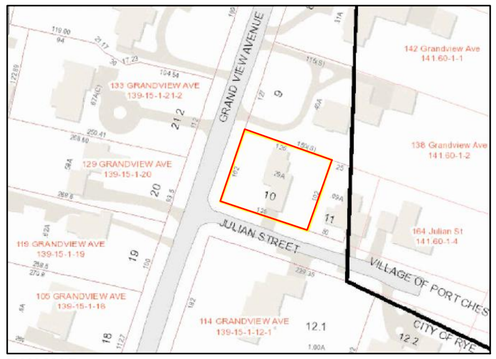
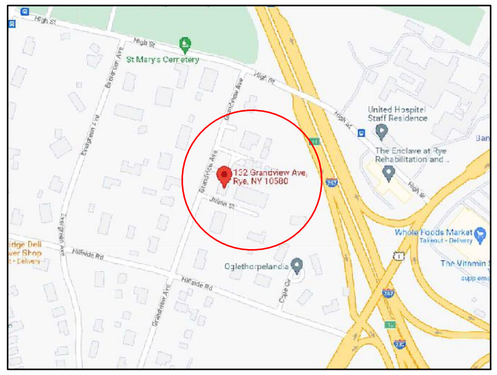


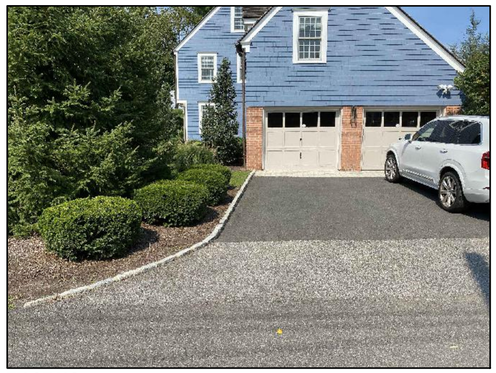
TAX MAP

WESTCHESTER COUNTY GIS



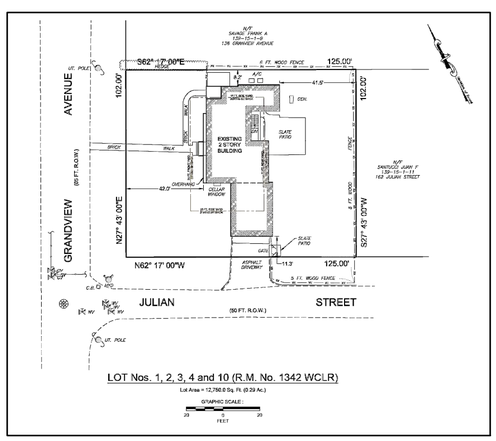
LOCATION

GOOGLE MAPS



EXISTING

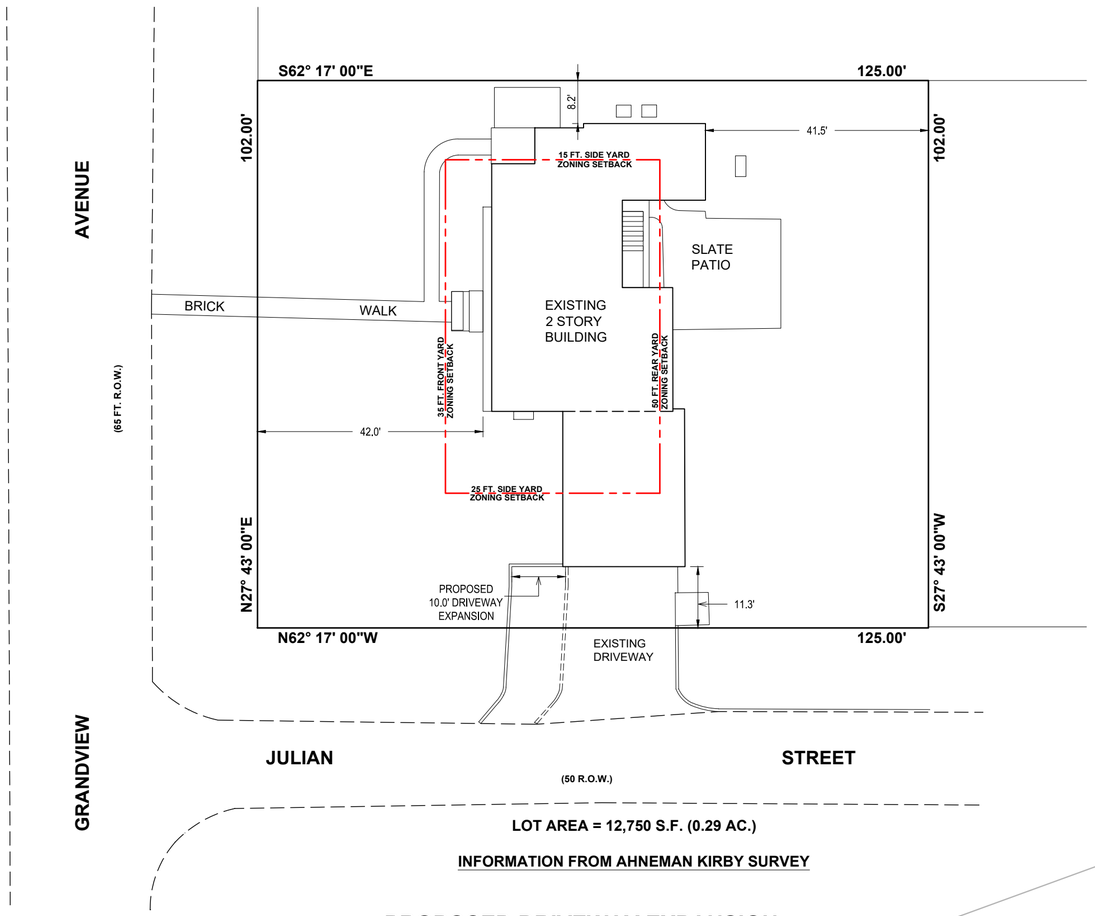
09-15-2021



EXISTING SURVEY

AHNEMAN/KIRBY

THIS DRAWING IS AS A SAMPLE ONLY
*** PERSONAL (CLIENT) INFORMATION WITHHELD



LOT AREA = 12,750 S.F. (0.29 AC.)

INFORMATION FROM AHNEMAN KIRBY SURVEY

PROPOSED DRIVEWAY EXPANSION

1" = 20'

SCOPE OF WORK:

THE PROPOSED PROJECT IS A DRIVEWAY REPLACEMENT AND EXTENSION. THE FOLLOW
REMOVE EXISTING BLACKTOP DRIVEWAY AND STONE APRO[illegible]UDING [illegible]SE.
EXCAVATE FOR NEW DRIVEWAY; PREPARE SUGGRADE; IN[illegible] ALL NEW DRI[illegible]WA[illegible]ONSI[illegible]NG
PERMEABLE INTERLOCKING CONCRETE PAVEMENT OVER[illegible]

PERMITS, PERMISSIONS AND INSPECTIONS MAY BE COORDINATED WITH:

CITY OF RYE BUILDING DEPARTMENT :	(914) 967-7372
CITY OF RYE CITY ENGINEER:	(914) 967-7464

STATEMENT OF DESIGN PROFESSIONAL:

1. THESE PLANS HAVE BEEN PREPARED IN CONFORMANCE WITH 2020 RESIDETN[illegible]L BU[illegible]LDING CODE OF NEW YORK STATE.

2. TO THE BEST OF MY KNOWLEDGE AND PROFESSIONAL JUDGEMENT, THESE PLANS ARE IN CONFORMANCE WITH THE 2020 ENERGY CONSERVATION CODE OF NEW YORK STATE

VINCENT COAKLEY, P.E.
(STAMP AFFIXED AND SIGNED)

ZONING COMPLIANCE:

PER THE CITY OF RYE ZONING LAW, SCHEDULE OF RESIDENTIAL DISTRICT REGULATIONS:
NO OFF-STREET PARKING FACILITY SHALL BE DEVELOPED WITHIN ANY REQUIRED FRONT YARD OR ANY REQUIRED SIDE YARD ADJACENT TO A STREET LINE OR WITHIN ANY OTHER SIDE OR REAR YARD WITHIN FIVE FEET OF THE LOT LINE.

THE PROPOSED DRIVEWAY EXTENSION:
PART OF THE PROPOSED DRIVEWAY EXTENSION LIES WITHIN THE REQUIRED SIDE YARD
PART OF THE PROPOSED DRIVEWAY EXTENSION LIES IN THE PUBLIC RIGHT OF WAY

JURISDICTION AND CODE :
PER THE THE RESIDENTIAL CODE OF NEW YORK STATE, *THE UNIFORM CODE SHALL BE ADMINISTERED AND ENFORCED BY THE AUTHORITY HAVING JURISDICTION.*
THE AUTHORITY HAVING JURISDICTION IS THE CITY OF RYE.

APPLICABLE CODES ARE LISTED UNDER GENERAL NOTES.

PROPERTY INFORMATION:

STREET ADDRESS:	132 GRANDVIEW AVENUE RYE, NY 10580
TAX MAP DESIGNATION:	139-15-1-10
ZONING DISTRICT:	R-2 ONE-FAMILY (1/2-ACRE MIN. PER UNIT)
CURRENT USE:	SINGLE-FAMILY RESIDENCE
PROPOSED USE:	SINGLE-FAMILY RESIDENCE

GISMONDI ARCHITECTS
904 MEMORIAL DRIVE AUBREY, TX 76227
(914) 494-8943 MGISMO646@AOL.COM

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Code Compliance - Project Supervision
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PROPERTY ADDRESS:
***
RYE, NY 10580

S-B-L:
***

OWNER:
***

CLIENT:
***
***
***

DATE: 03.06.2022 **ISSUE:** FOR PERMIT

PROJECT NAME:
DRIVEWAY EXTENSION

DRAWING NAME:
COVER SHEET

DRAWING NUMBER:
G.02

SCALE: AS NOTED **DATE:** 03.06.2022

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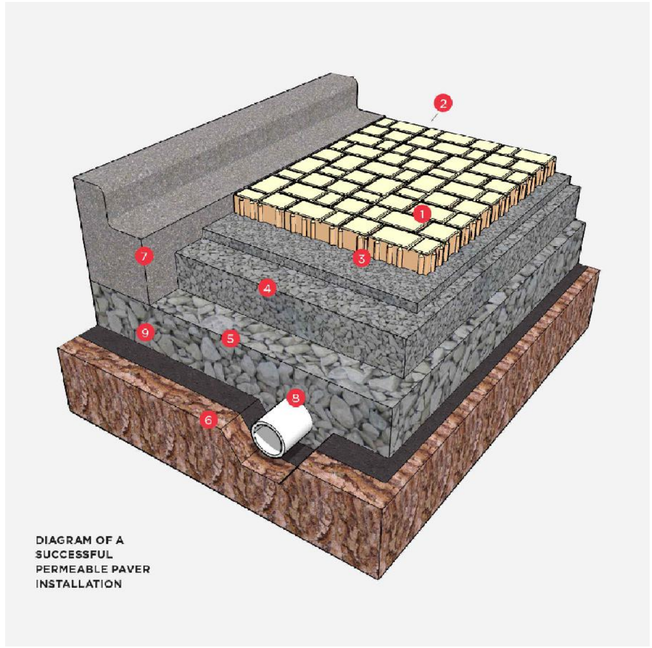


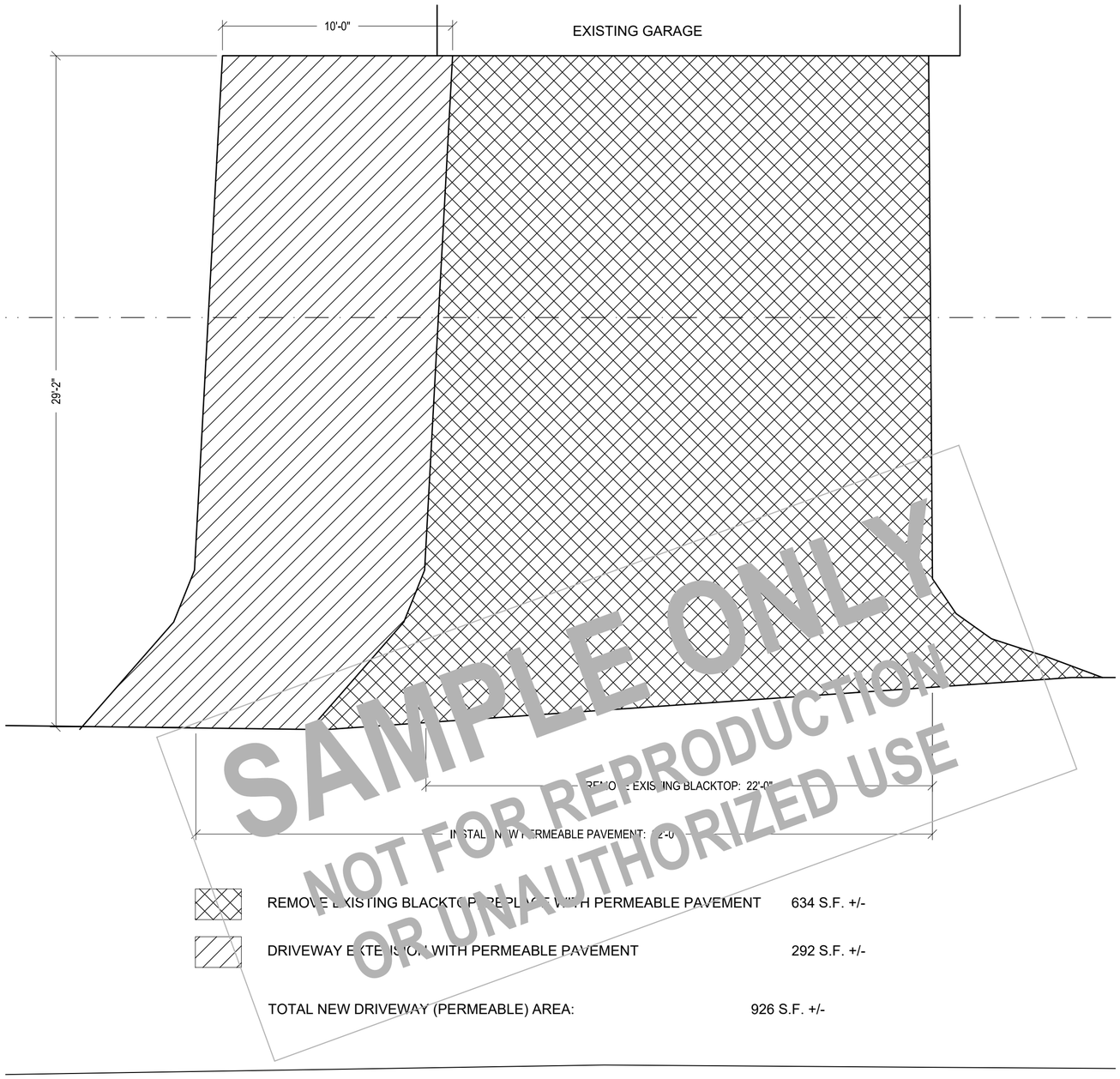
DIAGRAM OF A SUCCESSFUL PERMEABLE PAVER INSTALLATION

Guide for Estimating Subgrade Soil Strengths (Fine-Grained Soils)

ESTIMATED CONSISTENCY BY:		TEST BY:				CORRELATES TO:				
Description	Equipment/Visual	Standard Penetration Test (blows/ft)	Dynamic Cone Penetrometer (in/blow)			Shear Strength, C_u		California R Value	R Value	CBR
			SC, SM, SP	CL	CH	(psi)	(tsf)			
Very Soft	Man standing sinks >5 inches	<2	–	–	–	<1.7	<0.325	<5	–	<0.4
Soft	Man walking sinks ~2 - 5 inches	2 - 4	–	–	–	1.7 - 3.5	0.125 - 0.25	<5	<0.36	0.4 - 0.8
Medium	Man walking sinks ~1 inch	4 - 8	–	>2.6	–	3.5 - 6.9	0.25 - 0.50	<5	0.36 - 2.5	0.8 - 1.6
Stiff	Pickup truck ruts ~1/2 - 1 inch	8 - 15	>3.9	2.6 - 1.8	–	6.9 - 13.9	0.50 - 1.0	5 - 20	2.5 - 6.8	1.6 - 3.2
Very Stiff	Loaded dump truck ruts ~1 - 3 inches	15 - 30	3.9 - 2.2	1.8 - 1.3	>4.3	13.9 - 27.8	1.0 - 2.0	20 - 33	6.8 - 15.5	3.2 - 6.4
Hard	Insignificant ruts from loaded dump truck	>30	2.2 - 1.1	1.3 - 0.9	4.3 - 2.1	>27.8	>2.0	>33	>15.5	>6.4

References: After Portland Cement Association, E.I. DuPont literature and McCarthy, David F., Essentials of Soil Mechanics and Foundations, 1977 & Tensar 1998.
Webster, Personal Communication 2001, DCP vs. CBR Correlations
AASHTO, 1993 Guide for Design of Pavement Structures, Van Till et al. NCHRP 128.

NOTE: For use with Unilock DriveGrid System™ and for preliminary analysis only. Final design and installation are the responsibility of others based upon site-specific conditions. Unilock and Tensar International Corporation are not responsible for any use or misuse hereof. Thickness results shown on the reverse side are for the specific scenario indicated and are based on the Giroud-Han Design Methodology. For other scenarios, contact your local Unilock representative.



UNILOCK PAVERS

UNILOCK.COM

UNILOCK PERMAEABLE INTERLOCKING PAVERS:

1. UNILOCK PERMEABLE INTERLOCKING CONCRETE PAVER
   WITH MANY AESTHETICALLY PLEASING COLORS AND TEXTURES, CREATIVE CHOICES ARE NOT COMPROMISED BY FUNCTION. PERMEABLE INTERLOCKING CONCRETE PAVERS (PICPS) ARE THE MOST DURABLE OF ANY POROUS PAVEMENT MATERIAL. UNILOCK MINIMUM 8,500 PSI (57 MPA), HIGH-STRENGTH, NO-SLUMP CONCRETE ALLOWS WATER TO INFILTRATE BETWEEN PAVER UNITS INSTEAD OF THROUGH THE MATERIAL. THE JOINT SIZES VARY BETWEEN PAVER OPTIONS, RANGING FROM 0.25″ (6 MM) TO 0.5″ (13 MM), WHICH MEET THE AMERICANS WITH DISABILITIES ACT RECOMMENDATION FOR JOINTS OR OPENINGS, AND ALLOWS A MINIMUM OF 100″ (2,540 MM) PER HOUR OF SURFACE INFILTRATION.

2. JOINT AGGREGATE – ASTM NO. 8
   AS THE INITIAL FILTERING LAYER, THE 0.25″ CRUSHED, ANGULAR, CHIP STONE CAPTURES APPROXIMATELY 80 PERCENT OF DEBRIS IN THE FIRST 1″ (25 MM) TO 2″ (51 MM). THE SECONDARY FUNCTION OF THE JOINT AGGREGATE IS TO INCREASE THE POSITIVE INTERLOCK BETWEEN THE PAVER UNITS, WHICH IS ESSENTIAL TO THE STRUCTURAL STABILITY OF THE PICPS. THE JOINT AGGREGATE MUST ALWAYS REMAIN FILLED TO THE LIP OF THE PICP UNITS TO REDUCE UNNECESSARY CLOGGING.

3. SETTING BED AGGREGATE – ASTM NO. 8
   THE 0.25″ CRUSHED, ANGULAR, CHIP STONE PROVIDES A SMOOTH LEVELING COURSE FOR PLACING PAVERS AND ADDITIONAL STRUCTURAL INTERLOCKING OF THE PICPS. SAND MUST BE AVOIDED AS A SETTING BED IN A PICP APPLICATION.

4. BASE AGGREGATE – ASTM NO. 57.
   MINIMUM THICKNESS IS DESIGNED TO SUPPORT ANTICIPATED LOADS, TO ACCOMMODATE STORMWATER DETENTION IN THE 40 PERCENT VOID SPACE OF THE MATERIAL, AND TO SERVES AS A TRANSITION MATERIAL BETWEEN THE ASTM NO. 8 SETTING BED AND THE ASTM NO. 2 SUBBASE AGGREGATE.

5. SUBBASE AGGREGATE – ASTM NO. 2
   SUBSOIL CONDITIONS WILL DICTATE THE NECESSITY OF THIS LARGER ASTM NO. 2 CRUSHED, ANGULAR, OPEN-GRADED SUBBASE AGGREGATE. INSTALLATION WILL PROVIDE INCREASED STRUCTURAL STABILITY ON SITES WITH POOR SOIL CONDITIONS TO SUFFICIENTLY SUPPORT ANTICIPATED LOADS AND TEMPORARILY DETAIN STORMWATER RUNOFF IN THE 40 PERCENT VOID-SPACE OF THE MATERIAL.

6. SUBGRADE
   COMPACTED SUBGRADE SHOULD HAVE A MINIMUM INFILTRATION RATE OF 0.5″ PER HOUR.

7. EDGE RESTRAINT
   AN EDGE RESTRAINT, SUCH AS A CONCRETE CURB, IS REQUIRED.

8. UNDERDRAIN
   WITH PERMEABLE SUBSOILS (OVER 0.5″ PER HOUR), THE UNDERDRAIN PIPE SHALL BE ELIMINATED.

9. MECHANICAL BASE STABILIZATION
   SUBGRADE CONDITION WILL DETERMINE THE NEED FOR BASE COMPACTION AND/OR STABILIZATION.
   SUBSOIL STRENGTH CAN BE DETERMINED BY VISUAL INSPECTION AND REFERENCE TO THE GEOGRID SUBSOIL ASSESSMENT CARD, BY SOIL CLASSIFICATION, OR BY FIELD-TESTING WITH A DYNAMIC CONE PENETROMETER.
   GEOGRID STYLE SYSTEMS, SUCH AS DRIVEGRID®, SHALL BE UTILIZED FOR ANY WEAKER SUBSOILS. THE GEOGRID IS PLACED BETWEEN THE ASTM NO. 57 BASE AGGREGATE AND THE SUBGRADE.

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*** PERSONAL (CLIENT) INFORMATION WITHHELD

GISMONDI ARCHITECTS
904 MEMORIAL DRIVE AUBREY, TX 76227
(914) 494-8943 MGISMO646@AOL.COM

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PROPERTY ADDRESS:
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RYE, NY 10580

S-B-L:
***

OWNER:
***

CLIENT:
***
***
***

DATE: 03.06.2022
ISSUE: FOR PERMIT

PROJECT NAME:
DRIVEWAY EXTENSION

DRAWING NAME:
PAVERS

DRAWING NUMBER:
G.02

SCALE: AS NOTED
DATE: 03.06.2022

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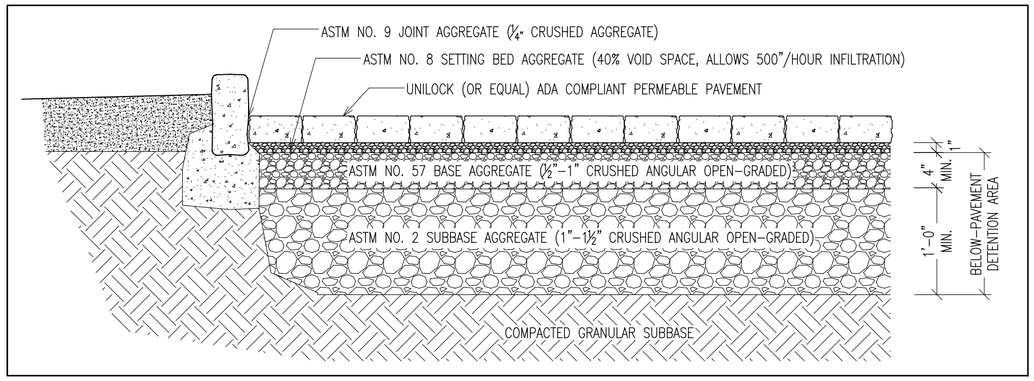

TYPICAL DRIVEWAY SECTION

1" = 1'-0"

		PAVER	JOINT MATERIAL	JOINT WIDTH*	VOID SPACE*	INFILTRATION RATE**	MINIMUM INFILTRATION RATE** FOR RAINFALL INTENSITY OF:			
							2"/hr	4.5"/hr	6.5"/hr	11"/hr
ADA COMPLIANT	Small: 1/4" Joint	Eco-Line®	ASTM # 9 Aqua Rock	6.25mm	5.8%	560	34	78	112	190
		Eco-Promenade®	ASTM #9 - SEK Chip	7 mm	10.12%	934	20	44	64	109
		Eco-Priora® Herringbone	ASTM #9 - SEK Chip	7 mm	7.08%	676	28	64	92	155
		Eco-Priora® 5 x10	Kafka - 1/8 to 3/16"	7 mm	6.8%	633	29	66	96	162
		Eco-Priora® Pattern H	ASTM #9 - Roscoe Chip	7 mm	5.7%	509	35	79	114	193
		Eco-Priora® Pattern H	IDOT TA 22	7 mm	5.7%	347	35	79	114	193
		Eco-Priora® 10 x 10	Kafka - 1/16 to 3/16"	7 mm	4.6%	327	43	98	141	239
	Medium 1/4" to 3/8" Joint	Town Hall®	Kafka - 1/8 to 3/16"	9mm	6.5%	784	31	69	100	169
		City Park Paver®	ASTM #9 - SEK Chip	10mm	4.2%	934	48	107	155	262
	Large: 3/8" to 1/2" Joint	DuraFlow®	ASTM #8 IDOT CA-16	12mm	8%	912	25	56	81	138
		Eco-Optiloc®	PPB	12 mm	7.3%	404	27	62	89	151
		Eco-Optiloc®	ASTM #8 IDOT CA-16	12 mm	7.3%	912	27	62	89	151
	Extra Large: >1/2"	Tribeca Cobble®		10mm	5.6%	400	36	80	116	196
		Thornbury®	ASTM # 9 Aqua Rock	18mm	4.4%	385	45	102	148	250
		Eco-Stone®	ASTM #8 IDOT CA-16	5 mm	10.18%	784	19	42	60	102
		Ecoloc®	Kafka - 1/8 to 3/16"	7 mm	12.18%	1060	18	41	59	99

NOTE: The 2", 4.5", 6.5" and 11" per hour Rainfall Intensity examples are based on common 5 minute rainfall intensity charts and are not the same as total rainfall quantity.
* Joint Width is measured at the top of the paver. Void Space is calculated at the base of the paver.
** Infiltration rate is inches per hour based on testing done when first installed and is an approximation.

INFILTRATION RATES

UNILOCK PERMEABLE PAVERS

CRITERIA				RAINWATER HARVEST VOLUME			BASE STORAGE CAPACITY			SURPLUS / (DEFICIT) STORAGE			
Rainfall In/Hr (mm/hr)	Surface Area Ft² (m²)	Base Depth In (cm)	Void Space	Cubic Ft (m³)	Acre Feet	Gallons (m³)	Cubic Ft (m³)	Acre Feet	Gallons (m³)	Cubic Ft (m³)	Acre Feet	Gallons (m³)	% Used
1 (25 mm)	43,560 (4,047 m²)	14 (35 cm)	40%	3,630 (103 m³)	0.08	27,154 (103 m³)	20,328 (576 m³)	0.47	152,064 (576 m³)	16,698 (473 m³)	0.38	124,910 (473m	17
1 (25 mm)	43,560 (4,047 m²)	18 (46 cm)	40%	3,630 (103 m³)	0.08	27,154 (103 m³)	26,136 (740 m³)	0.60	195,511 (740 m³)	22,506 (637 m³)	0.52	168,357 (637 m³)	13.9%
1 (25 mm)	43,560 (4,047 m²)	22 (56 cm)	40%	3,630 (103 m³)	0.08	27,154 (103 m³)	31,944 (905 m³)	0.73	238,958 (905 m³)	28,314 (802 m³)	0.65	211,804 (802 m³)	13.9%
3.04 (77 mm)	43,560 (4,047 m²)	14 (35 cm)	40%	11,035 (312 m³)	0.25	82,548 (312 m³)	20,328 (575 m³)	0.47	152,064 (575 m³)	9292.92 (263 m³)	0.21	69,516 (263 m³)	54.3%
3.04 (77 mm)	43,560 (4,047 m²)	18 (46 cm)	40%	11,035 (312 m³)	0.25	85,548 (312 m³)	26,136 (740 m³)	0.60	195,511 (740 m³)	15,101 (428 m³)	0.35	112,963 (428 m³)	42.2%
7.58 (19 mm)	43,560 (4,047 m²)	14 (35 cm)	40%	27,515 (779 m³)	0.63	205,827 (779 m³)	20,328 (575 m³)	0.47	152,064 (575 m³)	(7,187) 203 m³)	(0.16)	53,763 (204 m³)	135.4%
7.58 (19 mm)	43,560 (4,047 m²)	22 (56 cm)	40%	27,515 (779 m³)	0.63	205,827 (779 m³)	31,944 (905 m³)	0.73	238,957 (905 m³)	4,429 (125 m³)	0.10	33,131 (125 m³)	86.1%

BASE STORAGE CAPACITY

DETENTION VOLUMES; UNILOCK PAVERS

New York State Stormwater Management Design Manual

Modular Block Porous Pavement

Description: Modular block porous pavement is a permeable pavement surface with an underlying stone reservoir designed to temporarily store surface runoff before it infiltrates into the subsoil. Porous pavement options are primarily intended for low vehicle traffic areas such as spillover parking or simply the parking aisle portion of a parking lot.

REASONS FOR LIMITED USE

- Maintenance record is unclear, and pretreatment cannot be provided.
- Should not be applied on parking lots that are sanded or salted for snow control.

DESIGN CONSIDERATIONS

- Soil permeability between 0.5 and 3.0 inches per hour
- Do not locate on slopes > 15% or within fill soils
- Site at least 3 feet above the seasonally high groundwater table, and at least 100 feet away from drinking water wells
- Direct runoff from pervious or exposed areas away from pavement
- Size the gravel trench using the same equation provided in Section 6.3 for infiltration trenches.
- Provide conveyance for larger storms with raised inlet or perimeter gravel trench
- Sediment-laden runoff must be directed away from the porous pavement
- Maximum depth should not exceed 4 feet
- Ensure that the upland drainage is fully stabilized after construction;.
- Use permanent sign(s) containing a short list of maintenance requirements
- Do not use excavated stone reservoir as a sediment control device
- Avoid compacting subsoils during construction
- Ensure that paving dewaters between storms
- Periodically inspect the surface for deterioration or spalling

STORMWATER MANAGEMENT SUITABILITY

- [ ] **Water Quality**
- [ ] **Channel/Flood Protection**

SPECIAL APPLICATIONS

- [ ] **Pretreatment**
- [X] **High Density/Ultra-Urban**
- [X] **Runoff Reduction / Impervious Cover Disconnection**
- [X] **Other:** Overflow Parking

MODULAR BLOCK POROUS PAVEMENT

STORMWATER MANAGEMENT DESIGN MANUAL

STORMWATER MANAGEMENT

ALL WORK MUST BE IN ACCORDANCE WITH THE CONFORMANCE TO:

- CHAPTER 174, *STORMWATER MANAGEMENT* OF THE CITY OF RYE CODE
- THE SUBSTANTIVE REQUIREMENTS OF THE NYS DEPARTMENT OF ENVIRONMENTAL CONSERVATION *STATE POLLUTANT DISCHARGE ELIMINATION SYSTEM* (SPDES) *GENERAL PERMIT FOR CONSTRUCTION ACTIVITIES GP02-01*
- THE NEW YORK STATE *STORMWATER MANAGEMENT DESIGN MANUAL* OF THE NEW YORK STATE DEPARTMENT OF ENVIRONMENTAL CONSERVATION

DESIGN FOR STORM EVENT OF 6.5"

EXISTING IMPERVIOUS AREA (BLACKTOP):	634 S.F.
EXISTING DETENTION VOLUME:	0 C.F.
PROPOSED ADDITIONAL PAVED AREA (PERMEABLE PAVERS):	292 S.F.
TOTAL PROPOSED PAVED AREA (PERMEABLE PAVERS):	926 S.F.
RUNOFF VOLUME (@ 6.5" OVER 926 S.F.):	501 C.F.
DETENTION VOLUME PROVIDED: (17" @40% VOIDS):	525 C.F.

STORM WATER

1" = 1'-0"

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