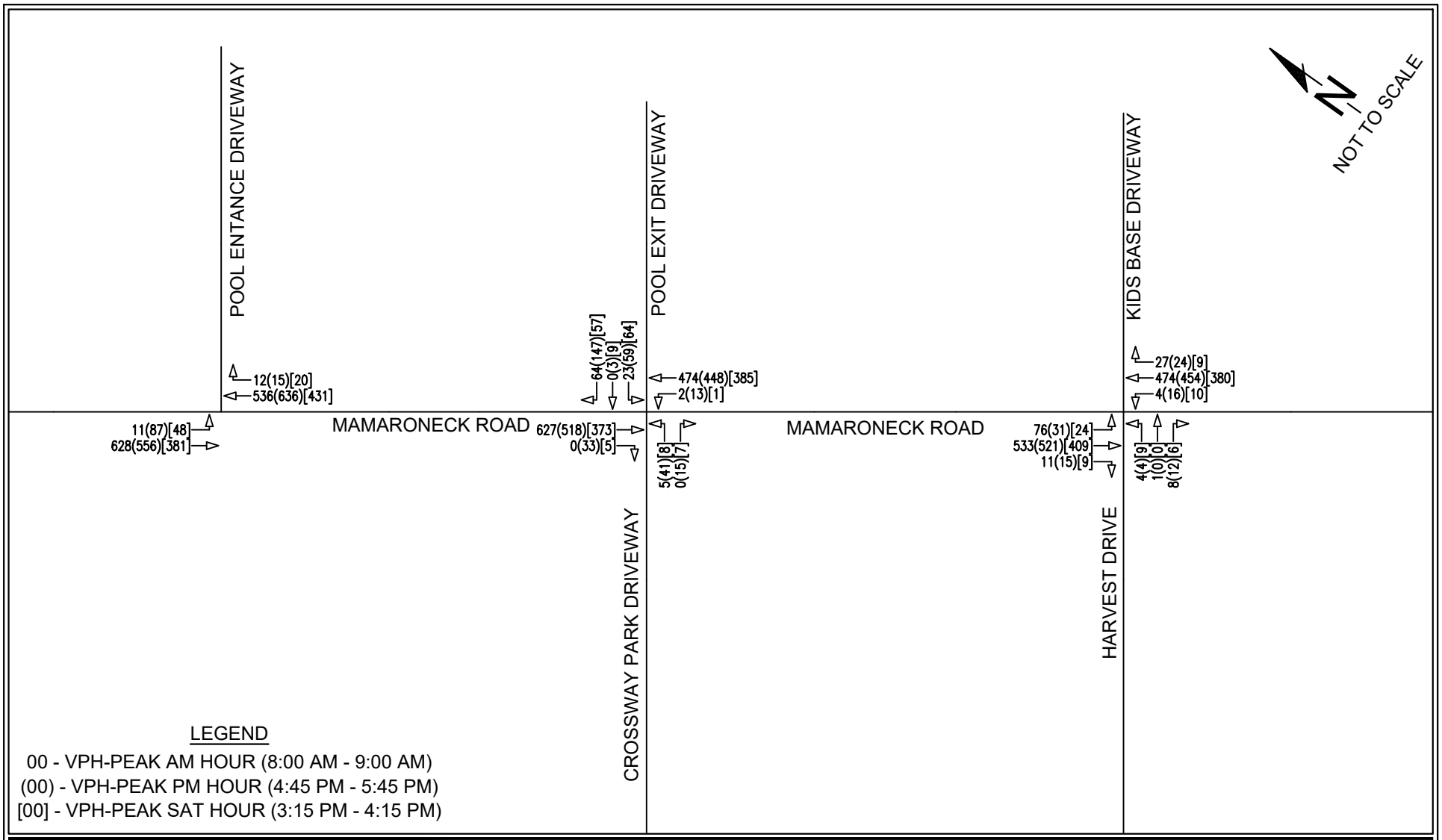
Site Location

Scarsdale Fields Parking
Town of Scarsdale, Westchester County, NY

Project No. 1216
Scale: 1'' = 300'
July 2025

Figure No. 01

C:\USERS\DMONROY\DC\ACCDOCS\DTSP\1216_SCARSDALE FIELDS PARKING\PROJECT FILES\EXHIBITS\TRAFFICFIGURES_8.5X11 LANDSCAPE



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Existing Traffic Volumes
Scarsdale Fields Parking
Town of Scarsdale, Westchester County, NY

Project No. 1216
Scale: N.T.S.
July 2025

Figure No. 02

APPENDIX B
VILLAGE SCHEDULE

VILLAGE FIELD USE - FALL 2023 2024

Revised: September 14

FIELD	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	SUNDAY	COMMENTS:
BOWLING GREEN (Small Grassy Area - Crossway)			REC Grit Ninja (9/13-11/1) 2:45-5:45pm					
BOULDER BROOK (Upper Field - Soccer+LAX)	SYSC (9/2-11/24) 3:45-6:45pm	SYSC (9/2-11/24) 3:45-6:45pm	SYSC (9/2-11/24) 3:45-6:45pm	SYSC (9/2-11/24) 3:45-6:45pm	SYSC (9/2-11/24) 3:45-6:45pm	REC Soccer (9/7-10/26) 8:00am-2:00pm SYLA (9/7-11/9) (2:30-6:00pm)	SYLA (not requested) (11:30am-12:30pm) SYSC (9/7-11/24) 1:00-7:00pm	** SCARECROW FESTIVAL ** SATURDAY 10/5 (11:00am to 2:00pm) Scarsdale Municipal Pool (Rain Date - Sunday 10/6)
WINSTON #1 BB/SB Field (Lower Field - Mamaroneck Rd) (Across from Firehouse)	REC Soccer (9/9-10/21) 4:00-6:00pm	SYSC (9/2-11/24) 3:45-6:45pm	SYSC (9/2-11/24) 3:45-6:45pm	REC Soccer (9/12-10/26) 4:00-6:00pm	SYSC (9/2-11/24) 3:45-6:45pm	REC Soccer (9/711/2) 8am-1:30pm REC Field Hockey 9/21-11/19)10-11am SYLA (not requested) 2:00-3:30pm	SYSC (9/10-11/19) 8:00am-7:00pm	
WINSTON #2 BB/SB Field (Lower Field - Mamaroneck Rd) (Middle of Complex)	REC Soccer (9/9-10/21) 4:00-6:00pm	SYSC (9/2-11/24) 3:45-6:45pm	SYSC (9/2-11/24) 3:45-6:45pm	REC Soccer (9/12-10/26) 4:00-6:00pm	SYSC (9/2-11/24) 3:45-6:45pm	REC Soccer (9/711/2) 8am-1:30pm REC Field Hockey 9/21-11/19)10-11am SYLA (not requested) 2:00-3:30pm	SYSC (9/10-11/19) 8:00am-7:00pm	
WINSTON #3 BB/SB Field (Lower Field - Retaining Walls) (Next to Horse Stables)	REC Soccer (9/9-10/21) 4:00-6:00pm	SYSC (9/2-11/24) 3:45-6:45pm	SYSC (9/2-11/24) 3:45-6:45pm	REC Soccer (9/12-10/26)) 4:00-6:00pm	SYSC (9/2-11/24) 3:45-6:45pm	REC Soccer (9/711/2) 8am-1:30pm REC Field Hockey 9/21-11/19)10-11am SYLA (not requested) 2:00-3:30pm	SYSC (9/10-11/19) 8:00am-7:00pm	
CROSSWAY FIELD (Football) (5th-8th Grade League)	REC Tackle FB (GR3-8) (8/19-11/15) 4:30-7:00pm	REC Tackle FB (GR3-8) (8/19-11/15) 4:30-7:00pm	REC Tackle FB (GR3-8) (8/19-11/15) 4:30-7:00pm	REC Tackle FB (GR3-8) (8/19-11/15) 4:30-7:00pm	REC Tackle FB (GR3-8) (8/19-11/15) 4:30-7:00pm	REC Tackle FB (9/14-11/9) 8:00am-12:30pm SLL Games (8/26-11/1) 1:00-8:00pm	Adult Softball (8/27-10/29) 8:30am-12:00pm SLL 12:30-8:00pm	** SCARSDALE FIRE FAIR ** SATURDAY 10/19 (8:00am to 4:00pm) Crossway Lower Field Complex
CROSSWAY #1 BB Field (Lower Parking Lot) (Across From LL Field)	REC Tackle FB (GR3-8) (8/19-11/15) 4:30-7:00pm	REC Tackle FB (GR3-8) (8/19-11/15) 4:30-7:00pm	REC Tackle FB (GR3-8) (8/19-11/15) 4:30-7:00pm	REC Tackle FB (GR3-8) (8/19-11/15) 4:30-7:00pm	REC Tackle FB (GR3-8) (8/19-11/15) 4:30-7:00pm	REC Tackle FB (9/14-11/9) 8:00am-12:45pm SLL Games (8/26-11/1) 1:00-8:00pm	Adult SB Hebrew League (8/27-11/17) (D.Zeitz) 8:30am-12:00pm (8/26-11/1) SLL Games 12:30pm-8:00pm	** SCARSDALE FIRE FAIR ** SATURDAY 10/19 (8:00am to 4:00pm) Crossway Lower Field Complex
CROSSWAY #2 BB Field (Lower Parking Lot) (Firehouse Side)	REC Tackle FB (GR3-8) (8//19-11/15) 4:30-7:00pm	REC Tackle FB (GR3-8) (8/19-11/15) 4:30-7:00pm	REC Tackle FB (GR3-8) (8/19-11/15) 4:30-7:00pm	REC Tackle FB (GR3-8) (8/19-11/15) 4:30-7:00pm	REC Tackle FB (GR3-8) (8/19-11/15) 4:30-7:00pm	REC Tackle FB (9/9-11/11) 8:00am-12:45pm SLL Games (9/3-11/17) 1:00-8:00pm	Adult SB Residents (8/27-11/17) (S. Lempel) 8:30am-12:00pm (8/26-11/1) SLL Games 12:30pm-8:00pm	** SCARSDALE FIRE FAIR ** SATURDAY 10/19 (8:00am to 4:00pm) Crossway Lower Field Complex
CROSSWAY #3 (Little League Field) (Lower Parking Lot)	SLL Games & Practices (8/26-11/17) 3:00-8:00pm	SLL Games & Practices (8/26-11/17) 3:00-8:00pm	SLL Games & Practices (8/26-11/17) 3:00-8:00pm	SLL Games & Practices (8/26-11/17) 3:00-8:00pm	SLL Games & Practices (8/26-11/17) 3:00-8:00pm	SLL Games & Practices (8/26-11/17) 8:00-8:00pm	SLL Games & Practices (8/26-11/17) 8:00-8:00pm	
CROSSWAY #4 Soccer Field (Upper Field) (Large) (Upper Parking Lot)	SYSC (9/2-11/24) 3:45-6:45pm	SYSC (9/2-11/24) 3:45-6:45pm	SYSC (9/2-11/24) 3:45-6:45pm	SYSC (9/2-11/24) 3:45-6:45pm	SYSC (9/2-11/24) 3:45-6:45pm	REC Soccer (9/7-10/26) (8:00am-2:00pm) SYSC (9/7-11/24) 2:00-7:00pm	SYSC (9/8-11/24) 8:00-7:00pm	
CROSSWAY #5 Soccer Field (Upper Field) (Small) (Upper Parking Lot)	SYSC (9/4-11/19) 3:45-6:45pm	SYSC (9/4-11/19) 3:45-6:45pm	SYSC (9/4-11/19) 3:45-6:45pm	SYSC (9/4-11/19) 3:45-6:45pm	SYSC (9/4-11/19) 3:45-6:45pm	REC Soccer (9/7-10/26) (8:00am-2:00pm) SYSC (9/7-11/24) 2:00-7:00pm	SYSC (9/8-11/24) 8:00-7:00pm	
HYATT #1 (Large) (BB Diamond)	SLL Games & Practices (8/26-11/17) 3:00-8:00pm	SLL Games & Practices (8/26-11/17) 3:00-8:00pm	SLL Games & Practices (8/26-11/17) 3:00-8:00pm	SLL Games & Practices (8/26-11/17) 3:00-8:00pm	SLL Games & Practices (8/26-11/17) 3:00-8:00pm IHM Track (9/8-10/27) (4-5 PM)	SLL Games & Practices (8/26-11/17) 9:00am-8:00pm	SLL Games & Practices (8/26-11/17) 9:00am-8:00pm	
HYATT #2 (Small) (SB Diamond)	STS (9/3-11/8) 3:00pm-8:00pm	STS (9/3-11/8) 3:00pm-8:00pm	STS (9/3-11/8) 3:00pm-8:00pm	STS (9/3-11/8) 3:00pm-8:00pm	STS (9/3-11/8) 3:00-8:00pm IHM Track (9/5-10/27) 4-5pm	STS (9/3-11/17) 9am-8pm STS Tournament Games See Schedule on Right ==>	STS (9/3-11/17) 9am-8pm STS Tournament Games See Schedule on Right ==>	** STS TOURNAMENT DATES *** 9/7-8 9/14-15 9/21-22, 9/28-29 10/5-6, 10/19-20, 10/26-27
SCOUT FIELD Soccer / Lax (Girl Scout House) (Parking Lot)	HS Varsity Girls Soccer (Pre-Season) (8/21-9/4) 7:00am-2:00pm (In-Season) (9/5-11/15) 3:00-6:00pm	HS Varsity Girls Soccer (Pre-Season) (8/21-9/4) 7:00am-2:00pm (In-Season) (9/5-11/15) 3:00-6:00pm	HS Varsity Girls Soccer (Pre-Season) (8/21-9/4) 7:00am-2:00pm (In-Season) (9/5-11/15) 3:00-6:00pm	HS Varsity Girls Soccer (Pre-Season) (8/21-9/4) 7:00am-2:00pm (In-Season) (9/5-11/15) 3:00-6:00pm	HS Varsity Girls Soccer (Pre-Season) (8/21-9/4) 7:00am-2:00pm (In-Season) (9/5-11/15) 3:00-6:00pm	HS Varsity Girls Soccer (Pre-Season) (8/21-9/4) 7:00am-2:00pm (In-Season) (9/6-11/15) 7:00am-12:00pm SYSC (9/4-11/19) (12:30-7:00pm)	SYSC (9/7-11/24) 9:00am-7:00pm	
SUPPLY FIELD (Football) (3rd/4th Grade League)	STS (9/3-11/17) (3:00-5:00pm) REC Youth FB Practices (G3-4) (8/21-11/17) 5:00-7:00pm	STS (9/3-11/17) (3:00-8:00pm)	STS (9/3-11/17) (3:00-5:00pm) REC Youth FB Practices (G3-4) (8/21-11/10) 5:00-7:00pm	STS (9/3-11/17) (3:00-8:00pm)	STS (9/3-11/17) (3:00-5:00pm) REC Youth FB Practices (G3-4) (8/21-11/10) 5:00-7:00pm	REC Youth FB Games (GR3-4) (9/8-11/17) 8:00am-12:30pm STS Tournaments (1:30-8pm)	REC Youth FB Games (GR3-4) (9/8-11/17) 8:00am-12:30pm STS Tournaments (1:30-8pm)	** STS TOURNAMENT DATES *** 9/7-8 9/14-15 9/21-22, 9/28-29 10/5-6, 10/19-20, 10/26-27
SUPPLY #1 SB Field (Golden Horseshoe Side) (Batting Cages)	STS (9/3-11/17) (3:00-5:00pm) REC Youth FB Practices (G3-4) (8/21-11/17) 5:00-7:00pm	STS (9/3-11/17) (3:00-8:00pm)	STS (9/3-11/17) (3:00-5:00pm) REC Youth FB Practices (G3-4) (8/21-11/17) 5:00-7:00pm	STS (9/3-11/17) (3:00-8:00pm)	STS (9/5-11/3) (3:00-5:00pm) REC Youth FB Practices (G3-4) (8/21-11/17) 5:00-7:00pm	REC Youth FB Games (GR3-4) (9/8-11/17) 8:00am-12:30pm STS Tournaments (1:30-8pm)	REC Youth FB Games (GR3-4) (9/8-11/17) 8:00am-12:30pm STS Tournaments (1:30-8pm)	** STS TOURNAMENT DATES *** 9/7-8 9/14-15 9/21-22, 9/28-29 10/5-6, 10/19-20, 10/26-27
SUPPLY #2 SB Field (244 Heathcote Road) (Building / Parking Lot)	STS (9/3-11/17) (3:00-5:00pm) REC Youth FB Practices (G3-4) (8/21-11/10) 5:00-7:00pm	STS (9/3-11/17) (3:00-8:00pm)	STS (9/5-11/3) (3:00-5:00pm) REC Youth FB Practices (G3-4) (8/21-11/17) 5:00-7:00pm	STS (9/3-11/17) (3:00-8:00pm)	STS (9/5-11/3) (3:00-5:00pm) REC Youth FB Practices (G3-4) (8/21-11/17) 5:00-7:00pm	REC Youth FB Games (GR3-4) (9/8-11/17) 8:00am-12:30pm STS Tournaments (1:30-8pm)	REC Youth FB Games (GR3-4) (9/8-11/17) 8:00am-12:30pm STS Tournaments (1:30-8pm)	** STS TOURNAMENT DATES *** 9/7-8 9/14-15 9/21-22, 9/28-29 10/5-6, 10/19-20, 10/26-27

STS TOURNAMENT DATES: 10U/12U/14U/16U	SEASON DATES	CALENDAR - IMPORTANT DATES
SAT/SUN - 9/7, 9/8 @ Supply 1+2 (SAT-1:30-8:00pm) (SUN-9:00am-8:00pm) (Hyatt 2 -(9am-8pm) SAT & SUN	SYSC: August 14 - November 19 (Soccer)	September 5 (Thurs) - Scarsdale District Schools Open
SAT/SUN - 9/14, 9/15 @ Supply 1+2 (SAT-1:30-8:00pm) (SUN-9:00am-8:00pm) (Hyatt 2 -(9am-8pm) SAT & SUN	SYFB: August 21 - November 17 (Football)	October 3-4 (Thurs - Fri) - Rosh Hashanah
SAT/SUN - 9/21, 9/22 @ Supply 1+2 (SAT-1:30-8:00pm) (SUN-9:00am-8:00pm) (Hyatt 2 -(9am-8pm) SAT & SUN	SHS: August 21 - September 4 (Pre-Season) September 5 - November 15 (In-Season)	October 5 (Sat) - Scarecrow Festival (Pool Complex)
SAT/SUN - 9/28, 9/29 @ Supply 1+2 (SAT-1:30-8:00pm) (SUN-9:00am-8:00pm) (Hyatt 2 -(9am-8pm) SAT & SUN	SLL: August 26 - November 17 (Little League Baseball)	October 12 (Sat) - Yom Kippur
SAT/SUN - 10/5, 10/6 @ Supply 1+2 (SAT-1:30-8:00pm) (SUN-9:00am-8:00pm) (Hyatt 2 -(9am-8pm) SAT & SUN	REC: September 1 - November 17 (REC Football + Soccer)	October 14 (Mon) - Columbus Day
SAT/SUN - 10/19, 10/20 @ Supply 1+2 (SAT-1:30-8:00pm) (SUN-9:00am-8:00pm) (Hyatt 2 -(9am-8pm) SAT & SUN	SYLA: September 7 - November 9 (Lacrosse)	October 19(Sat) - SFD - Annual FIRE FAIR @ CX2 (8:00am-4:00pm)
SAT/SUN - 10/26, 10/27 @ Supply 1+2 (SAT-1:30-8:00pm) (SUN-9:00am-8:00pm) (Hyatt 2 -(9am-8pm) SAT & SUN	STS: September 3 - November 8 (Softball)	
@ Supply 1+2 (SAT-1:30-8:00pm) (SUN-9:00am-8:00pm) (Hyatt 2 -(9am-8pm) SAT & SUN		

VILLAGE FIELD USE - SPRING 2025

Revised: March 6

FIELD	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	SUNDAY	COMMENTS:
BOWLING GREEN (CX Lower) (Next to Har-Tru Tennis Courts)			REC Grit Ninja (4/10 to 5/29) 2:00-7:00 PM					**MAY 10 (SAT) - All Elementary School Fairs**
BOULDER BROOK (Upper Field - LAX)	SYSC 3:00-6:00pm SYLA Boys 6:00 - 7:30pm	SYSC 3:00-6:00pm SYLA Boys 6:00-7:30pm	SYSC 3:00-6:00pm SYLA Boys 6:00-7:30pm	SYSC 3:00-6:00pm SYLA Boys 6:00-7:30pm	SYSC 2:00-6:00pm SYLA Boys 6:00-7:30pm	SYSC 8am-12pm SYLA 12:00-6:00pm 4/1-6/8	SYSC 8am -1:30pm SYLA Boys 1:30-2:30pm SYLA 3:00 - 6:00 PM 4/1 -6/8	
WINSTON #1 BB/SB Field (Lower Field - Mamaroneck Rd) (Across from Firehouse)	SLL 3:00-8:00pm	SLL 3:00-8:00pm	SYSC 3:30-8:00pm	SYSC 3:30-8:00pm	SLL 3:00-8:00pm	REC SB Games 9am-2pm SLL 2:30-8:00pm	SLL 8:30am-2:00pm SYSC 2:30-8:00pm	
WINSTON #2 BB/SB Field (Lower Field - Mamaroneck Rd) (Middle of Complex)	SLL 3:00-8:00pm	SLL 3:00-8:00pm	SYSC 3:30-8:00pm	SYSC 3:30-8:00pm	SLL 3:00-8:00pm	REC SB Games 9am-2pm SLL 2:30-8:00pm	SLL 8:30am-2:00pm SYSC 2:30-8:00pm	
WINSTON #3 BB/SB Field (Lower Field - Retaining Walls) (Next to Horse Stables)	SLL 3:00-8:00pm	SLL 3:00-8:00pm	SYSC 3:30-8:00pm	SYSC 3:30-8:00pm	SLL 3:00-8:00pm	REC SB Games 9am-2pm SLL 2:30-8:00pm	SLL 8:30am-2:00pm SYSC 2:30-8:00pm	
CROSSWAY #1 BB Field (Lower Parking Lot) (Across From LL Field)	HS JV Baseball 3:00-6:00pm SLL 6:00-8:00pm	HS JV Baseball 3:00-6:00pm SLL 6:00-8:00pm **REC Adult SB 6:00-8pm** **6/3, 6/10, 6/17, 6/24**	HS JV Baseball 3:00-6:00pm SLL 6:00-8:00pm **REC Adult SB 6:00-8pm** **6/4, 6//11,6/18,6/25**	HS JV Baseball 3:00-6:00pm SLL 6:00-8:00pm **REC Adult SB 6:00-8pm** **6/5, 6/12, 6/19,6/26**	HS JV Baseball 2:00-6:00pm SLL 6:00-8:00pm	SLL Games 8:00am-8:00pm	Adult SB (DZeitz)(Scott Bookner) 8:30a-12pm (Hebrew League) SLL Games 12:30-8:00pm	
CROSSWAY #2 BB Field (Lower Parking Lot) (Firehouse Side)	HS Frosh Baseball 3-6:00pm SLL 6:00-8:00pm	HS Frosh Baseball 3-6pm SLL 6:00-8:00pm **REC Adult SB 6:00-8pm** **6/3, 6/10, 6/17, 6/24**	HS Frosh Baseball 3-6pm SLL 6:00-8:00pm **REC Adult SB 6:00-8pm** **6/4, 6/11,6/18,6/25**	HS Frosh Baseball 3-6pm SLL 6-8:00pm **REC Adult SB 6:00-8pm** **6/5, 6/12, 6/19, 6/26**	HS Frosh Baseball 2-6:00pm SLL 6:00-8:00pm	SLL Games 8:00am-8:00pm	**SLL Games 8:00am-8:00pm** **(4/7, 4/14, 5/5, 5/12) ONLY** Adult SB (S.Lempel) 9am-12pm (Resident Pickup Softball) (All Other Dates)	
CROSSWAY #3 (Little League Field) (Lower Parking Lot)	SLL 3:00-8:00pm	SLL 3:00-8:00pm	SLL 3:00-8:00pm	SLL 3:00-8:00pm	SLL 3:00-8:00pm	SLL Games 8:00am-8:00pm	SLL Games 8:00am-8:00pm	
CROSSWAY #4 Soccer Field (Upper Field) (Large) (Upper Parking Lot)	SYSC 3:30-7:00pm	SYSC 3:30-7:00pm	SYSC 3:30-7:00pm	SYSC 3:30-7:00pm	SYSC 3:30-7:00pm	SYSC 9:00am-7:00pm	SYSC 9:00am-7:00pm	
CROSSWAY #5 Soccer Field (Upper Field) (Small) (Upper Parking Lot)	SYSC 3:30-7:00pm	SYSC 3:30-7:00pm	SYSC 3:30-7:00pm	SYSC 3:30-7:00pm	SYSC 3:30-7:00pm	SYSC 9:00am-7:00pm	SYSC 9:00am-7:00pm	
HYATT #1 (Large) (BB Diamond)	SLL 3:00-8:00pm	SLL 3:00-8:00pm **REC Adult SB 6:00-8:00p** **6/3, 6/10, 6/17, 6/24**	SLL 3:00-8:00pm **REC Adult SB 6:00-8pm** **6//4, 6//11,6/18,6/25**	SLL 3:00-8:00pm **REC Adult SB 6:00-8:00p** **6/5, 6/12, 6/19, 6/26**	(4/5 to 6/14) IHM Track 4:00-5:00pm SLL 5:00-8:00pm	SLL Games 9:00am-8:00pm	**Adult SB (Steve Lempel)** **9:00am-12:00pm (5/5, 5/12) ONLY** SLL 9am-8pm (All Other Dates) (4/7 to 6/30)	
HYATT #2 (Small) (SB Diamond) (Bathrooms)	STS 3:00-6:00pm REC SB Games 6:00-8pm	STS 3:00-6:00pm REC SB Games 6:30-8pm	STS 3:00-6:00pm REC SB Games 6:00-8pm	STS 3:00-6:00pm REC SB Games 6:00-8pm	(4/5 to 6/14) IHM Track 4-5pm STS Practices 3:00-6:30 PM REC SB Practices 6:30-8:00pm	REC SB Games 9am-2pm STS 2:00-8:00pm	SYSA 9:00am-8:00pm **(See SYSA Tournament Dates Bottom Left)**	
SCOUT FIELD Soccer / Lax (Girl Scout House) (Parking Lot)	HS Girls & Boys Lax 3:00-6:30pm	HS Girls & Boys Lax 3:00-6:30pm	HS Girls & Boys Lax 3:00-6:30pm	HS Girls & Boys Lax 3:00-6:30pm	HS Girls & Boys Lax 2:00-6:30pm	HS Girls & Boys Lax 8:00am-1:00pm SYSC 1:00-7:00pm	SYSC 8:00am-7:00pm	
SUPPLY #1 SB Field (Golden Horseshoe Side) (Batting Cages)	HS JV SB 3:00-6:00pm REC SB Games 6:00-8pm	HS JV SB 3:00-6:00pm REC SB Games 6:00-8pm	HS JV SB 3:00-6:00pm REC SB Games 6:00-8pm	HS JV SB 3:00-6:00pm REC SB Games 6:00-8pm	HS JV SB 2:00-6:00pm REC SB Games 6:00-8pm	Rec SB Games 9am-2pm STS 2:00pm-8:00pm **(See Tournament Dates & Double Header Schedule)**	SYSA 9:00am-8:00pm **(See SYSA Tournament Dates Bottom Left)**	
SUPPLY #2 SB Field (244 Heathcote Road) (Building / Parking Lot)	HS Varsity SB 3:00-6:00pm REC SB Games 6:00-8pm	HS Varsity SB 3:00-6:00pm REC SB Games 6:00-8pm	HS Varsity SB 3:00-6:00pm REC SB Games 6:00-8pm	HS Varsity SB 3:00-6:00pm REC SB Games 6:00-8pm	HS Varsity SB 2:00-6:00pm REC SB Games 6:00-8pm	Rec SB Games 9am-2pm STS 2:00pm-8:00pm **(See Tournament Dates & Double Header Schedule)**	SYSA 9:00am-8:00pm **(See SYSA Tournament Dates Bottom Left)**	

SCARSDALE TRAVEL SOFTBALL (STS) - 8 TOURNAMENT DATES: 10U/12U

- **April 26 (Supply 1+2, HY2 - 2:00-8:00pm) (12U)**
- **April 27 (Supply 1+2, HY2 - 9:00am-8:00pm) (12U)**
- **May 3 (Supply 1+2, HY2 - 2:00-8:00pm) (10U)**
- **May 4 (Supply 1+2, HY2 - 9:00am-8:00pm) (10U)**
- **May 10 (Supply 1+2, HY2 - 9:00am-8:00pm) (12U)+(10U)**
- **May 11 (Supply 1+2, HY2 - 9:00am-8:00pm) (12U)+(10U)**
- **May 17 (Supply 1+2, HY2 - 2:00-8:00pm) (12U)**
- **May 18 (Supply 1+2, HY2 - 9:00am-8:00pm) (12U)**
- **May 24 (Supply 1+2, HY2 - 9:00AM-8:00PM) (Memorial Day Weekend) (12U)+(10U)**
- **May 25 (Supply 1+2, HY2 - 9:00AM-8:00PM) (Memorial Day Weekend) (12U)+(10U)**
- **May 31 June 1 (Supply 1+2, HY2 - 2:00-8:00pm) (10U)**
- **June 7 (Supply 1+2, HY2 - 9:00am-8:00pm) (10U)**
- **June 8 (Supply 1+2, HY2 - 2:00-8:00pm) (12U)**
- **June 14 (Supply 1+2, HY2 - 9:00am-8:00pm) (12U)**
- **June 15 (Supply 1+2, HY2 - 2:00-8:00pm) (10U)**
- **June 21,22 (Supply 1+2, HY2 - 9:00am-8:00pm) (10U)**

IHM TRACK (Veronica Gayanelo)

- **Fridays - April 4 to June 20 (Hyatt Field Complex HY1 + HY2) (4:00-5:00pm)**

SEASON DATES & PRIORITY ORDER (Top to Bottom):

- **SHS: March 15 - June 16 (Spring Season)**
- **REC: Girls Softball: A April 1 - June14 Opening Day April 26**
- **Kindergarten to Grade 6 League**
- **REC: Mens Softball: Ju June 3- August 16 (CX1,CX2,HY1,GA1,)**
- **SLL: April 1 - June 30 (Opening Day - April 6)**
- **SYLA: April 1 - June 30**
- **STS: April 1 - June 23 (See Tournament Schedule to Left)**
- **SYSC: "OUT OF SEASON" SPORT April 1 - June 30**
- **Adult Softball Sharaei Tik ikva Synagogue- (April 6 - October 26)**
- **(Dan Zeitz)(Scott Bookner) Synagougue League - Sundays CX1 (8:30am-12pm)**
- **Adult Resident Softball P Pickup - April 20 - October 26**
- **(Steve Lempel) Sundays HY1 (9:00am-12:00pm)**

CALENDAR - IMPORTANT DATES

- **April 20 - Easter Sunday**
- **April 1 to June 30 - REC Village Fields Open for Spring**
- **April 7 - SUNDAY - 15K / 4M Races - Scarsdale High School**
- **April 26 - SATURDAY - REC Girls Softball (Opening Day)**
- **April 14 to 18 - MONDAY to FRIDAY - Spring Recess Scarsdale Schools**
- **April 12 to April 20 - Passover**
- **May 10 - SATURDAY - All Elementary School Fairs (NO REC Girls Softball Games)**
- **MAY 26 - SATURDAY - Scarsdale Municipal Pool Opening**
- **June 3 - Aug 16 - REC Adult Softball League (CX1, CX2, GA1, HY1, QRB1)**
- **June 27 - FRIDAY - Last Day of School**

VILLAGE FIELD USE - SUMMER 2024

Revised: July 1

FIELD	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	SUNDAY	COMMENTS
BOULDER BROOK (Lax + Soccer)	HOLD - SHS Athletics (Aug 14 to Sept 3) SYSC 3:30-7:00 PM (8/21 to 8/31)	HOLD - SHS Athletics (Aug 14 to Sept 3) SYSC 3:30-7:00 PM (8/21 to 8/31)	HOLD - SHS Athletics (Aug 14 to Sept 3) SYSC 3:30-7:00 PM (8/21 to 8/31)	HOLD - SHS Athletics (Aug 14 to Sept 3) SYSC 3:30-7:00 PM (8/21 to 8/31)	HOLD - SHS Athletics (Aug 14 to Sept 3) SYSC 3:30-7:00 PM (8/21 to 8/31)	HOLD - SHS Athletics (Aug 14 to Sept 3)		**FIREWORKS EVENT - TUESDAY 7/2**
CROSSWAY #1 (Main Parking Lot) (Across From LL Field)		REC Adult Softball 6:00-8:00pm 7/9, 7/16, 7/23, 7/30, 8/6	REC Adult Softball 6:00-8:00pm 7/10, 7/17, 7/24, 7/31, 8/7	REC Adult Softball 6:00-8:00pm 7/11, 7/18, 7/25, 8/1, 8/8			Adult SB (Zeitz)(Bookner) 9:00am-12:00pm July 7 to Sept 1	**FIREWORKS EVENT - TUESDAY 7/2**
CROSSWAY #2 (Near Firehouse)		REC Adult Softball 6:00-8:00pm 7/9, 7/16, 7/23, 7/30, 8/6	REC Adult Softball 6:00-8:00pm 7/10, 7/17, 7/24, 7/31, 8/7	REC Adult Softball 6:00-8:00pm 7/11, 7/18, 7/25, 8/1, 8/8			Adult SB (Zeitz)(Bookner) 9:00am-12:00pm July 7 to Sept 1	**FIREWORKS EVENT - TUESDAY 7/2**
CROSSWAY #3 (Little League Field) (Main Parking Lot)								**FIREWORKS EVENT - TUESDAY 7/2**
CROSSWAY #4 (Soccer) (Upper Lot)	**REC Soccer Camp 9:00am to 12:00pm August 12 to August 23 SYSC 3:30-7:00pm August 21 to 31**	**REC Soccer Camp 9:00am to 12:00pm August 12 to August 23 SYSC 3:30-7:00pm August 21 to 31**	**REC Soccer Camp 9:00am to 12:00pm August 12 to August 23 SYSC 3:30-7:00pm August 21 to 31**	**REC Soccer Camp 9:00am to 12:00pm August 12 to August 23 SYSC 3:30-7:00pm August 21 to 31**	**REC Soccer Camp 9:00am to 12:00pm August 12 to August 23 SYSC 3:30-7:00pm August 21 to 31**			**FIREWORKS EVENT - TUESDAY 7/2**
CROSSWAY #5 (Soccer) (Upper Lot)	**REC Soccer Camp 9:00am to 12:00pm August 12 to August 23 SYSC 3:30-7:00pm August 21 to 31**	**REC Soccer Camp 9:00am to 12:00pm August 12 to August 23 SYSC 3:30-7:00pm August 21 to 31**	**REC Soccer Camp 9:00am to 12:00pm August 12 to August 23 SYSC 3:30-7:00pm August 21 to 31**	**REC Soccer Camp 9:00am to 12:00pm August 12 to August 23 SYSC 3:30-7:00pm August 21 to 31**	**REC Soccer Camp 9:00am to 12:00pm August 12 to August 23 SYSC 3:30-7:00pm August 21 to 31**			**FIREWORKS EVENT - TUESDAY 7/2**
CROSSWAY LOWER Athletic Field #1 (Lower Parking Lot)	USSI Multi Sports Camp Aug 5 to Aug 9 9:00am-12:00pm	USSI Multi Sports Camp Aug 5 to Aug 9 9:00am-12:00pm	USSI Multi Sports Camp Aug 5 to Aug 9 9:00am-12:00pm	USSI Multi Sports Camp Aug 5 to Aug 9 9:00am-12:00pm	USSI Multi Sports Camp Aug 5 to Aug 9 9:00am-12:00pm			**FIREWORKS EVENT - TUESDAY 7/2**
HYATT #1 (Large)		REC Adult Softball 6:00-8:00pm 7/9, 7/16, 7/23, 7/30, 8/6	REC Adult Softball 6:00-8:00pm 7/10, 7/17, 7/24, 7/31, 8/7	REC Adult Softball 6:00-8:00pm 7/11, 7/18, 7/25, 8/1, 8/8				
HYATT #2 (Small)					USSA Travel Softball 4:00-6:30pm 9/6,9/13,9/20,9/27,10/4,10/11,1			
SCOUT FIELD (Girl Scout House) (Parking Lot)								
SUPPLY #1 (Shopping Center) (Batting Cages)	STS Softball Camp (Scags) 9am-3:15pm 7/8 to 8/23 SLL (GR1-GR5) (Coed) 5:00-8:00pm (8 Sessions) (6/24,7/1,7/8,7/15,7/22) (7/29, 8/5, 8/12)	STS Softball Camp (Scags) 9am-3:15pm 7/8 to 8/23 SLL (GR1-GR5) (Coed) 5:00-8:00pm (8 Sessions) (6/25,7/2,7/9,7/16,7/23) (7/30, 8/6, 8/13)	STS Softball Camp (Scags) 9am-3:15pm 7/8 to 8/23 SLL (GR1-GR5) (Coed) 5:00-8:00pm (8 Sessions) (6/26,7/3,7/10,7/17,7/24) (7/31, 8/7, 8/14)	STS Softball Camp (Scags) 9am-3:15pm 7/8 to 8/23 SLL (GR1-GR5) (Coed) 5:00-8:00pm (8 Sessions) (6/27,7/4,7/11,7/18,7/25) (8/1, 8/8, 8/15)	STS Softball Camp (Scags) 9am-3:15pm 7/8 to 8/23			
SUPPLY #2 (Parking Lot) (Heathcote Rd)	STS Softball Camp (Scags) 9am-3:15pm 7/8 to 8/23 SLL (GR1-GR5) (Coed) 5:00-8:00pm (8 Sessions) (6/24,7/1,7/8,7/15,7/22) (7/29, 8/5, 8/12)	STS Softball Camp (Scags) 9am-3:15pm 7/8 to 8/23 SLL (GR1-GR5) (Coed) 5:00-8:00pm (8 Sessions) (6/25,7/2,7/9,7/16,7/23) (7/30, 8/6, 8/13)	STS Softball Camp (Scags) 9am-3:15pm 7/8 to 8/23 SLL (GR1-GR5) (Coed) 5:00-8:00pm (8 Sessions) (6/26,7/3,7/10,7/17,7/24) (7/31, 8/7, 8/14)	STS Softball Camp (Scags) 9am-3:15pm 7/8 to 8/23 SLL (GR1-GR5) (Coed) 5:00-8:00pm (8 Sessions) (6/27,7/4,7/11,7/18,7/25) (8/1, 8/8, 8/15)	STS Softball Camp (Scags) 9am-3:15pm 7/8 to 8/23			
WINSTON LOWER (Large Athletic Field) (BB/SB Fields 1,2,3) (Mamaroneck Road)	SLL (GR1-GR5) (Coed) 5:00 to 8:00 PM (All 3 Fields) (8 Sessions) (6/24,7/1,7/8,7/15,7/22) (7/29, 8/5, 8/12)	SLL (GR1-GR5) (Coed) 5:00 to 8:00 PM (All 3 Fields) (8 Sessions) (6/25,7/2,7/9,7/16,7/23) (7/30, 8/6, 8/13)	SLL (GR1-GR5) (Coed) 5:00 to 8:00 PM (All 3 Fields) (8 Sessions) (6/26,7/3,7/10,7/17,7/24) (7/31, 8/7, 8/14)	SLL (GR1-GR5) (Coed) 5:00 to 8:00 PM (All 3 Fields) (8 Sessions) (6/27,7/4,7/11,7/18,7/25) (8/1, 8/8, 8/15)				**FIREWORKS EVENT - TUESDAY 7/2**

SEASON DATES:

REC: July 1 to August 31
SHS: August 14 to September 4
SLL: July 1 to August 31

SEASON DATES:

STS : No Program this Summer (Except Dave Scagnelli Camp)
SYLA: No Program This Summer
SYSC: July 1 to August 31

IMPORTANT DATES:

July 1 to September 2 (All Summer Programs)
July 2 (Tuesday) - Fireworks Event
September 2 - Labor Day (Monday)

APPENDIX C
LEVEL OF SERVICE TABLES

TABLE C-1

PEAK HOUR LEVEL OF SERVICE SUMMARY TABLE

Mamaroneck Road and Pool Entrance Driveway

APPROACH		AM PEAK HOUR 2025 EXISTING	PM PEAK HOUR 2025 EXISTING	SAT PEAK HOUR 2025 EXISTING
		LOS DELAY (sec)	LOS DELAY (sec)	LOS DELAY (sec)
Mamaroneck Road				
WB	TR	- 0	- 0.0	- 0.0
EB	LT	a 0.4	a 3.0	a 1.4
INTERSECTION		a **0.2**	a **1.5**	a **0.7**

TABLE C-2

PEAK HOUR LEVEL OF SERVICE SUMMARY TABLE

Mamaroneck Road and Crossway Park Driveway/Pool Exit Driveway

APPROACH		AM PEAK HOUR	PM PEAK HOUR	SAT PEAK HOUR
		2025 **EXISTING**	**2025** **EXISTING**	**2025** **EXISTING**
		LOS DELAY (sec)	LOS DELAY (sec)	LOS DELAY (sec)
Mamaroneck Road				
EB	TR	A 9.8	B 13.0	B 10.7
WB	LT	A 8.3	B 11.5	B 10.9
Crossway Park Driveway/Pool Exit Driveway				
NB	LR	B 16.8	B 11.3	A 4.8
SB	L	B 17.1	B 15.1	B 11.0
	TR	A 0.3	A 4.9	A 4.5
	OVERALL	A 4.8	A 7.7	A 7.7
INTERSECTION		A **8.9**	B **11.5**	B **10.2**

TABLE C-3

PEAK HOUR LEVEL OF SERVICE SUMMARY TABLE

Mamaroneck Road and Harvest Drive/Kids Base Driveway

APPROACH		AM PEAK HOUR	PM PEAK HOUR	SAT PEAK HOUR
		2025	**2025**	**2025**
		EXISTING	**EXISTING**	**EXISTING**
		LOS DELAY (sec)	LOS DELAY (sec)	LOS DELAY (sec)
Mamaroneck Road				
WB	LTR	a 8.7	a 8.7	a 8.2
EB	LTR	a 8.8	a 8.5	a 8.2
Harvest Drive/Kids Base Driveway				
NB	LTR	c 18.0	c 15.2	b 15.0
INTERSECTION		a **0.8**	a **0.6**	a **0.6**

TABLE C-4

PEAK HOUR LEVEL OF SERVICE SUMMARY TABLE

Mamaroneck Road and Relocated Crossway Field Driveway - Option 1

APPROACH		AM PEAK HOUR		PM PEAK HOUR		SAT PEAK HOUR	
		WITH EXISTING VOLUMES	**WITH ADDITIONAL 100 VEHICLES**	**WITH EXISTING VOLUMES**	**WITH ADDITIONAL 100 VEHICLES**	**WITH EXISTING VOLUMES**	**WITH ADDITIONAL 100 VEHICLES**
		LOS DELAY (sec)	LOS DELAY (sec)	LOS DELAY (sec)	LOS DELAY (sec)	LOS DELAY (sec)	LOS DELAY (sec)
Mamaroneck Road							
WB	LT	a 9.0	a 9.2	a 9.1	a 9.3	a 8.3	a 8.4
EB	TR	- 0.0	- 0.0	- 0.0	- 0.0	- 0.0	- 0.0
Site Driveway							
NB	LR	d 25.2	d 26.9	d 31.8	f 51.0	b 14.6	c 17.3
INTERSECTION		a **0.1**	a **1.4**	a **1.5**	a **4.1**	a **0.3**	a **1.4**

APPENDIX D
LEVEL OF SERVICE STANDARDS

1. LEVEL OF SERVICE

CONCEPT

The Highway Capacity Manual, published by the Transportation Research Board of the U.S. Government, established a system by which highway facilities are examined for their adequacy to handle traffic volumes. The terminology "Level of Service" is used to provide a "qualitative" evaluation based on certain "quantitative" calculations which are related to empirical values.

Intersection Capacity, Delay and resultant Levels of Service are dependent upon a number of factors, including the following:

- Area Type
- Intersection geometrics
- Traffic volumes
- Parking conditions
- Pedestrian activity
- Vehicle Mix
- Bus Stop location and activity
- Peak Hour Factor
- Traffic Signal operation, if applicable

Ramp and weaving area Densities and resultant Levels of Service are dependent upon a number of factors, including the following:

- Number of lanes
- Configuration of weaving area
- Length of acceleration/deceleration lanes
- Vehicle speeds
- Traffic volumes
- Vehicle Mix
- Peak Hour Factor

FACTORS

SIGNALIZED INTERSECTIONS

Level of Service for Signalized Intersections is defined in terms of Delay, which is a measure of driver discomfort, frustration, fuel consumption, and loss of travel time. Specifically, Level of Service criteria are stated in terms of the Average Control Delay per vehicle for the peak 15-minute period within the hour analyzed.

Delay is a complex measure and is dependent upon a number of variables, including:

- Cycle length
- Ratio of Green time to Cycle length (G/C)

- Ratio of Volume to Capacity (V/C) for lane group or approach
- Traffic signal progression

UNSIGNALIZED INTERSECTIONS

Level of Service for Unsignalized Intersections is also defined in terms of Delay. The amount of Delay is based upon the availability of "gaps" in the mainline traffic stream and the acceptance of these gaps by motorists waiting on the side street to enter the main street traffic flow.

RAMP AND RAMP JUNCTIONS

Level of Service for ramp freeway junctions and the ramp proper are defined in terms of Density (passenger cars per mile per lane). Density is related to the traffic flow in the area of influence.

WEAVING AREAS

Level of Service for weaving areas is defined in terms of Density (passenger cars per mile per lane). Density is based on the ratio of weaving vehicles to non-weaving vehicles and on vehicle speeds in the weaving area of influence

CRITERIA

The criteria for the various Level of Service designations are as follows:

	SIGNALIZED	UNSIGNALIZED
LEVEL OF SERVICE	**Average Control Delay per Vehicle (Seconds)**	**Average Control Delay per Vehicle (Seconds)**
A	10.0 or less	10.0 or less
B	10.1 to 20.0	10.1 to 15.0
C	20.1 to 35.0	15.1 to 25.0
D	35.1 to 55.0	25.1 to 35.0
E	55.1 to 80.0	35.1 to 50.0
F	80.1 or greater	50.1 or greater

Level of Service	Ramp-Freeway Junction	Ramp Proper	Weaving Areas	
	Maximum Density pc/mi/ln	Density Range pc/mi/ln	Maximum Density pc/mi/ln	
			Freeway Weaving Area	Multi-lane + C-D Weaving Area
A	≤10	≤11	≤10	≤12
B	>10 - 20	>11 – 18	>10 - 20	>12 - 24
C	>20 - 28	>18 – 26	> 20 - 28	>24 - 32
D	>28 - 35	>26 – 35	>28 - 35	>32 - 36
E	>35	>35 – 45	>35 - 43	>36 - 40
F	Demand exceeds capacity	>45	>43	>40

DESCRIPTION

The following is a brief description of each of the six Level of Service designations as defined by the Highway Capacity Manual:

SIGNALIZED INTERSECTIONS

LEVEL OF SERVICE A

Average Control Delay - 10.0 secs. or less

Describes operations with very low delay. Occurs when progression is extremely favorable and most vehicles arrive during the Green Phase and do not stop at all. Short cycle lengths may also contribute to low delay.

LEVEL OF SERVICE B

Average Control Delay - 10.1 to 20.0 secs.

Generally occurs with good progression and/or short cycle lengths. More vehicles stop than for Level of Service A, causing higher levels of average delay.

LEVEL OF SERVICE C

Average Control Delay - 20.1 to 35.0 secs.

Higher delays may result from fair progression and/or longer cycle lengths. Individual cycle failures may begin to appear at this Level of Service. The number of vehicles stopping is significant, although many still pass through the intersection without stopping.

LEVEL OF SERVICE D

Average Control Delay - 35.1 to 55.0 secs.

The influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high Volume/Capacity (V/C) Ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.

LEVEL OF SERVICE E

Average Control Delay - 55.1 to 80.0 secs.

The limit of acceptable delay.

Higher delay values generally indicate poor progression, long cycle lengths, and high V/C Ratios. Individual cycle failures are frequent occurrences.

LEVEL OF SERVICE F

Average Control Delay - in excess of 80.0 secs.

Unacceptable to most drivers.

Occurs with oversaturation, i.e., arrival flow rates exceed the capacity of the intersection. May also occur at high V/C Ratios below 1.0 with many individual cycle failures. Poor progression and long cycle lengths may also be major contributing factors.

UNSIGNALIZED INTERSECTIONS

LEVEL OF SERVICE A
Average Control Delay - 10.0 secs. or less
Operations with little or no delay to minor turning movements.

LEVEL OF SERVICE B
Average Control Delay - 10.1 to 15.0 secs.
Operations with short delays on minor turning movements.

LEVEL OF SERVICE C
Average Control Delay - 15.1 to 25.0 secs.
Operations with average delays on minor turning movements.

LEVEL OF SERVICE D
Average Control Delay - 25.1 to 35.0 secs.
Operations with some delays on minor turning movements.

LEVEL OF SERVICE E
Average Control Delay - 35.1 to 50.0 secs.
Operations with long delays on minor turning movements.

LEVEL OF SERVICE F
Average Control Delay - In excess of 50.0 secs.
Operations where demand exceeds capacity. Very long delays with queuing may be experienced on the minor street approach.

RAMPS AND RAMP JUNCTIONS

LEVEL OF SERVICE A

Maximum Density - 10 pc/mi/ln

Unrestricted operations with no noticeable turbulence in the ramp influence area.

LEVEL OF SERVICE B

Maximum Density - 20 pc/mi/ln

Minimal levels of turbulence exist and speeds of vehicles in the influence area begin to decline.

LEVEL OF SERVICE C

Maximum Density - 28 pc/mi/ln

Level of turbulence becomes noticeable as average speed within the influence area declines. Driving conditions are still relatively comfortable at this level.

LEVEL OF SERVICE D

Maximum Density - 35 pc/mi/ln

.

Turbulence levels become intrusive. Queues may form on some high volume on-ramps but freeway operation remains stable.

LEVEL OF SERVICE E

Maximum Density - >35 pc/mi/ln

.

Conditions approaching and reaching capacity. Speeds are reduced and turbulence of merging/diverging vehicles becomes intrusive to all vehicles in the influence area. Flow levels approach capacity limits and minor changes in demand can cause ramp and freeway queues to occur.

LEVEL OF SERVICE F

Maximum Density – Demand flow exceeds limits

Unstable, or breakdown, operation. Approaching demand flows exceed the discharge capacity of the downstream freeway or ramp. Queues are visibly formed on the freeway and on-ramps and will continue to grow as long as the approaching demand exceeds the discharge capacity.

APPENDIX E
SYNCHRO CAPACITY ANALYSIS

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	11	628	536	12	0	0
Future Volume (Veh/h)	11	628	536	12	0	0
Sign Control		Free	Free		Stop	
Grade		0%	2%		2%	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Hourly flow rate (vph)	13	730	623	14	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)			175			
pX, platoon unblocked	0.82				0.82	0.82
vC, conflicting volume	637				1386	630
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	453				1362	444
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				100	100
cM capacity (veh/h)	922				134	509

Direction, Lane #	EB 1	WB 1
Volume Total	743	637
Volume Left	13	0
Volume Right	0	14
cSH	922	1700
Volume to Capacity	0.01	0.37
Queue Length 95th (ft)	1	0
Control Delay (s/veh)	0.4	0.0
Lane LOS	A	
Approach Delay (s/veh)	0.4	0.0
Approach LOS		

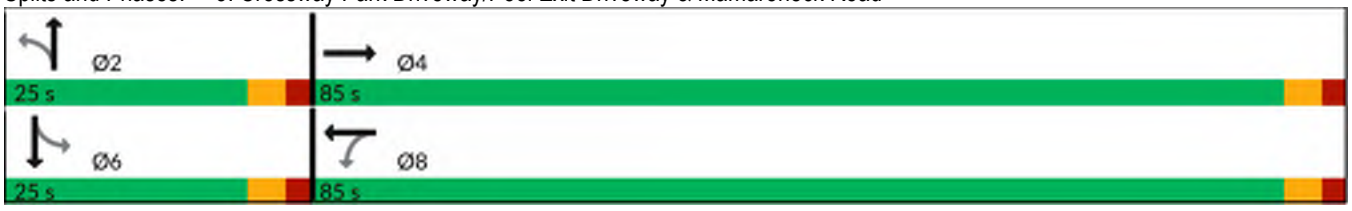
Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	45.2%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	627	0	2	474	0	5	0	0	23	0	64
Future Volume (vph)	0	627	0	2	474	0	5	0	0	23	0	64
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-3%			0%			-2%			1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor					1.00					1.00		
Frt											0.850	
Flt Protected								0.950		0.950		
Satd. Flow (prot)	0	1872	0	0	1760	0	0	1302	0	1727	1530	0
Flt Permitted					0.998			0.709		0.754		
Satd. Flow (perm)	0	1872	0	0	1756	0	0	972	0	1367	1530	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)											410	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		175			486			271			278	
Travel Time (s)		4.0			11.0			6.2			6.3	
Confl. Peds. (#/hr)			12	12					1	1		
Confl. Bikes (#/hr)			1									
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	0%	3%	0%	0%	8%	0%	40%	0%	0%	4%	0%	5%
Adj. Flow (vph)	0	729	0	2	551	0	6	0	0	27	0	74
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	729	0	0	553	0	0	6	0	27	74	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.98	0.98	0.98	1.00	1.00	1.00	0.99	0.99	0.99	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2			2			2		1	2	
Detector Template		Thru			Thru			Thru		Left	Thru	
Leading Detector (ft)		100			100			100		20	100	
Trailing Detector (ft)		0			0			0		0	0	
Detector 1 Position(ft)		0			0			0		0	0	
Detector 1 Size(ft)		6			6			6		20	6	
Detector 1 Type		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	
Detector 1 Queue (s)		0.0			0.0			0.0		0.0	0.0	
Detector 1 Delay (s)		0.0			0.0			0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type		NA		Perm	NA		Perm	NA		Perm	NA	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		4			8			2			6	
Permitted Phases				8			2			6		
Detector Phase		4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)		16.0		16.0	16.0		9.0	9.0		9.0	9.0	
Minimum Split (s)		21.0		21.0	21.0		25.0	25.0		14.0	14.0	
Total Split (s)		85.0		85.0	85.0		25.0	25.0		25.0	25.0	
Total Split (%)		77.3%		77.3%	77.3%		22.7%	22.7%		22.7%	22.7%	
Maximum Green (s)		80.0		80.0	80.0		20.0	20.0		20.0	20.0	
Yellow Time (s)		3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)		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	
Total Lost Time (s)		5.0			5.0			5.0		5.0	5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode		Min		Min	Min		None	None		None	None	
Walk Time (s)							7.0	7.0				
Flash Don't Walk (s)							13.0	13.0				
Pedestrian Calls (#/hr)							1	1				
Act Effct Green (s)		32.4			32.4			11.0		11.0	11.0	
Actuated g/C Ratio		0.66			0.66			0.22		0.22	0.22	
v/c Ratio		0.59			0.47			0.03		0.09	0.11	
Control Delay (s/veh)		9.8			8.3			16.8		17.1	0.3	
Queue Delay		0.0			0.0			0.0		0.0	0.0	
Total Delay (s/veh)		9.8			8.3			16.8		17.1	0.3	
LOS		A			A			B		B	A	
Approach Delay (s/veh)		9.8			8.3			16.8			4.8	
Approach LOS		A			A			B			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 48.9			
Natural Cycle: 60			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.59			
Intersection Signal Delay (s/veh): 8.9		Intersection LOS: A	
Intersection Capacity Utilization 49.1%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 3: Crossway Park Driveway/Pool Exit Driveway & Mamaroneck Road



Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	76	533	11	4	474	27	4	1	8	0	0	0
Future Vol, veh/h	76	533	11	4	474	27	4	1	8	0	0	0
Conflicting Peds, #/hr	13	0	11	11	0	13	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	2	-	-	0	-	-	0	-	-	1	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	3	9	0	8	0	0	0	13	0	0	0
Mvmt Flow	82	573	12	4	510	29	4	1	9	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	552	0	0	596	0	0	1272	1314	590
Stage 1	-	-	-	-	-	-	753	753	-
Stage 2	-	-	-	-	-	-	518	560	-
Critical Hdwy	4.1	-	-	4.1	-	-	6.4	6.5	6.33
Critical Hdwy Stg 1	-	-	-	-	-	-	5.4	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.4	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.417
Pot Cap-1 Maneuver	1028	-	-	990	-	-	187	160	488
Stage 1	-	-	-	-	-	-	469	420	-
Stage 2	-	-	-	-	-	-	602	514	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	1028	-	-	980	-	-	162	0	482
Mov Cap-2 Maneuver	-	-	-	-	-	-	162	0	-
Stage 1	-	-	-	-	-	-	409	0	-
Stage 2	-	-	-	-	-	-	598	0	-

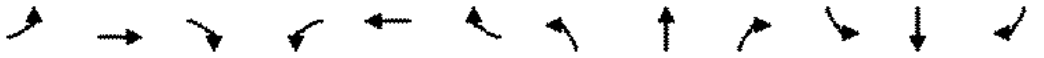
Approach	EB	WB	NB
HCM Ctrl Dly, s/v	1.08	0.07	18
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR
Capacity (veh/h)	291	220	-	-	14	-	-
HCM Lane V/C Ratio	0.048	0.079	-	-	0.004	-	-
HCM Ctrl Dly (s/v)	18	8.8	0	-	8.7	0	-
HCM Lane LOS	C	A	A	-	A	A	-
HCM 95th %tile Q(veh)	0.2	0.3	-	-	0	-	-

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	87	556	636	15	0	0
Future Volume (Veh/h)	87	556	636	15	0	0
Sign Control		Free	Free		Stop	
Grade		0%	2%		2%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	99	632	723	17	0	0
Pedestrians					1	
Lane Width (ft)					0.0	
Walking Speed (ft/s)					3.5	
Percent Blockage					0	
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)			175			
pX, platoon unblocked	0.81				0.81	0.81
vC, conflicting volume	741				1563	733
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	569				1577	558
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	88				100	100
cM capacity (veh/h)	826				87	434

Direction, Lane #	EB 1	WB 1
Volume Total	731	740
Volume Left	99	0
Volume Right	0	17
cSH	826	1700
Volume to Capacity	0.12	0.44
Queue Length 95th (ft)	10	0
Control Delay (s/veh)	3.0	0.0
Lane LOS	A	
Approach Delay (s/veh)	3.0	0.0
Approach LOS		

Intersection Summary				
Average Delay	1.5			
Intersection Capacity Utilization	75.1%	ICU Level of Service		D
Analysis Period (min)	15			

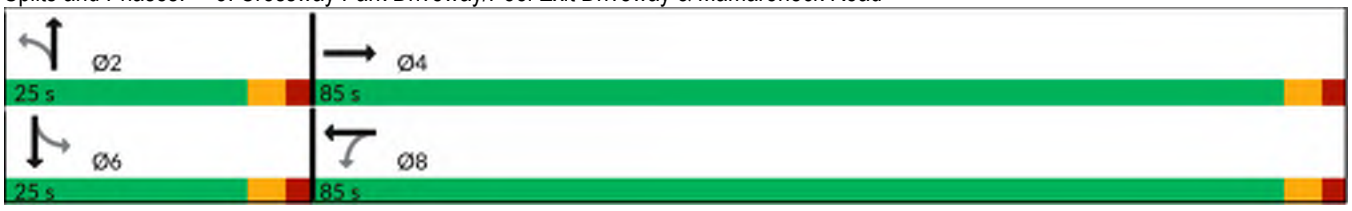


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	518	33	13	448	0	41	0	15	59	3	147
Future Volume (vph)	0	518	33	13	448	0	41	0	15	59	3	147
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-3%			0%			-2%			1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			1.00			0.96		0.91	0.96	
Frt		0.992						0.965			0.853	
Flt Protected					0.999			0.964		0.950		
Satd. Flow (prot)	0	1857	0	0	1862	0	0	1729	0	1796	1555	0
Flt Permitted					0.981			0.731		0.717		
Satd. Flow (perm)	0	1857	0	0	1828	0	0	1300	0	1240	1555	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8						20			160	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		175			486			271			278	
Travel Time (s)		4.0			11.0			6.2			6.3	
Confl. Peds. (#/hr)	1		11	11		1	6		35	35		6
Confl. Bikes (#/hr)			1			4			3			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	3%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	0	563	36	14	487	0	45	0	16	64	3	160
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	599	0	0	501	0	0	61	0	64	163	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.98	0.98	0.98	1.00	1.00	1.00	0.99	0.99	0.99	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2			2			2		1	2	
Detector Template		Thru			Thru			Thru		Left	Thru	
Leading Detector (ft)		100			100			100		20	100	
Trailing Detector (ft)		0			0			0		0	0	
Detector 1 Position(ft)		0			0			0		0	0	
Detector 1 Size(ft)		6			6			6		20	6	
Detector 1 Type		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	
Detector 1 Queue (s)		0.0			0.0			0.0		0.0	0.0	
Detector 1 Delay (s)		0.0			0.0			0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type		NA		Perm	NA		Perm	NA		Perm	NA	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		4			8			2			6	
Permitted Phases				8			2			6		
Detector Phase		4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)		16.0		16.0	16.0		9.0	9.0		9.0	9.0	
Minimum Split (s)		21.0		21.0	21.0		25.0	25.0		14.0	14.0	
Total Split (s)		85.0		85.0	85.0		25.0	25.0		25.0	25.0	
Total Split (%)		77.3%		77.3%	77.3%		22.7%	22.7%		22.7%	22.7%	
Maximum Green (s)		80.0		80.0	80.0		20.0	20.0		20.0	20.0	
Yellow Time (s)		3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)		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	
Total Lost Time (s)		5.0			5.0			5.0		5.0	5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode		Min		Min	Min		None	None		None	None	
Walk Time (s)							7.0	7.0				
Flash Don't Walk (s)							13.0	13.0				
Pedestrian Calls (#/hr)							35	35				
Act Effct Green (s)		23.9			23.9			12.9		12.9	12.9	
Actuated g/C Ratio		0.51			0.51			0.27		0.27	0.27	
v/c Ratio		0.64			0.54			0.16		0.19	0.30	
Control Delay (s/veh)		13.0			11.5			11.3		15.1	4.9	
Queue Delay		0.0			0.0			0.0		0.0	0.0	
Total Delay (s/veh)		13.0			11.5			11.3		15.1	4.9	
LOS		B			B			B		B	A	
Approach Delay (s/veh)		13.0			11.5			11.3			7.7	
Approach LOS		B			B			B			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 47.3			
Natural Cycle: 55			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.64			
Intersection Signal Delay (s/veh): 11.5		Intersection LOS: B	
Intersection Capacity Utilization 70.2%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 3: Crossway Park Driveway/Pool Exit Driveway & Mamaroneck Road



Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	31	521	15	16	454	24	4	0	12	0	0	0
Future Vol, veh/h	31	521	15	16	454	24	4	0	12	0	0	0
Conflicting Peds, #/hr	0	0	4	4	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	2	-	-	0	-	-	0	-	-	1	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	2	7	0	2	0	0	0	0	0	0	0
Mvmt Flow	34	566	16	17	493	26	4	0	13	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	520	0	0	587	0	0	1174	1200	578
Stage 1	-	-	-	-	-	-	646	646	-
Stage 2	-	-	-	-	-	-	528	554	-
Critical Hdwy	4.1	-	-	4.1	-	-	6.4	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	5.4	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.4	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3
Pot Cap-1 Maneuver	1057	-	-	998	-	-	214	187	519
Stage 1	-	-	-	-	-	-	526	470	-
Stage 2	-	-	-	-	-	-	595	517	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	1057	-	-	994	-	-	198	0	517
Mov Cap-2 Maneuver	-	-	-	-	-	-	198	0	-
Stage 1	-	-	-	-	-	-	499	0	-
Stage 2	-	-	-	-	-	-	581	0	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0.47	0.28	15.25
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR
Capacity (veh/h)	369	98	-	-	58	-	-
HCM Lane V/C Ratio	0.047	0.032	-	-	0.017	-	-
HCM Ctrl Dly (s/v)	15.2	8.5	0	-	8.7	0	-
HCM Lane LOS	C	A	A	-	A	A	-
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0.1	-	-

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	48	381	431	20	0	0
Future Volume (Veh/h)	48	381	431	20	0	0
Sign Control		Free	Free		Stop	
Grade		0%	2%		2%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	52	410	463	22	0	0
Pedestrians					1	
Lane Width (ft)					0.0	
Walking Speed (ft/s)					3.5	
Percent Blockage					0	
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)			175			
pX, platoon unblocked	0.86				0.86	0.86
vC, conflicting volume	486				989	475
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	314				903	302
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	95				100	100
cM capacity (veh/h)	1075				252	635

Direction, Lane #	EB 1	WB 1
Volume Total	462	485
Volume Left	52	0
Volume Right	0	22
cSH	1075	1700
Volume to Capacity	0.05	0.29
Queue Length 95th (ft)	4	0
Control Delay (s/veh)	1.4	0.0
Lane LOS	A	
Approach Delay (s/veh)	1.4	0.0
Approach LOS		

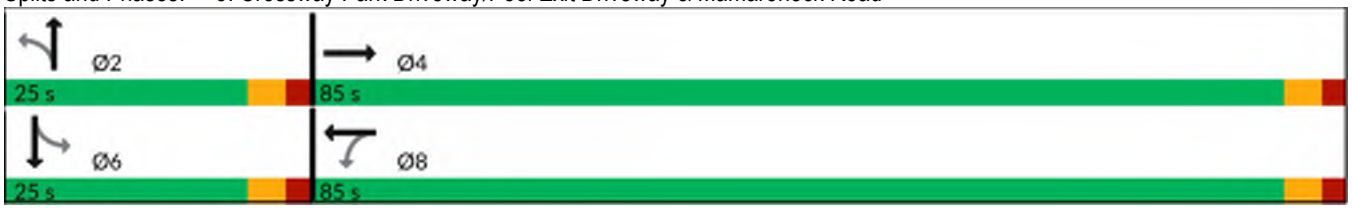
Intersection Summary			
Average Delay	0.7		
Intersection Capacity Utilization	53.3%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	373	5	1	385	0	8	0	7	64	9	57
Future Volume (vph)	0	373	5	1	385	0	8	0	7	64	9	57
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-3%			0%			-2%			1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			1.00			0.94		0.88		
Frt		0.998						0.936			0.871	
Flt Protected								0.974		0.950		
Satd. Flow (prot)	0	1869	0	0	1863	0	0	1638	0	1796	1647	0
Flt Permitted					0.999			0.868		0.746		
Satd. Flow (perm)	0	1869	0	0	1861	0	0	1459	0	1247	1647	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1						20			61	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		175			486			271			278	
Travel Time (s)		4.0			11.0			6.2			6.3	
Confl. Peds. (#/hr)			8	8					43	43		
Confl. Bikes (#/hr)			1			3						
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	3%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	0	401	5	1	414	0	9	0	8	69	10	61
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	406	0	0	415	0	0	17	0	69	71	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.98	0.98	0.98	1.00	1.00	1.00	0.99	0.99	0.99	1.01	1.01	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2			2			2		1	2	
Detector Template		Thru			Thru			Thru		Left	Thru	
Leading Detector (ft)		100			100			100		20	100	
Trailing Detector (ft)		0			0			0		0	0	
Detector 1 Position(ft)		0			0			0		0	0	
Detector 1 Size(ft)		6			6			6		20	6	
Detector 1 Type		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	
Detector 1 Queue (s)		0.0			0.0			0.0		0.0	0.0	
Detector 1 Delay (s)		0.0			0.0			0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type		NA		Perm	NA		Perm	NA		Perm	NA	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		4			8			2			6	
Permitted Phases				8			2			6		
Detector Phase		4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)		16.0		16.0	16.0		9.0	9.0		9.0	9.0	
Minimum Split (s)		21.0		21.0	21.0		25.0	25.0		14.0	14.0	
Total Split (s)		85.0		85.0	85.0		25.0	25.0		25.0	25.0	
Total Split (%)		77.3%		77.3%	77.3%		22.7%	22.7%		22.7%	22.7%	
Maximum Green (s)		80.0		80.0	80.0		20.0	20.0		20.0	20.0	
Yellow Time (s)		3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)		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	
Total Lost Time (s)		5.0			5.0			5.0		5.0	5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode		Min		Min	Min		None	None		None	None	
Walk Time (s)							7.0	7.0				
Flash Don't Walk (s)							13.0	13.0				
Pedestrian Calls (#/hr)							43	43				
Act Effct Green (s)		22.8			22.8			12.9		12.9	12.9	
Actuated g/C Ratio		0.55			0.55			0.31		0.31	0.31	
v/c Ratio		0.40			0.41			0.04		0.18	0.13	
Control Delay (s/veh)		10.7			10.9			4.8		11.0	4.5	
Queue Delay		0.0			0.0			0.0		0.0	0.0	
Total Delay (s/veh)		10.7			10.9			4.8		11.0	4.5	
LOS		B			B			A		B	A	
Approach Delay (s/veh)		10.7			10.9			4.8			7.7	
Approach LOS		B			B			A			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 41.6			
Natural Cycle: 50			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.41			
Intersection Signal Delay (s/veh): 10.2		Intersection LOS: B	
Intersection Capacity Utilization 44.3%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 3: Crossway Park Driveway/Pool Exit Driveway & Mamaroneck Road



Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	24	409	9	10	380	9	9	0	6	0	0	0
Future Vol, veh/h	24	409	9	10	380	9	9	0	6	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	2	-	-	0	-	-	0	-	-	1	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	2	0	0	2	0	0	0	17	0	0	0
Mvmt Flow	25	426	9	10	396	9	9	0	6	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	405	0	0	435	0	0	897	907	431
Stage 1	-	-	-	-	-	-	481	481	-
Stage 2	-	-	-	-	-	-	417	426	-
Critical Hdwy	4.1	-	-	4.1	-	-	6.4	6.5	6.37
Critical Hdwy Stg 1	-	-	-	-	-	-	5.4	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.4	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.453
Pot Cap-1 Maneuver	1164	-	-	1135	-	-	313	278	594
Stage 1	-	-	-	-	-	-	626	557	-
Stage 2	-	-	-	-	-	-	670	589	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	1164	-	-	1135	-	-	300	0	594
Mov Cap-2 Maneuver	-	-	-	-	-	-	300	0	-
Stage 1	-	-	-	-	-	-	608	0	-
Stage 2	-	-	-	-	-	-	662	0	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0.44	0.21	15.04
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR
Capacity (veh/h)	374	97	-	-	45	-	-
HCM Lane V/C Ratio	0.042	0.021	-	-	0.009	-	-
HCM Ctrl Dly (s/v)	15	8.2	0	-	8.2	0	-
HCM Lane LOS	C	A	A	-	A	A	-
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	639	0	2	531	5	0
Future Vol, veh/h	639	0	2	531	5	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	695	0	2	577	5	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	695	0	1276	695
Stage 1	-	-	-	-	695	-
Stage 2	-	-	-	-	582	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	901	-	184	442
Stage 1	-	-	-	-	495	-
Stage 2	-	-	-	-	559	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	901	-	183	442
Mov Cap-2 Maneuver	-	-	-	-	183	-
Stage 1	-	-	-	-	495	-
Stage 2	-	-	-	-	557	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.03	25.24
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	183	-	-	7	-
HCM Lane V/C Ratio	0.03	-	-	0.002	-
HCM Ctrl Dly (s/v)	25.2	-	-	9	0
HCM Lane LOS	D	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	1.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	610	33	13	595	41	15
Future Vol, veh/h	610	33	13	595	41	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	663	36	14	647	45	16

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	699	0	1356	681
Stage 1	-	-	-	-	681	-
Stage 2	-	-	-	-	675	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	898	-	165	450
Stage 1	-	-	-	-	503	-
Stage 2	-	-	-	-	506	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	898	-	160	450
Mov Cap-2 Maneuver	-	-	-	-	160	-
Stage 1	-	-	-	-	503	-
Stage 2	-	-	-	-	493	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.19	31.84
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	194	-	-	38	-
HCM Lane V/C Ratio	0.314	-	-	0.016	-
HCM Ctrl Dly (s/v)	31.8	-	-	9.1	0
HCM Lane LOS	D	-	-	A	A
HCM 95th %tile Q(veh)	1.3	-	-	0	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	421	5	1	423	8	7
Future Vol, veh/h	421	5	1	423	8	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	458	5	1	460	9	8

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	463	0	922	460
Stage 1	-	-	-	-	460	-
Stage 2	-	-	-	-	462	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1098	-	300	601
Stage 1	-	-	-	-	635	-
Stage 2	-	-	-	-	634	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1098	-	299	601
Mov Cap-2 Maneuver	-	-	-	-	299	-
Stage 1	-	-	-	-	635	-
Stage 2	-	-	-	-	633	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.02	14.61
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	391	-	-	4	-
HCM Lane V/C Ratio	0.042	-	-	0.001	-
HCM Ctrl Dly (s/v)	14.6	-	-	8.3	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	1.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	639	25	27	531	30	25
Future Vol, veh/h	639	25	27	531	30	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	695	27	29	577	33	27

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	722	0	1344	708
Stage 1	-	-	-	-	708	-
Stage 2	-	-	-	-	636	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	880	-	167	435
Stage 1	-	-	-	-	488	-
Stage 2	-	-	-	-	527	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	880	-	159	435
Mov Cap-2 Maneuver	-	-	-	-	159	-
Stage 1	-	-	-	-	488	-
Stage 2	-	-	-	-	502	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.45	26.89
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	223	-	-	87	-
HCM Lane V/C Ratio	0.267	-	-	0.033	-
HCM Ctrl Dly (s/v)	26.9	-	-	9.2	0
HCM Lane LOS	D	-	-	A	A
HCM 95th %tile Q(veh)	1	-	-	0.1	-

Intersection	
Int Delay, s/veh	4.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	610	58	38	595	66	40
Future Vol, veh/h	610	58	38	595	66	40
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	663	63	41	647	72	43

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	726	0	1424	695
Stage 1	-	-	-	-	695	-
Stage 2	-	-	-	-	729	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	877	-	150	442
Stage 1	-	-	-	-	495	-
Stage 2	-	-	-	-	477	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	877	-	139	442
Mov Cap-2 Maneuver	-	-	-	-	139	-
Stage 1	-	-	-	-	495	-
Stage 2	-	-	-	-	442	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.56	50.97
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	187	-	-	108	-
HCM Lane V/C Ratio	0.616	-	-	0.047	-
HCM Ctrl Dly (s/v)	51	-	-	9.3	0
HCM Lane LOS	F	-	-	A	A
HCM 95th %tile Q(veh)	3.5	-	-	0.1	-

Intersection	
Int Delay, s/veh	1.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	421	30	26	423	33	32
Future Vol, veh/h	421	30	26	423	33	32
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	458	33	28	460	36	35

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	490	0	990	474
Stage 1	-	-	-	-	474	-
Stage 2	-	-	-	-	516	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1073	-	273	590
Stage 1	-	-	-	-	626	-
Stage 2	-	-	-	-	599	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1073	-	263	590
Mov Cap-2 Maneuver	-	-	-	-	263	-
Stage 1	-	-	-	-	626	-
Stage 2	-	-	-	-	578	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.49	17.33
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	362	-	-	104	-
HCM Lane V/C Ratio	0.195	-	-	0.026	-
HCM Ctrl Dly (s/v)	17.3	-	-	8.4	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.7	-	-	0.1	-

APPENDIX F
PARKING ANALYSIS

TOTAL VEHICLES PARKED - SCARSDALE
THURSDAY, JUNE 12, 2025

		Weather	Sunny	Sunny	Sunny	Sunny	Sunny	Sunny	Sunny
		Time	**8:00 AM**	**10:00 AM**	**12:00 PM**	**2:00 PM**	**4:00 PM**	**6:00 PM**	**8:00 PM**
Crossway Field North Parking Lot	67	Parking Spaces	3 Parked	11 Parked	9 Parked	6 Parked	4 Parked	11 Parked	11 Parked
	2	ADA Parking Spaces	0 ADA Parked	0 ADA Parked	0 ADA Parked	0 ADA Parked	0 ADA Parked	0 ADA Parked	0 ADA Parked
Crossway Field South Parking Lot	77	Parking Spaces	0 Parked	0 Parked	0 Parked	0 Parked	4 Parked	11 Parked	0 Parked
	3	ADA Parking Spaces	0 ADA Parked	0 ADA Parked	0 ADA Parked	0 ADA Parked	0 ADA Parked	0 ADA Parked	0 ADA Parked
Municipal Pool Complex West Parking Lot	165	Parking Spaces	6 Parked	18 Parked	85 Parked	89 Parked	155 Parked	115 Parked	2 Parked
	4	Reserved Parking	0 Reserved Parked	1 Reserved Parked	3 Reserved Parked	4 Reserved Parked	4 Reserved Parked	4 Reserved Parked	0 Reserved Parked
Municipal Pool Complex East Parking Lot	56	Parking Spaces	1 Parked	1 Parked	1 Parked	4 Parked	4 Parked	29 Parked	0 Parked
Kids Base Parking Lot	50	Parking Spaces	11 Parked	21 Parked	41 Parked	33 Parked	48 Parked	35 Parked	1 Parked
	8	ADA Spaces	0 ADA Parked	3 ADA Parked	4 ADA Parked	7 ADA Parked	4 ADA Parked	2 ADA Parked	1 ADA Parked
Total									
	4	Reserved Parking Spaces	0 Parked	1 Parked	3 Parked	4 Parked	4 Parked	4 Parked	0 Parked
	13	ADA Spaces	0 ADA Parked	3 ADA Parked	4 ADA Parked	7 ADA Parked	4 ADA Parked	2 ADA Parked	1 ADA Parked
	415	Parking Spaces (Does not include ADA or Reserved Parking Spaces)	21 Parked	51 Parked	136 Parked	132 Parked	215 Parked	201 Parked	14 Parked
	432	Parking Spaces	21 Parked	55 Parked	143 Parked	143 Parked	223 Parked	207 Parked	15 Parked

TOTAL VACANT SPACES - SCARSDALE
THURSDAY, JUNE 12, 2025

	Weather	Sunny	Sunny	Sunny	Sunny	Sunny	Sunny	Sunny
	Time	**8:00 AM**	**10:00 AM**	**12:00 PM**	**2:00 PM**	**4:00 PM**	**6:00 PM**	**8:00 PM**
Crossway Field North Parking Lot	67 Parking Spaces	64 Vacant	56 Vacant	58 Vacant	61 Vacant	63 Vacant	56 Vacant	56 Vacant
	2 ADA Parking Spaces	2 ADA Vacant	2 ADA Vacant	2 ADA Vacant	2 ADA Vacant	2 ADA Vacant	2 ADA Vacant	2 ADA Vacant
Crossway Field South Parking Lot	77 Parking Spaces	77 Vacant	77 Vacant	77 Vacant	77 Vacant	73 Vacant	66 Vacant	77 Vacant
	3 ADA Parking Spaces	3 ADA Vacant	3 ADA Vacant	3 ADA Vacant	3 ADA Vacant	3 ADA Vacant	3 ADA Vacant	3 ADA Vacant
Municipal Pool Complex West Parking Lot	165 Parking Spaces	159 Vacant	147 Vacant	80 Vacant	76 Vacant	10 Vacant	50 Vacant	163 Vacant
	4 Reserved Parking	4 Reserved Vacant	3 Reserved Vacant	1 Reserved Vacant	0 Reserved Vacant	0 Reserved Vacant	0 Reserved Vacant	4 Reserved Vacant
Municipal Pool Complex East Parking Lot	56 Parking Spaces	55 Vacant	55 Vacant	55 Vacant	52 Vacant	52 Vacant	27 Vacant	56 Vacant
Kids Base Parking Lot	50 Parking Spaces	39 Vacant	29 Vacant	9 Vacant	17 Vacant	2 Vacant	15 Vacant	49 Vacant
	8 ADA Spaces	8 ADA Vacant	5 ADA Vacant	4 ADA Vacant	1 ADA Vacant	4 ADA Vacant	6 ADA Vacant	7 ADA Vacant
Total								
4 Reserved Parking Spaces		4 Vacant	3 Vacant	1 Vacant	0 Vacant	0 Vacant	0 Vacant	4 Vacant
13 ADA Spaces		13 ADA Vacant	10 ADA Vacant	9 ADA Vacant	6 ADA Vacant	9 ADA Vacant	11 ADA Vacant	12 ADA Vacant
415 Parking Spaces (Does not include ADA or Reserved Parking Spaces)		394 Vacant	364 Vacant	279 Vacant	283 Vacant	200 Vacant	214 Vacant	401 Vacant
432 Parking Spaces		411 Vacant	377 Vacant	289 Vacant	289 Vacant	209 Vacant	225 Vacant	417 Vacant

TOTAL VEHICLES PARKED - SCARSDALE
SATURDAY, JUNE 14, 2025

		Weather	Light Drizzle	Light Drizzle	Light Drizzle	Drizzle	Cloudy	Cloudy	Cloudy
		Time	**8:00 AM**	**10:00 AM**	**12:00 PM**	**2:00 PM**	**4:00 PM**	**6:00 PM**	**8:00 PM**
Crossway Field Noth Parking Lot	67	Parking Spaces	5 Parked	66 Parked	64 Parked	65 Parked	29 Parked	5 Parked	0 Parked
	2	ADA Parking Spaces	0 ADA Parked	0 ADA Parked	0 ADA Parked	1 ADA Parked	0 ADA Parked	0 ADA Parked	0 ADA Parked
Crossway Field South Parking Lot	77	Parking Spaces	0 Parked	10 Parked	20 Parked	8 Parked	4 Parked	0 Parked	0 Parked
	3	ADA Parking Spaces	0 ADA Parked	0 ADA Parked	0 ADA Parked	0 ADA Parked	0 ADA Parked	0 ADA Parked	0 ADA Parked
Municipal Pool Complex West Parking Lot	165	Parking Spaces	2 Parked	12 Parked	11 Parked	28 Parked	26 Parked	9 Parked	0 Parked
	4	Reserved Parking	1 Parked	1 Parked	2 Parked	2 Parked	2 Parked	2 Parked	0 Parked
Municipal Pool Complex East Parking Lot	56	Parking Spaces	1 Parked	1 Parked	2 Parked	1 Parked	0 Parked	0 Parked	0 Parked
Kids Base Parking Lot	50	Parking Spaces	2 Parked	2 Parked	4 Parked	10 Parked	3 Parked	1 Parked	1 Parked
	8	ADA Spaces	0 ADA Parked	0 ADA Parked	0 ADA Parked	0 ADA Parked	0 ADA Parked	0 ADA Parked	0 ADA Parked
Total									
	4	Reserved Parking Spaces	1 Parked	1 Parked	2 Parked	2 Parked	2 Parked	2 Parked	0 Parked
	13	ADA Spaces	0 ADA Parked	0 ADA Parked	0 ADA Parked	1 ADA Parked	0 ADA Parked	0 ADA Parked	0 ADA Parked
	415	Parking Spaces (Does not include ADA or Reserved Parking Spaces)	10 Parked	91 Parked	101 Parked	112 Parked	62 Parked	15 Parked	1 Parked
	432	Parking Spaces	11 Parked	92 Parked	103 Parked	115 Parked	64 Parked	17 Parked	1 Parked

TOTAL VACANT SPACES - SCARSDALE
SATURDAY, JUNE 14, 2025

		Weather	Light Drizzle	Light Drizzle	Light Drizzle	Drizzle	Cloudy	Cloudy	Cloudy
		Time	**8:00 AM**	**10:00 AM**	**12:00 PM**	**2:00 PM**	**4:00 PM**	**6:00 PM**	**8:00 PM**
Crossway Field Noth Parking Lot	67	Parking Spaces	62 Vacant	1 Vacant	3 Vacant	65 Vacant	38 Vacant	62 Vacant	67 Vacant
	2	ADA Parking Spaces	2 ADA Vacant	2 ADA Vacant	2 ADA Vacant	1 ADA Vacant	2 ADA Vacant	2 ADA Vacant	2 ADA Vacant
Crossway Field South Parking Lot	77	Parking Spaces	77 Vacant	67 Vacant	57 Vacant	69 Vacant	73 Vacant	77 Vacant	77 Vacant
	3	ADA Parking Spaces	3 ADA Vacant	3 ADA Vacant	3 ADA Vacant	3 ADA Vacant	3 ADA Vacant	3 ADA Vacant	3 ADA Vacant
Municipal Pool Complex West Parking Lot	165	Parking Spaces	163 Vacant	153 Vacant	154 Vacant	137 Vacant	139 Vacant	156 Vacant	165 Vacant
	4	Reserved Parking	3 Reserved Vacant	3 Reserved Vacant	2 Reserved Vacant	2 Reserved Vacant	2 Reserved Vacant	2 Reserved Vacant	4 Reserved Vacant
Municipal Pool Complex East Parking Lot	56	Parking Spaces	55 Vacant	55 Vacant	54 Vacant	55 Vacant	56 Vacant	56 Vacant	56 Vacant
Kids Base Parking Lot	50	Parking Spaces	48 Vacant	48 Vacant	46 Vacant	40 Vacant	47 Vacant	49 Vacant	49 Vacant
	8	ADA Spaces	8 ADA Vacant	8 ADA Vacant	8 ADA Vacant	8 ADA Vacant	8 ADA Vacant	8 ADA Vacant	8 ADA Vacant
Total									
	4	Reserved Parking Spaces	3 Vacant	3 Vacant	2 Vacant	2 Vacant	2 Vacant	2 Vacant	4 Vacant
	13	ADA Spaces	13 ADA Vacant	13 ADA Vacant	13 ADA Vacant	12 ADA Vacant	13 ADA Vacant	13 ADA Vacant	13 ADA Vacant
	415	Parking Spaces (Does not include ADA or Reserved Parking Spaces)	405 Vacant	324 Vacant	314 Vacant	366 Vacant	353 Vacant	400 Vacant	414 Vacant
	432	Parking Spaces	421 Vacant	340 Vacant	329 Vacant	380 Vacant	368 Vacant	415 Vacant	431 Vacant

TOTAL VEHICLES PARKED - SCARSDALE
SATURDAY, JUNE 21, 2025

		Weather	Sunny	Sunny	Sunny	Sunny	Sunny	Cloudy	Cloudy
		Time	**8:00 AM**	**10:00 AM**	**12:00 PM**	**2:00 PM**	**4:00 PM**	**6:00 PM**	**8:00 PM**
Crossway Field North Parking Lot	67	Parking Spaces	5 Parked	19 Parked	7 Parked	0 Parked	0 Parked	3 Parked	0 Parked
	2	ADA Parking Spaces	0 ADA Parked	0 ADA Parked	0 ADA Parked	0 ADA Parked	0 ADA Parked	0 ADA Parked	0 ADA Parked
Crossway Field South Parking Lot	77	Parking Spaces	0 Parked	1 Parked	0 Parked	17 Parked	36 Parked	8 Parked	0 Parked
	3	ADA Parking Spaces	0 ADA Parked	0 ADA Parked	0 ADA Parked	0 ADA Parked	0 ADA Parked	0 ADA Parked	0 ADA Parked
Municipal Pool Complex West Parking Lot	165	Parking Spaces	1 Parked	60 Parked	152 Parked	164 Parked	163 Parked	88 Parked	0 Parked
	4	Reserved Parking	0 Parked	1 Parked	2 Parked	3 Parked	2 Parked	3 Parked	1 Parked
Municipal Pool Complex East Parking Lot	56	Parking Spaces	1 Parked	2 Parked	7 Parked	48 Parked	41 Parked	10 Parked	0 Parked
Kids Base Parking Lot	50	Parking Spaces	2 Parked	18 Parked	43 Parked	49 Parked	48 Parked	29 Parked	3 Parked
	8	ADA Spaces	1 ADA Parked	4 ADA Parked	5 ADA Parked	0 ADA Parked	5 ADA Parked	2 ADA Parked	0 ADA Parked
Total									
	4	Reserved Parking Spaces	0 Parked	1 Parked	2 Parked	3 Parked	2 Parked	3 Parked	1 Parked
	13	ADA Spaces	1 ADA Parked	4 ADA Parked	5 ADA Parked	0 ADA Parked	5 ADA Parked	2 ADA Parked	0 ADA Parked
	415	Parking Spaces (Does not include ADA or Reserved Parking Spaces)	9 Parked	100 Parked	209 Parked	278 Parked	288 Parked	138 Parked	3 Parked
	432	Parking Spaces	10 Parked	105 Parked	216 Parked	281 Parked	295 Parked	143 Parked	4 Parked

TOTAL VACANT SPACES - SCARSDALE
SATURDAY, JUNE 21, 2025

		Weather	Sunny	Sunny	Sunny	Sunny	Sunny	Cloudy	Cloudy
		Time	**8:00 AM**	**10:00 AM**	**12:00 PM**	**2:00 PM**	**4:00 PM**	**6:00 PM**	**8:00 PM**
Crossway Field North Parking Lot	67	Parking Spaces	62 Vacant	48 Vacant	60 Vacant	67 Vacant	67 Vacant	64 Vacant	67 Vacant
	2	ADA Parking Spaces	2 ADA Vacant	2 ADA Vacant	2 ADA Vacant	2 ADA Vacant	2 ADA Vacant	2 ADA Vacant	2 ADA Vacant
Crossway Field South Parking Lot	77	Parking Spaces	77 Vacant	76 Vacant	77 Vacant	60 Vacant	41 Vacant	69 Vacant	77 Vacant
	3	ADA Parking Spaces	3 ADA Vacant	3 ADA Vacant	3 ADA Vacant	3 ADA Vacant	3 ADA Vacant	3 ADA Vacant	3 ADA Vacant
Municipal Pool Complex West Parking Lot	165	Parking Spaces	164 Vacant	105 Vacant	13 Vacant	1 Vacant	2 Vacant	77 Vacant	165 Vacant
	4	Reserved Parking	4 Reserved Vacant	3 Reserved Vacant	2 Reserved Vacant	1 Reserved Vacant	2 Reserved Vacant	1 Reserved Vacant	3 Reserved Vacant
Municipal Pool Complex East Parking Lot	56	Parking Spaces	55 Vacant	54 Vacant	49 Vacant	8 Vacant	15 Vacant	46 Vacant	56 Vacant
Kids Base Parking Lot	50	Parking Spaces	48 Vacant	32 Vacant	7 Vacant	1 Vacant	2 Vacant	21 Vacant	47 Vacant
	8	ADA Spaces	7 ADA Vacant	4 ADA Vacant	3 ADA Vacant	8 ADA Vacant	3 ADA Vacant	6 ADA Vacant	8 ADA Vacant
Total									
	4	Reserved Parking Spaces	4 Vacant	3 Vacant	2 Vacant	1 Vacant	2 Vacant	1 Vacant	3 Vacant
	13	ADA Spaces	12 ADA Vacant	9 ADA Vacant	8 ADA Vacant	13 ADA Vacant	8 ADA Vacant	11 ADA Vacant	13 ADA Vacant
	415	Parking Spaces (Does not include ADA or Reserved Parking Spaces)	406 Vacant	315 Vacant	206 Vacant	137 Vacant	127 Vacant	277 Vacant	412 Vacant
	432	Parking Spaces	422 Vacant	327 Vacant	216 Vacant	151 Vacant	137 Vacant	289 Vacant	428 Vacant

TOTAL VEHICLES PARKED - SCARSDALE SUNDAY, JUNE 22, 2025			
	Weather	**Cloudy**	**Sunny**
	Time	**11:20 AM**	**1:00 PM**
Crossway Field North Parking Lot	67 Parking Spaces	15 Parked	1 Parked
	2 ADA Parking Spaces	0 ADA Parked	0 ADA Parked
Crossway Field South Parking Lot	77 Parking Spaces	0 Parked	0 Parked
	3 ADA Parking Spaces	0 ADA Parked	0 ADA Parked
Municipal Pool Complex West Parking Lot	165 Parking Spaces	41 Parked	62 Parked
	4 Reserved Parking	3 Reserved Parked	3 Reserved Parked
Municipal Pool Complex East Parking Lot	56 Parking Spaces	1 Parked	1 Parked
Kids Base Parking Lot	50 Parking Spaces	10 Parked	13 Parked
	8 ADA Spaces	1 ADA Parked	4 ADA Parked
Total			
4 Reserved Parking Spaces		3 Parked	3 Parked
13 ADA Spaces		1 ADA Parked	4 ADA Parked
415 Parking Spaces (Does not include ADA or Reserved Parking Spaces)		67 Parked	77 Parked
432 Parking Spaces		71 Parked	84 Parked

*At 11:20 AM Phillips - Softball practice (two teams), Birthday Party at Pool

*Soccer Games Canceled

TOTAL VACANT SPACES - SCARSDALE SUNDAY, JUNE 22, 2025			
	Weather	**Cloudy**	**Sunny**
	Time	**11:20 AM**	**1:00 PM**
Crossway Field North Parking Lot	67 Parking Spaces	52 Vacant	66 Vacant
	2 ADA Parking Spaces	2 ADA Vacant	2 ADA Vacant
Crossway Field South Parking Lot	77 Parking Spaces	77 Vacant	77 Vacant
	3 ADA Parking Spaces	3 ADA Vacant	3 ADA Vacant
Municipal Pool Complex West Parking Lot	165 Parking Spaces	124 Vacant	103 Vacant
	4 Reserved Parking	1 Reserved Vacant	1 Reserved Vacant
Municipal Pool Complex East Parking Lot	56 Parking Spaces	55 Vacant	55 Vacant
Kids Base Parking Lot	50 Parking Spaces	40 Vacant	37 Vacant
	8 ADA Spaces	7 ADA Vacant	4 ADA Vacant
Total			
4 Reserved Parking Spaces		1 Vacant	1 Vacant
13 ADA Spaces		12 ADA Vacant	9 ADA Vacant
415 Parking Spaces (Does not include ADA or Reserved Parking Spaces)		348 Vacant	338 Vacant
432 Parking Spaces		361 Vacant	348 Vacant

TOTAL VEHICLES PARKED - SCARSDALE SATURDAY, JUNE 28, 2025		
	Weather	**Sunny 80 Degrees**
	Time	**2:20 PM**
Crossway Field North Parking Lot	67 Parking Spaces	3 Parked
	2 ADA Parking Spaces	0 ADA Parked
Crossway Field South Parking Lot	77 Parking Spaces	0 Parked
	3 ADA Parking Spaces	0 ADA Parked
Municipal Pool Complex West Parking Lot	165 Parking Spaces	82 Parked
	4 Reserved Parking	0 Reserved Parked
Municipal Pool Complex East Parking Lot	56 Parking Spaces	2 Parked
Kids Base Parking Lot	50 Parking Spaces	32 Parked
	8 ADA Spaces	4 ADA Parked
Total		
4 Reserved Parking Spaces		0 Parked
13 ADA Spaces		4 ADA Parked
415 Parking Spaces (Does not include ADA or Reserved Parking Spaces)		119 Parked
432 Parking Spaces		123 Parked

*No games on fields on Crossway Field North Parking Lot

TOTAL VACANT SPACES - SCARSDALE SATURDAY, JUNE 28, 2025		
	Weather	**Sunny 80 Degrees**
	Time	**2:20 PM**
Crossway Field North Parking Lot	67 Parking Spaces	64 Vacant
	2 ADA Parking Spaces	2 ADA Vacant
Crossway Field South Parking Lot	77 Parking Spaces	77 Vacant
	3 ADA Parking Spaces	3 ADA Vacant
Municipal Pool Complex West Parking Lot	165 Parking Spaces	83 Vacant
	4 Reserved Parking	4 Reserved Vacant
Municipal Pool Complex East Parking Lot	56 Parking Spaces	54 Vacant
Kids Base Parking Lot	50 Parking Spaces	18 Vacant
	8 ADA Spaces	4 ADA Vacant
Total		
4 Reserved Parking Spaces		4 Vacant
13 ADA Spaces		9 ADA Vacant
415 Parking Spaces (Does not include ADA or Reserved Parking Spaces)		296 Vacant
432 Parking Spaces		309 Vacant

TOTAL VEHICLES PARKED - SCARSDALE SUNDAY, JUNE 29, 2025		
	Weather	**Sunny**
	Time	**12:25 PM**
Crossway Field North Parking Lot	67 Parking Spaces	4 Parked
	2 ADA Parking Spaces	0 ADA Parked
Crossway Field South Parking Lot	77 Parking Spaces	37 Parked
	3 ADA Parking Spaces	0 ADA Parked
Municipal Pool Complex West Parking Lot	165 Parking Spaces	180 Parked
	4 Reserved Parking	0 Reserved Parked
Municipal Pool Complex East Parking Lot	56 Parking Spaces	48 Parked
Kids Base Parking Lot	50 Parking Spaces	57 Parked
	8 ADA Spaces	5 ADA Parked
Total		
4 Reserved Parking Spaces		0 Parked
13 ADA Spaces		5 ADA Parked
415 Parking Spaces (Does not include ADA or Reserved Parking Spaces)		326 Parked
432 Parking Spaces		331 Parked

*Crossway Field North Parking Lot there were no games
*Municipal Pool Complex East Parking Lot includes illegal parked vehicles
*Kids Base Parking Lot includes illegal parked vehicles

TOTAL VACANT SPACES - SCARSDALE SUNDAY, JUNE 29, 2025		
	Weather	**Sunny**
	Time	**12:25 PM**
Crossway Field North Parking Lot	67 Parking Spaces	63 Vacant
	2 ADA Parking Spaces	2 ADA Vacant
Crossway Field South Parking Lot	77 Parking Spaces	40 Vacant
	3 ADA Parking Spaces	3 ADA Vacant
Municipal Pool Complex West Parking Lot	165 Parking Spaces	-15 Vacant
	4 Reserved Parking	4 Reserved Vacant
Municipal Pool Complex East Parking Lot	56 Parking Spaces	8 Vacant
Kids Base Parking Lot	50 Parking Spaces	-7 Vacant
	8 ADA Spaces	3 ADA Vacant
Total		
4 Reserved Parking Spaces		4 Vacant
13 ADA Spaces		8 ADA Vacant
415 Parking Spaces (Does not include ADA or Reserved Parking Spaces)		89 Vacant
432 Parking Spaces		101 Vacant

APPENDIX G
ADDITIONAL PARKING CONCEPTS

PROJECT

Scarsdale Fields

Mamaroneck Road
Scarsdale, NY 10583

50 40 30 20 10 0 50 100

SCALE IN FEET

NO.	REVISION	DATE

DTS · PROVIDENT
Intelligent Land Use

Civil Engineers, Landscape Architect and Planner

DTS Provident Design Engineering, LLP
One North Broadway White Plains, NY 10601
P: 914.428.0010
F: 914.428.0017

TITLE:

Concept Plans

Crossway Layout 1 - Iteration 1

Seal

Scale:	1"=50'
Date:	07/22/2025
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Checked By:	BD
Project No.:	1216
Sheet No.:	1 of 9
Dwg. No.:	C-101

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PROJECT

Scarsdale Fields

Mamaroneck Road
Scarsdale, NY 10583

50 40 30 20 10 0 50 100

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Concept Plans

Crossway Layout 1 - Iteration 2

Seal

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Mamaroneck Road
Scarsdale, NY 10583

50 40 30 20 10 0 50 100

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Concept Plans

Crossway Layout 1 - Iteration 2

Seal

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PROJECT

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Mamaroneck Road
Scarsdale, NY 10583

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Concept Plans

Crossway Layout 1 - Iteration 3

Seal

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Dwg. No.:	C-103

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PROJECT

Scarsdale Fields

Mamaroneck Road
Scarsdale, NY 10583

50 40 30 20 10 0 50 100

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Concept Plans

Crossway Layout 2 - Iteration 1

Seal

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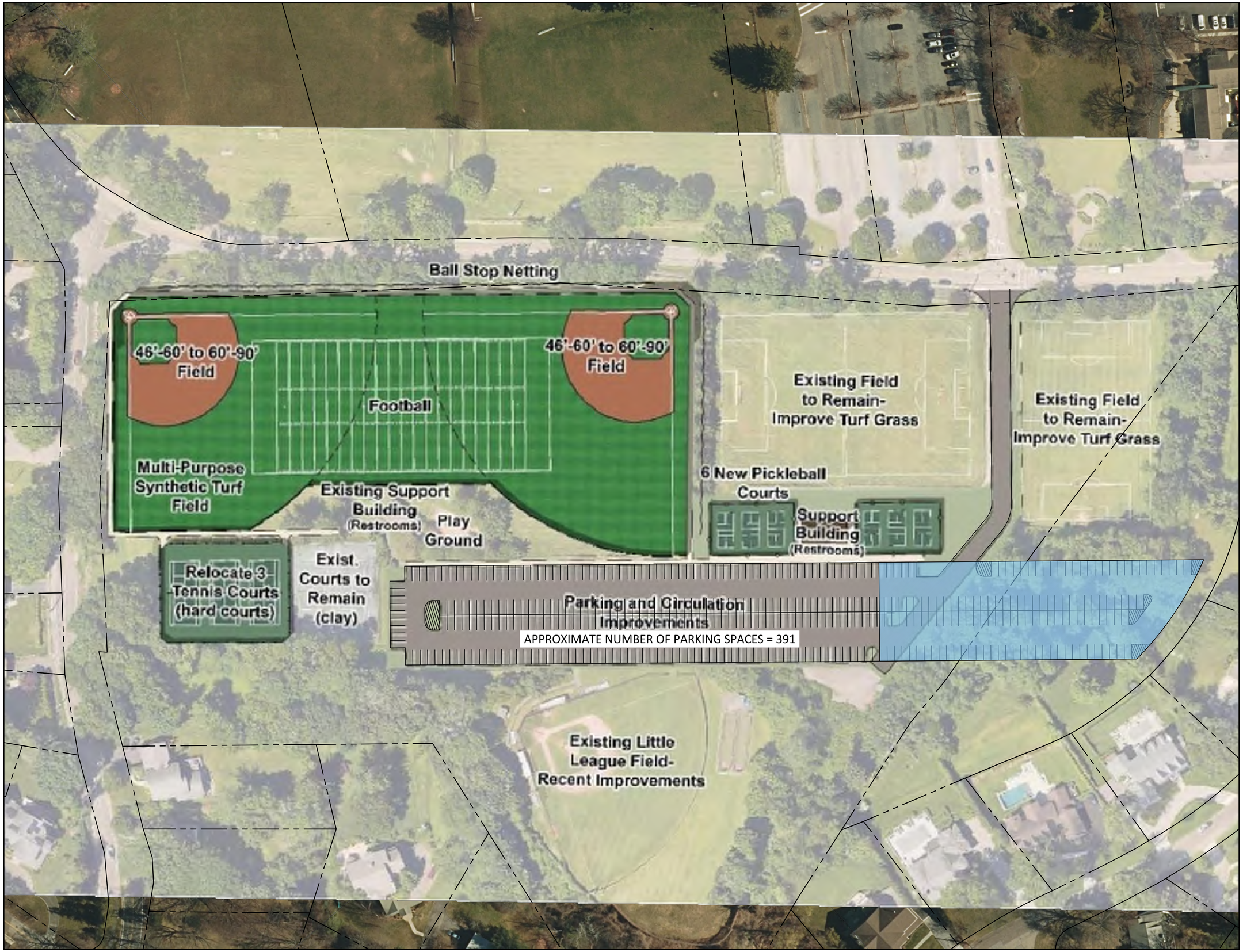

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PROJECT

Scarsdale Fields

Mamaroneck Road
Scarsdale, NY 10583

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Crossway Layout 2 - Iteration 2

Seal

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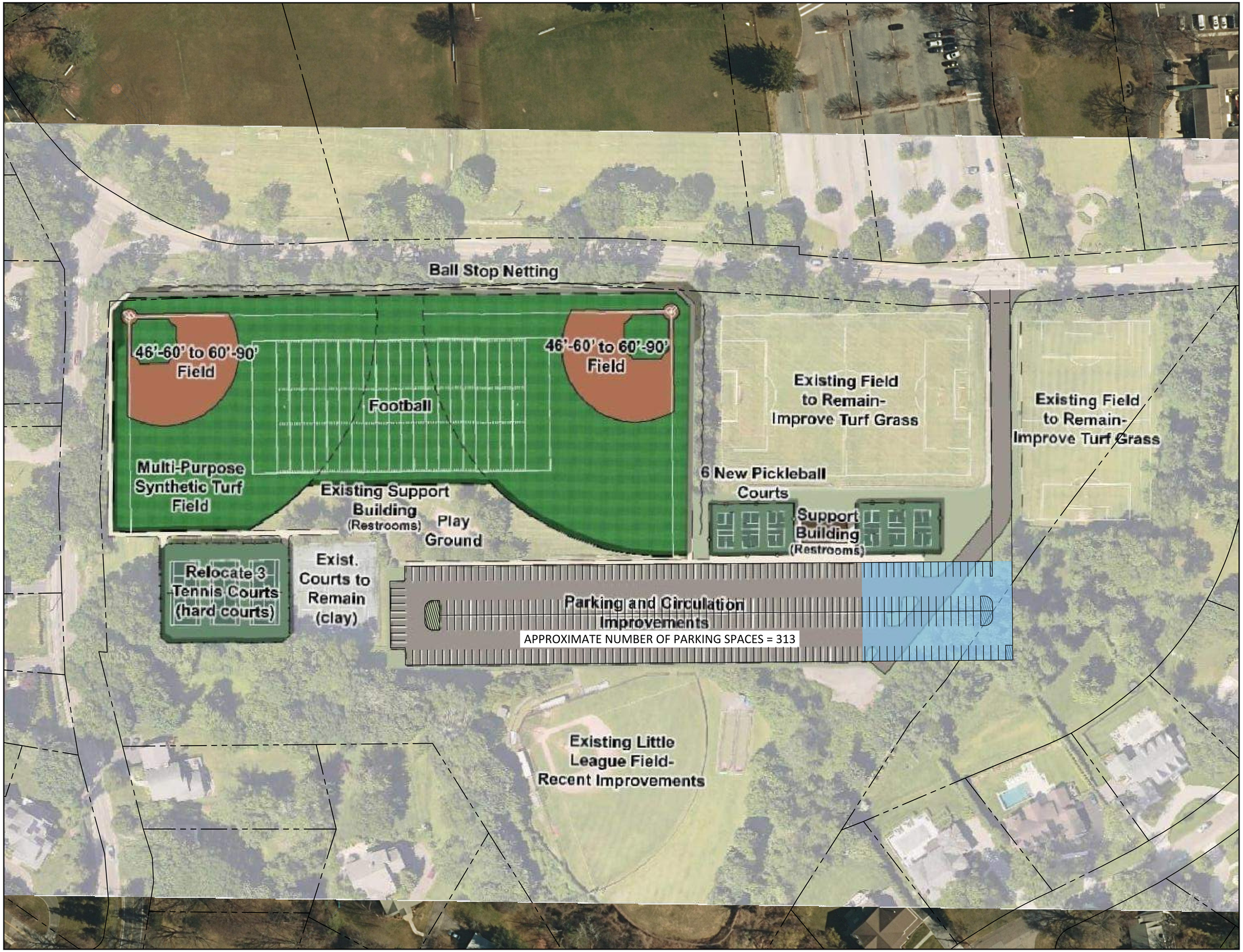

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PROJECT

Scarsdale Fields

Mamaroneck Road
Scarsdale, NY 10583

50 40 30 20 10 0 50 100

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Crossway Layout 2 - Iteration 2

Seal

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PROJECT

Scarsdale Fields

Mamaroneck Road
Scarsdale, NY 10583

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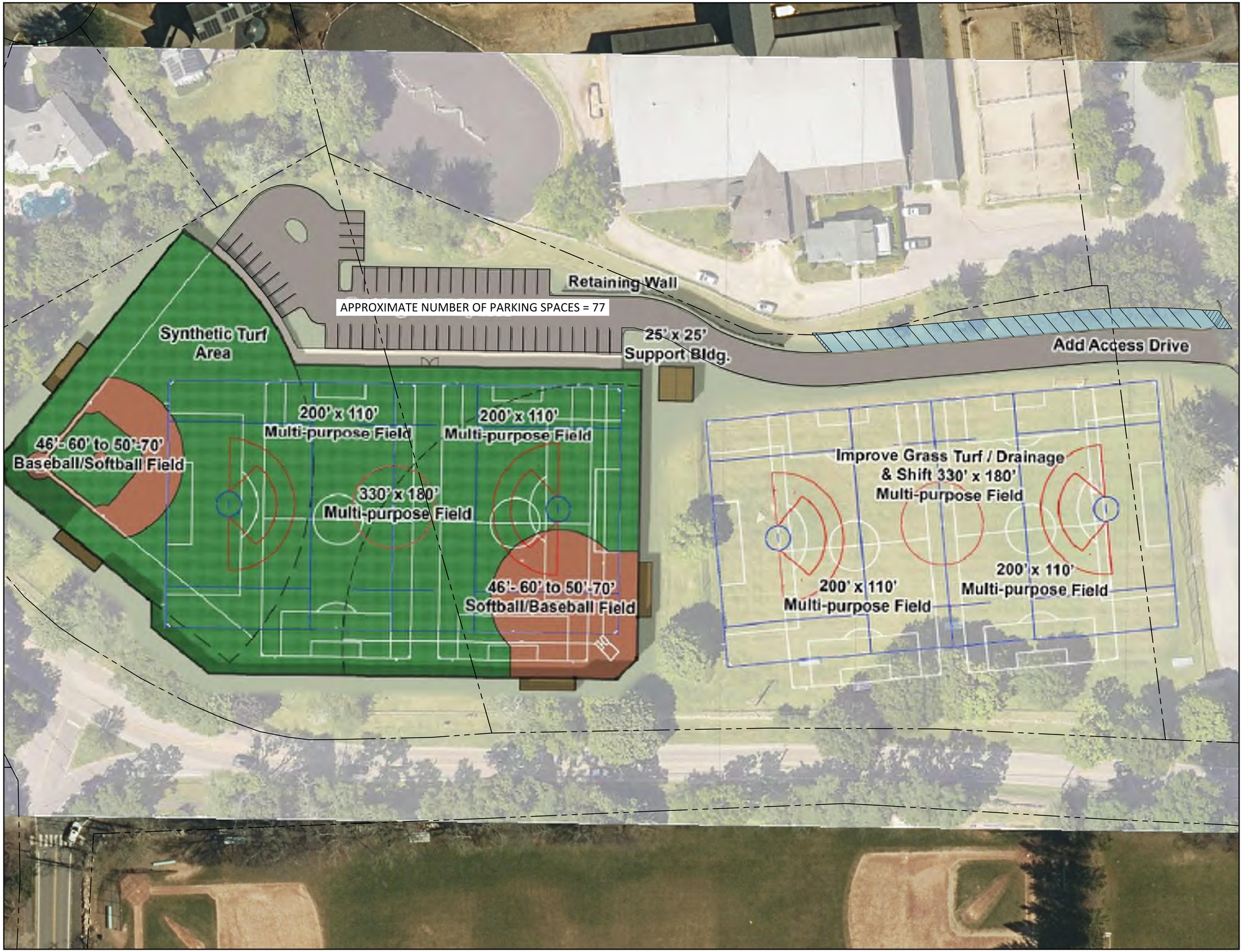

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PROJECT

Scarsdale Fields
Mamaroneck Road
Scarsdale, NY 10583

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Concept Plans
Winston Layout 1 - Iteration 1

Seal

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Sheet No.:	7 of 9
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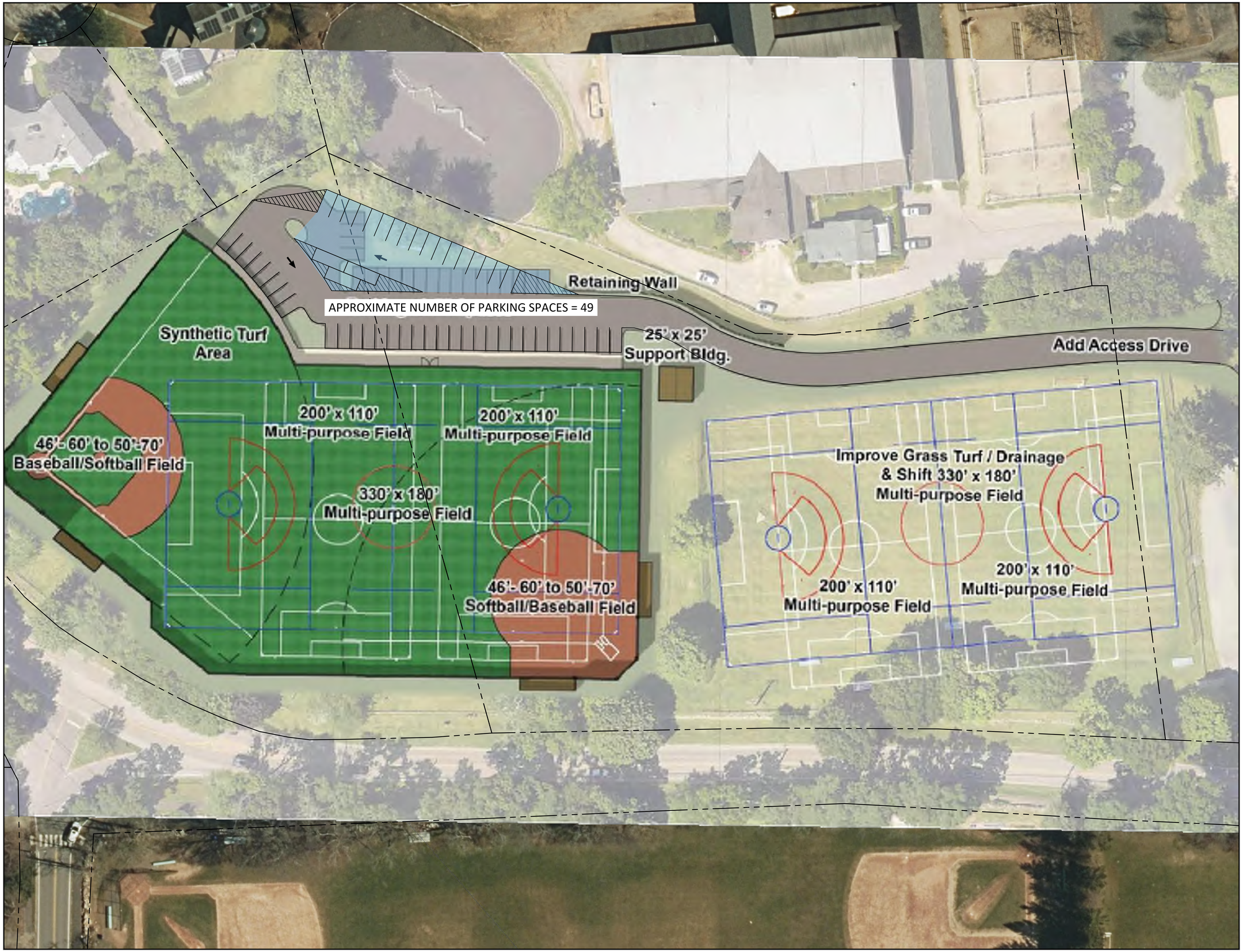

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Scarsdale Fields

Mamaroneck Road
Scarsdale, NY 10583

30 20 10 0 30 60

SCALE IN FEET

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Winston Layout 1 - Iteration 2

Seal

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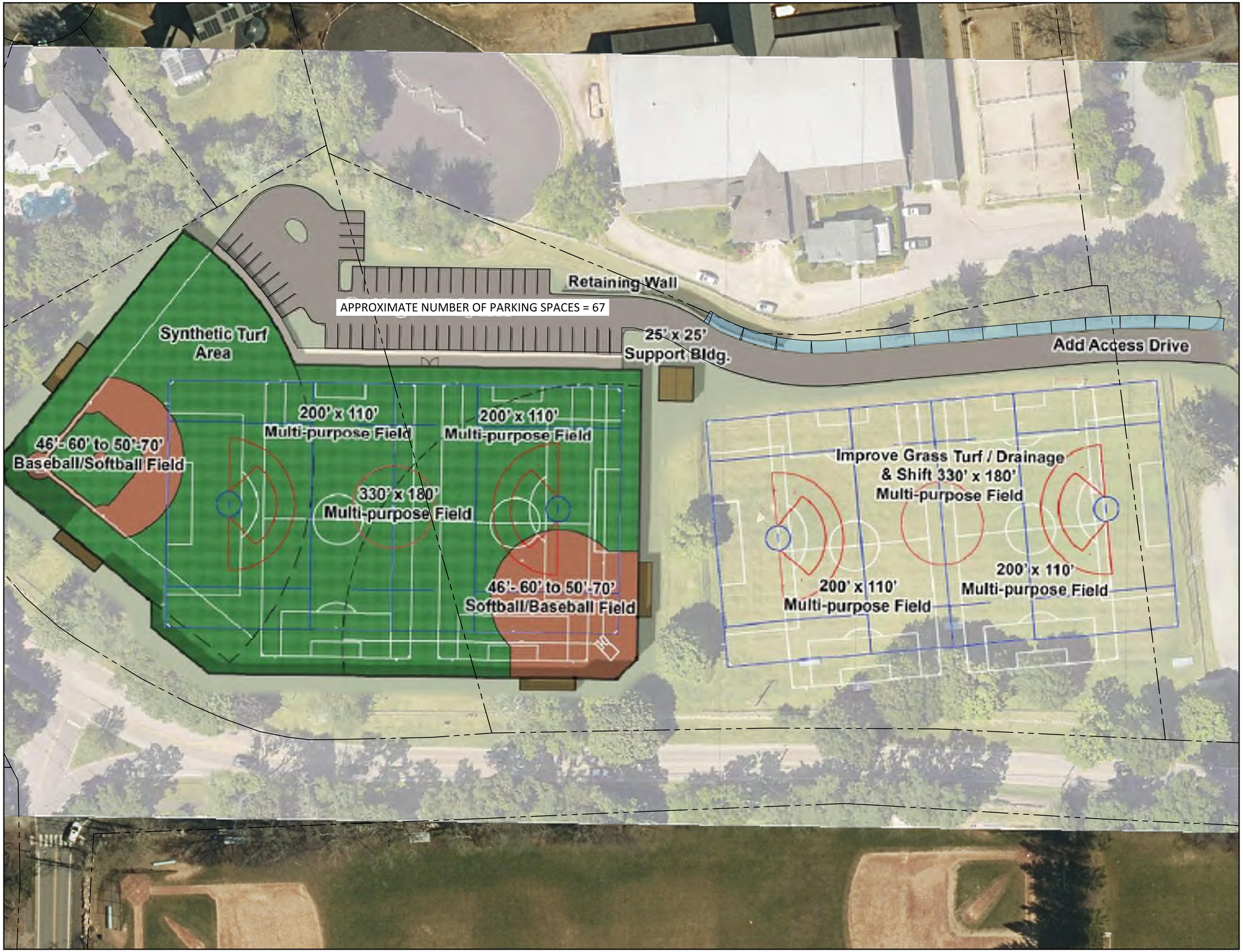
Dwg. No.:	C-108



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Scarsdale Fields

Mamaroneck Road
Scarsdale, NY 10583

30 20 10 0 30 60

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Winston Layout 1 - Iteration 3

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