

CITY OF RYE

NOTICE

There will be a regular meeting of the City Council of the City of Rye on Wednesday, July 8, 2015, at 7:30 p.m. in Council Chambers at City Hall. *The meeting will be preceded by an Audit Committee Meeting beginning at 7:00 p.m. in the Mayor's Conference room.*

AGENDA

1. Pledge of Allegiance.
2. Roll Call.
3. General Announcements.
4. Draft unapproved minutes of the regular meeting of the City Council held June 10, 2015 and the Special Meeting of the City Council held June 19, 2015.
5. Issues Update/Old Business.
6. Presentation on City Financials by Brendan K. Kennedy of the auditing firm of SaxBST LLP.
7. Continuation of the Public Hearing to amend local law Chapter 177, "Taxation", Article XII, "Exemption for Historic Districts" by adding Section §177-82, "Historic Districts", to designate portions of downtown Rye as one historic district to allow property owners to apply for the real property tax exemption.
8. Public Hearing to amend local law Chapter 133, "Noise", of the Rye City Code regarding regulations on mechanical rock removal.
9. Public Hearing to amend local law Chapter 197, "Zoning", of the Rye City Code by amending Section §197-2, "Districts, A: Residence Districts" to change the zoning designation of a property at 120 Old Post Road from the B-4, Office Building, District to a New RA-6, Active Senior Residence, District; and amending Section §197-86, "Tables of Regulations: Table A, Residence Districts – Area Yard, Height and Miscellaneous Regulations" to add the proposed RA-6 zone.
10. Resolution authorizing the acceptance of funding through the NY Rising Community Reconstruction Program and providing authorization for the Mayor and City Council to Manager to enter into the following agreement and resolutions:
 - NY Rising Community Reconstruction Program Subrecipient Agreement
 - Resolution to adopt a Procurement Policy
 - Resolution to adopt a Citizen Participation Plan
 - Resolution to adopt an Affirmative Action Plan
 - Resolution to adopt Section 504 Policies and Grievance Procedures
11. Resolution to approve a Memorandum of Agreement between the City of Rye and the Rye CSEA Local 1000 Clerical Unit.
Roll Call.

12. Resolution to adopt the Climate Smart Communities Pledge.
13. Residents may be heard on matters for Council consideration that do not appear on the agenda.
14. Bid Award for the Annual Street Resurfacing contract (Contract #2015-04).
Roll Call.
15. Consideration to amend the Resolution of acceptance for a grant from the New York State Department of Environmental Conservation for reimbursement for equipment purchased by the Department of Public Works.
16. Authorization for the City Manager to enter into an Agreement with the County of Westchester for 2015-2016 Prisoner Transportation Services.
Roll Call.
17. Authorization for the City Manager to enter into an Inter-municipal Agreement with Westchester County for the Mutual Aid and Rapid Response Plan for the Police Departments of Westchester County.
Roll Call.
18. Designation of one member to the Boat Basin Nominating Committee.
19. Two appointments to the Rye Senior Advocacy Committee for a three-year term expiring January 1, 2018, by the Mayor with Council approval.
20. Consideration of request for permission to close a section of Purchase Street for the 63rd annual celebration of the Halloween Window Painting Contest.
21. Consideration of a request by the Leukemia and Lymphoma Society for use of city streets on Saturday, November 1, 2014 from 5:00 p.m. to 9:00 p.m. for their annual *Light the Night Walk* event.
22. Consideration of a request by Longford's Ice Cream for the use of City streets for their 20th Anniversary celebration on Sunday, August 6, 2015 from 12:00 p.m. to 5:00 p.m.
23. Miscellaneous communications and reports.
24. New Business.
25. Adjournment.

The *Presentation of the 2016-2020 Capital Improvement Plan* will be held on Monday, August 3, 2015 at 7:30 p.m. The next regular meeting of the City Council will be held on Wednesday, August 5, 2015 at 7:30 p.m.

** City Council meetings are available live on Cablevision Channel 75, Verizon Channel 39, and on the City Website, indexed by Agenda item, at www.ryeny.gov under "RyeTV Live".

* Office Hours of the Mayor by appointment by emailing jsack@ryeny.gov or contacting the City Manager's Office at (914) 967-7404.



CITY COUNCIL AGENDA

NO. 4

DEPT.: City Clerk

DATE: July 8, 2015

CONTACT: City Clerk

AGENDA ITEM Draft unapproved minutes of the regular meeting of the City Council held June 10, 2015 and the Special Meeting of the City Council held June 19, 2015.

FOR THE MEETING OF:

July 8, 2015

RYE CITY CODE,

CHAPTER

SECTION

RECOMMENDATION: That the Council approve the draft minutes.

IMPACT: Environmental Fiscal Neighborhood Other:

BACKGROUND: Approve the minutes of the regular meeting of the City Council held June 10, 2015 and the Special Meeting of the City Council held June 19, 2015, as attached.

DRAFT UNAPPROVED MINUTES of the
Regular Meeting of the City Council of the City of
Rye held in City Hall on June 10, 2015 at 7:30 P.M.

PRESENT:

JOSEPH A. SACK Mayor
LAURA BRETT
KIRSTIN BUCCI
JULIE KILLIAN (Arrived at 7:35 p.m.)
TERRENCE McCARTNEY
RICHARD MECCA
RICHARD SLACK
Councilmembers

ABSENT: None

The Council convened at 7:01 p.m. and Councilman McCartney immediately made a motion, seconded by Councilman Mecca and unanimously carried, to adjourn into executive session to discuss collective bargaining. Councilman McCartney made a motion, seconded by Councilman Mecca and unanimously carried, to adjourn the meeting at 7:28 p.m.

1. Pledge of Allegiance

Mayor Sack called the meeting to order and invited the Council to join in the Pledge of Allegiance.

2. Roll Call

Mayor Sack asked the City Clerk to call the roll; a quorum was present to conduct official city business.

3. General Announcements by the Council

Announcements were made regarding various events and activities that may be of interest to residents.

This Agenda item was taken at the start of the meeting.

- 3A. Resolution appointing a City Manager effective August 11, 2015, establishing the terms and conditions of employment, and authorizing the Mayor to sign an employment agreement
Roll Call

Mayor Sack announced that the City Council would be voting to hire Marcus Serrano as the new City Manager. The Mayor summarized the search process that was utilized over the last six months to select the new manager from many qualified candidates. The Mayor said that Mr. Serrano has extensive experience in Westchester communities and has been referred to as “open, fair, honest, communicative, proactive and friendly.” Councilwoman Brett said the City will benefit from Mr. Serrano’s Westchester County experience. Councilwoman Killian said her favorite comment about Mr. Serrano during a reference check was that he has “a private sector mentality in the public sector”. Councilman Slack called Mr. Serrano a “genuine person who people will like and respect”. Councilman McCartney said that he had written about Mr. Serrano in an upcoming newspaper column. Councilman Mecca and Councilwoman Bucci agreed with the other members of the Council.

Mayor Sack made a motion, seconded by Councilwoman Brett, to adopt the following Resolution:

RESOLVED, that the City Council of the City of Rye hereby authorizes the Mayor to enter into an Employment Agreement with Marcus Serrano to serve as the City Manager of the City of Rye, effective August 11, 2015.

ROLL CALL:

AYES:	Mayor Sack, Councilmembers Brett, Bucci, Killian, McCartney, Mecca and Slack
NAYS:	None
ABSENT:	None

The Resolution was adopted by a 7-0 vote.

Mr. Serrano made brief remarks saying he was happy and excited to come to Rye and called it the biggest honor he has had in his career. He said was looking forward to working for the Council because they have the best interests of the residents in their hearts.

Mayor Sack offered thanks to Eleanor Militana for serving as the Interim City Manager and said that she will return to the position of Assistant City Manager when Mr. Serrano arrives.

4. Draft unapproved minutes of the regular meeting of the City Council held May 20, 2015 and the Special meeting of the City Council held June 1, 2015

Councilwoman Brett made a motion, seconded by Councilman Mecca and unanimously carried to approve the minutes of the regular meeting of the City Council held on May 20, 2015 and the special meeting of the City Council held on June 1, 2015.

5. Issues Update/Old Business

Councilwoman Brett announced that the Site Plan and Wetland Permit for the Theodore Fremd Avenue/North Street affordable housing project have been approved by the Planning Commission.

Mayor Sack asked for an update on how the 25 mile per hour pilot program is going in the “loop” area around Stuyvesant Avenue and Forest Avenue.

Councilwoman Killian asked for an update on the plan to remove the rocks from the right-of-ways.

6. Continuation of the Public Hearing to amend local law Chapter 177, “Taxation”, Article XII, “Exemption for Historic Districts” by adding Section §177-82, “Historic Districts”, to designate portions of downtown Rye as one historic district to allow property owners to apply for the real property tax exemption

This Agenda item was deferred to the next City Council meeting.

7. Public Hearing to amend local law Chapter 133, “Noise”, of the Rye City Code by amending Section §133-8, “Construction work restricted to certain hours and days” to set a moratorium on mechanical rock removal

Mayor Sack said that the Council wants to get something in place for the time period when a new law regulating mechanical rock removal is being considered. Councilman Slack reported on recommendations of the Study Group that should be made in a report in July. He referred to a chart that compared the City’s current laws, the Study Groups Recommendations, and the current Town of Mamaroneck Law in the following categories: duration hours; total hours of chipping permitted; permit requirements; notice to neighbors; holiday restrictions; school testing restrictions; restrictions on the number of chippers/hammers; and restrictions on rock crushing on site. He said if the proposals of the Study Group were enacted by the Council the City it would be a tremendous benefit to the community and could also be the most restrictive durational law in Westchester.

Councilwoman Brett made a motion, seconded by Councilman Mecca and unanimously carried, to open the public hearing.

Members of the public who commented on the proposed law included: *Eric Bock, Lori Fontanes, Bertrand De Frondville, Paul Varsames, Bob Marrow, Stanislav Kotyza, Tracy Stora, Paul Fulenwidel, Emily Hurd, Paul LaBossier, John Mayo Smith, Alan Clark and Chris McGuire*. Comments were voiced both in favor and against the proposed moratorium. Those commenting in favor stressed the disruption to their enjoyment of their properties and the health and safety issues related to chipping and blasting and suggested that the moratorium should ban rock chipping altogether. Those commenting against the proposed moratorium said the proposal should be more balanced; could interfere with property rights and affect property values; and pointed out issues faced by builders. There were also suggestions regarding including a waiver process that would involve approval from neighbors and that the issue should be put to public referendum.

Mayor Sack made a motion, seconded by Councilwoman Brett and unanimously carried to close the public hearing.

Mayor Sack made a motion, seconded by Councilwoman Brett, to adopt the following local law:

CITY OF RYE

LOCAL LAW NO. 4 OF 2015

A Local Law adopting a six (6) month moratorium in the City of Rye temporarily prohibiting Mechanical Rock Removal or use of explosives within the City of Rye for more than a total of thirty (30) consecutive calendar days for the duration of this moratorium from the day that Mechanical Rock Removal or the use of explosives begins.

WHEREAS, the extended period of Mechanical Rock Removal and the use of explosives in the City can pose, among other things, quality of life impacts to the community; and

WHEREAS, in November 2014, the Mayor and City Council formed a Rock Chipping Study Group to study, among other things, whether new or more restrictive limitations should be placed on hours, duration, decibel levels, on-site crushing, and amounts which may be removed, as well as whether greater efforts should be taken to control dust, noise, erosion, and water runoff, and to enhance safety and make recommendations to the Rye City Council of ways to address on a going-forward basis issues raised in City Council meetings concerning rock chipping in Rye ; and

WHEREAS, the City Council has determined that it is appropriate to review the City's existing regulations relating to rock excavation to ensure that such activity does not negatively impact the quality of life of its residents and businesses; and

WHEREAS, Mechanical Rock Removal and use of explosives, in the absence of appropriate limitations, may have negative impacts on the City, its residents and the existing businesses; and

WHEREAS, further analysis is needed in order to develop the regulations and mitigation measures for Mechanical Rock Removal and the use of explosives; and

WHEREAS, the City expects that it may require up to six (6) months to engage in the process for developing and considering the aforementioned regulations and mitigation measures.

NOW, THEREFORE, Be It Enacted by the City Council of the City of Rye as follows:

Section 1. Purpose

In order to ensure appropriate limitations on the use of mechanical rock removal and/or the use of explosives, there shall be a moratorium on any mechanical rock removal or use of explosives

in excess of a total of thirty (30) consecutive calendar days during this moratorium period. Any individual who intends to engage in mechanical rock removal or use explosives after this local law is becomes effective shall notify the City Building Department in writing the date such Mechanical Rock Removal or use of explosives will commence.

Section 2. Authority

This moratorium is enacted by the City Council of the City of Rye pursuant to its authority to adopt local laws under the New York State Constitution Article IX and Municipal Home Rule Law § 10.

Section 3. Enactment of Moratorium

1. Any individual who intends to engage in Mechanical Rock Removal as defined by §133-8(A) or use explosives in compliance with Chapter 98, Article VII on any property in the City of Rye shall register with the City at least seven (7) calendar days prior to the commencement of such activities.
2. During the period of this moratorium all Mechanical Rock Removal or explosive use shall cease on the 31st day after the commencement of such activity.
3. If the owner of the property or the owner's agent: a) commences Mechanical Rock Removal or uses explosives without properly notifying the City Building Department in writing of the commencement date; and/or b) engages in such activity more than a total of thirty (30) consecutive calendar days from the date of commencement shall be guilty of an offense and shall, upon conviction thereof, be subject to a fine of not more than \$1,000, an order to suspend construction work on the site, or by imprisonment not exceeding 15 days, or any combination of such fine, suspension and imprisonment. Each day of Mechanical Rock Removal and/or use of explosives prior to sending in notice of the commencement date or in violation of the thirty (30) day limit shall be construed as a separate offense.

Section 4. Appeals/waiver

An aggrieved property owner may apply to the City Council for a waiver and the City Council shall have the discretion to grant such waiver. The property owner shall have the burden of demonstrating to the City Council that a waiver is warranted due to substantial hardship and that such substantial hardship was not the result of an act or omission by the property owner.

In granting a waiver, the City Council must find that the waiver will not adversely affect the purpose of this Local Law.

Section 5. Early Termination or Extension of this Local Law

In the event any new Local Law which addresses the substantive issues set forth herein, should be enacted and adopted by the City Council prior to the date that the moratorium imposed by this

Local Law expires, then in that event, the moratorium imposed by this Local Law shall expire on the date such new Local Law takes effect in accordance with § 27 of the Municipal Home Rule Law.

In like manner, if more than six (6) months have passed since the implementation of this Local Law, and it shall be determined by a finding of the City Council that an extension of this moratorium is required, then the City Council by resolution, may extend this moratorium for such a period of time as it deems necessary in order to further the purposes of this law up to and including an additional six (6) months from the date of the original expiration of this Local Law.

Section 6. Conflicts with State Statutes and Authority to Supersede

To the extent any provisions of this Local Law are in conflict with or are construed as inconsistent with the provisions of New York State Law, this Local Law shall control.

Section 7. Severability

If any part of this Local Law is deemed by a court of competent jurisdiction to be invalid, such decision shall not affect the validity of the remainder of this Local Law.

Section 8. Effective Date

This Local Law shall take effect on June 17, 2015.

ROLL CALL:

AYES: Mayor Sack, Councilmembers Brett, Bucci, Killian, McCartney, Mecca and Slack
NAYS: None
ABSENT: None

The Local Law was adopted by a 7-0 vote.

8. Consideration to set a Public Hearing for July 8, 2015 to amend local law Chapter 133, "Noise", of the Rye City Code regarding regulations on mechanical rock removal

Councilman Mecca made a motion, seconded by Councilman Slack, to adopt the following Resolution:

WHEREAS, the Council wishes to consider amending Chapter 133, "Noise" of the Code of the City of Rye regarding regulations on mechanical rock removal; and

WHEREAS, it is now desired to call a public hearing on such proposed amendments to the law, now, therefore, be it

RESOLVED, by the Council of the City of Rye as follows:

Section 1. Pursuant to Section 20 of the Municipal Home Rule Law and the Charter of the City of Rye, New York, a public hearing will be held by the Council of said City on July 8, 2015 at 7:30 P.M. at City Hall, Boston Post Road, in said City, for the purpose of affording interested persons an opportunity to be heard concerning such proposed local law.

Section 2. Such notice of public hearing shall be in substantially the following form:

**PUBLIC NOTICE
CITY OF RYE**

Notice of Public Hearing on a proposed local law to amend Chapter 133, "Noise" of the Rye City Code regarding regulations on mechanical rock removal

Notice is hereby given that a public hearing will be held by the City Council of the City of Rye on the 8th day of July, 2015 at 7:30 P.M. at City Hall, Boston Post Road, in said City, at which interested persons will be afforded an opportunity to be heard regarding a proposed local law to amend Chapter 133, "Noise" of the Rye City Code regarding regulations on mechanical rock removal.

Copies of said local law may be obtained from the office of the City Clerk.

City Clerk
Dated: July 1, 2015

9. Discussion and Consideration to set a Public Hearing for July 8, 2015 to amend local law Chapter 197, "Zoning", of the Rye City Code by amending Section §197-2, "Districts, A: Residence Districts" to change the zoning designation of a property at 120 Old Post Road from the B-4, Office Building, District to a New RA-6, Active Senior Residence, District; and amending Section §197-86, "Tables of Regulations: Table A, Residence Districts – Area Yard, Height and Miscellaneous Regulations" to add the proposed RA-6 zone

Councilwoman Brett reviewed the proposal which has been before the Planning Commission for many months. She said the Council needs to consider whether the proposed use is appropriate for the site; the bulk and density of the proposed zoning; and community impacts related to traffic and taxes. Jonathan Kraut, the attorney for the applicant, discussed a prior proposal from the applicant for a hotel at the location; the reduction in the value of the property over the last several years; and the current proposal for the location.

Councilwoman Brett, made a motion, seconded by Councilman Mecca, to adopt the following Resolution:

WHEREAS, the Council wishes to consider the application from Old Post Road Associates, LLC to amend the City Zoning Code and change the district designation for an approximately 7.0 acre property located at 120 Old Post Road from the B-4 Office Building District to a new RA-6 Active Senior Resident District to provide for the construction of age-restricted apartments; and

WHEREAS, it is now desired to call a public hearing on such proposed amendments to the law, now, therefore, be it

RESOLVED, by the Council of the City of Rye as follows:

Section 1. Pursuant to Section 20 of the Municipal Home Rule Law and the Charter of the City of Rye, New York, a public hearing will be held by the Council of said City on July 8, 2015 at 7:30 P.M. at City Hall, Boston Post Road, in said City, for the purpose of affording interested persons an opportunity to be heard concerning such proposed amendment.

Section 2. Such notice of public hearing shall be in substantially the following form:

**PUBLIC NOTICE
CITY OF RYE**

Notice of Public Hearing on the application from Old Post Road Associates, LLC to amend the City Zoning Code and change the district designation for an approximately 7.0 acre property located at 120 Old Post Road from the B-4 Office Building District to a new RA-6 Active Senior District to provide for the construction of age-restricted apartments

Notice is hereby given that a public hearing will be held by the City Council of the City of Rye on the 8th day of July, 2015 at 7:30 P.M. at City Hall, Boston Post Road, in said City, at which interested persons will be afforded an opportunity to be heard regarding an application from Old Post Road Associates, LLC to amend the City Zoning Code and change the district designation for an approximately 7.0 acre property located at 120 Old Post Road from the B-4 Office Building District to a new RA-6 Active Senior District to provide for the construction of age-restricted apartments.

Copies of documents pertaining to this application may be obtained from the office of the City Planner.

City Clerk
Dated: July 1, 2015

10. Presentation on the S.A.F.E. Program (Stuffed Animals for Emergencies, Inc).

Rachel Cohen and Sofia Wilmer made a presentation regarding the S.A.F.E. program that was started in the Village of Mamaroneck, whereby stuffed animals are provided to the Police Department and emergency response teams to distribute to children caught in traumatic situations. They would like to expand the program into the City of Rye and have met with Councilwoman Killian and members of the Rye Police Department.

11. Discussion on improvements in the Forest Avenue corridor

Kristan Watson and Katie Schmitz made a presentation requesting that the Council fund a study in the 2016 Budget for the extension of sidewalks on Forest Avenue from Apawamis Avenue to Manursing Avenue and along Manursing Avenue from Forest Avenue to Davis Avenue in order to enhance safety for pedestrians. The request is for a sidewalk on one side of the street only. So far 372 people have signed a petition requesting the study. Councilman Mecca inquired if anyone had considered turning this section of Forest Avenue into a one-way street in order to reduce the amount of road width required so the remaining area can be dedicated for sidewalks. Brian Dempsey, Chair of the Traffic & Pedestrian Safety Committee (TPS) said that TPS has not looked at Mr. Mecca's suggestion but said making that section of Forest Avenue one-way would push more traffic onto Midland Avenue where there are already traffic issues related to Midland School. Mr. Mecca suggested this could be included in a traffic study for the proposed capital improvements to the Five Points Intersection at Midland Avenue. Mr. Dempsey said the cost of surveying the area of Forest Avenue would be about \$20,000. A conceptual study would cost from \$15,000 to \$25,000 and full design plans would cost another \$15,000 to \$25,000. Mayor Sack said there is a process for any public works project and suggested that the proposal be sent to City staff so it can be considered for inclusion in the Capital Improvement Program.

12. Presentation of the City of Rye Stormwater Management Program 2014 Annual Report

City Engineer Ryan Coyne said the City has been required for the last 12 years by the Department of Environmental Conservation (DEC) to increase its stormwater awareness through the following categories: Public Education and Outreach; Public Involvement; Illicit Discharge Detection and Elimination; Construction and Post Construction; and Municipal Operations. These requirements are accomplished through such ways as: issuing the Resident's Guide to Public Works; this annual presentation to the Council; the work of the Planning Commission, CC/AC and Sustainability Committee in connection with stormwater issues; tracing non-stormwater in the stormwater flows in order to eliminate them; Building Department and Planning Department erosion control measures for construction projects; sweeping the streets; cleaning catch basin, and the DPW, Recreation Department and Golf Club. He added that the City is on track with meeting the requirements.

13. Presentation by the Sustainability Committee on the Climate Smart Communities Pledge

Sara Goddard, Chair of the Sustainability Committee, said that the Committee would like the City to consider becoming a Climate Smart Community (CSC). This is a New York State Department of Environmental Conservation (DEC) program which is a network of communities committed to reducing greenhouse gas emissions and improving climate resilience. Councilman Mecca said the initiative reminds communities when they are planning to look for resources that would assist in slowing the use of energy. CSC communities are given extra points when applying for grants. Ana Hagerup a representative of CSC said that ten pledge elements that communities can take are included in a model Resolution. She said that in order to become a Climate Smart Community the Council would adopt a Resolution and submit it to the DEC. Corporation Counsel Wilson was asked to review the Resolution before it is put on an agenda for a vote.

14. Residents may be heard on matters for Council consideration that to not appear on the agenda

There were no residents wishing to speak under this Agenda item.

15. Resolution to amend the City of Rye's FOIL procedures

Mayor Sack said the proposed change to the FOIL procedures would make the Corporation Counsel the initial reviewer of FOIL requests and the City Manager the person who will decide appeals. It will remove the City Council from a formal role in the process.

Mayor Sack made a motion, seconded by Councilwoman Brett, to amend the City of Rye's FOIL procedures as follows:

Procedures for Public Access to the Records of the City of Rye

Section 1. Purpose and Scope

- (a) These regulations are established pursuant to Article 6 of the Public Officers Law, known as the Freedom of Information Law.
- (b) These regulations provide the procedures by which records of the City of Rye may be obtained.
- (c) Personnel of the City of Rye shall furnish to the public the information and records required by law and those which were furnished to the public prior to the enactment of the Freedom of Information Law, subject to the conditions contained in subdivision 2 of Section 87 of the Freedom of Information Law, or other provisions of Law.

Section 2. Designation of records access officer.

- (a) The Corporation Counsel shall be the Records Access Officer responsible for assuring compliance with the FOIL regulations.
- (b) The records access officer shall be responsible for assuring appropriate responses to public requests for access to records. The records access officer shall assure that appropriate personnel are adequately instructed in and properly perform the functions described in Sections 6 and 7 of these regulations and shall supervise the administration of these regulations.

Section 3. Designation of fiscal officer.

The City Comptroller is designated the fiscal officer, who shall certify the payroll and respond to requests for an itemized record setting forth the name, address, title and salary of every officer or employee of the City of Rye.

Section 4. Location.

Records shall be available for public inspection and copying at the office of the records access officer at City Hall, Boston Post Road, Rye, New York, or at the location where they are kept.

Section 5. Hours for public inspection.

Requests for public access to records shall be accepted and records produced during all hours City Hall is regularly open for business except that all records must be returned to their proper custodian at least 30 minutes before closing time.

Section 6. Request for public access to records.

- (a) Requests for records shall be in writing (hard copy or electronically) in accordance with New York Public Officers Law. The custodian of the records has discretion to waive the requirement for written requests in appropriate circumstances.
- (b) If records are maintained on the internet, the requestor shall be informed that the records are accessible via the internet and in printed form either on paper or other information storage medium.
- (c) Officials shall respond to a request for records no more than five (5) business days after receipt of the request. This response will acknowledge receipt of request and indicate that the requestor will receive a response within twenty (20) business days unless otherwise noted. Any electronic requests received after 5:00 P.M. will be considered received by the City on the next business day.
- (d) A request for access to records should be sufficiently detailed to identify the records. Where possible, the requestor should supply information regarding dates, titles, file designations or other information which may help identify the records.

- (e)
 - 1. A current list, by subject matter, of all records produced and retained in accordance with the Department of Education's State Archives Schedule MU-1, shall be maintained by the City Clerk and shall be available for public inspection and copying. The list shall be sufficiently detailed to permit the requestor to identify the file category of the records sought.
 - 2. The subject matter list shall be updated periodically and the date of the most recent updating shall appear on the first page. The updating of the subject matter list shall not be less than semiannual.
 - 3. A duplicate copy of such current subject matter list shall be filed by each department with the City Clerk who shall consolidate and maintain all such current lists.
- (f) Appropriate personnel of the City of Rye shall assist the requestor in identifying requested records.
- (g) Upon locating the requested records, the appropriate personnel of the City of Rye shall, as promptly as possible, and within the time limits set in subsection (b) above, either:
 - (1) Make the records available by either, (i) indicating a time and date when the records are available for review and inspection, or (ii) send the records electronically if the request was for electronic copies and the records can be sent electronically, or
 - (2) Deny access in whole or in part, and explain in writing the reasons therefore.
- (h) Upon failure to locate records, the appropriate official shall certify that:
 - 1. The City of Rye is not the legal custodian of the requested records; or,
 - 2. The requested records, after diligent search, cannot be found.

Section 7. Inspection and copying of records.

- (a) A person who has requested access to the public records of the City of Rye shall be given full opportunity to see and inspect such records unless access is denied as provided in Section 8 herein.
- (b) The requestor may also make a copy of the records he/she inspects. No record may be removed from the office where it is located without written permission of the person in charge of the office at that time.
- (c) Upon request and payment of the established fee, if any, the appropriate officer or employee shall prepare and deliver a transcript of such records.
- (d) Upon request and payment of the established fee, if any, an appropriate official of the City of Rye shall certify as correct a transcript prepared by the custodian of the records.

Section 8. Denial of access to records.

- (a) Denial of access to records shall be in writing stating the reason(s) therefore and advising the requestor of the right to appeal to the City Manager within thirty (30) days of the denial. Appeals heard by the City Manager are final determinations.
- (b) If requested records are not provided promptly, as required in Section 6 (c) of these regulations, such failure shall also be deemed a denial of access. In such cases, appeals must be filed within thirty (30) days of the date by which the records were to be made available.
- (c) The time for deciding an appeal by the City Manager shall commence upon receipt of a written appeal identifying:
 - 1. The date of the appeal.
 - 2. The date and location of the original record request.
 - 3. The records to which the requestor was denied access.
 - 4. Whether the denial of access was in writing or by failing to provide records in accordance with the applicable time periods.
 - 5. A copy of the written denial, if any.
 - 6. The name and return address (or email address) of the requestor.
- (d) The appeal shall be determined by the City Manager within ten (10) business days of the receipt of the appeal. If the appeal is submitted via email, any emails received after 5:00 P.M. will be considered received on the next business day. Written notice of the determination shall be served upon the person requesting the record and the Committee on Open Government.
- (e) A person requesting an exception from disclosure, or an agency denying access to record, shall in all appeal proceedings have the burden of proving entitlement to the exception.
- (f) A proceeding to review an adverse determination upon appeal may be commenced pursuant to Article 78 of the Civil Practice Law and Rules in accordance with all applicable provisions of the law.

Section 9. Fees.

- (a) Except as otherwise specifically authorized by law, or by established practice prior to September 1, 1974, there shall be no fee charged for:
 - 1. Inspection of records;
 - 2. Search for records;
 - 3. Any certification pursuant to this part.

- (b) The fee for a photocopy transcript of records shall be 25 cents per single sided page for pages not exceeding 9 by 14 inches. The City has the authority to redact portions of a paper record in accordance with the Public Officers Law and does so prior to the disclosure of the record by making a photocopy from which the proper redactions are made.
- (c) The fee for photocopies of records exceeding 9 by 14 inches per page or any non-paper format (such as computer disk, microfilm, etc.) shall be the actual costs of reproduction, which shall be deemed to be the average unit cost for making such a photocopy, excluding fixed costs such as operator salaries, except when a different rate is otherwise prescribed by statute.
- (d) The fee for a transcript that is typed, handwritten, or otherwise prepared by hand shall cover the clerical time involved in making the transcript, including comparison for accuracy.
- (e) The fee the City may charge for a copy of any other record is based on the actual cost of reproduction and may include only the following:
 - (1) an amount equal to the hourly salary attributed to the lowest paid employee who has the necessary skill required to prepare a copy of the requested record, but only when more than two hours of the employee's time is necessary to do so; and
 - (2) the actual cost of the storage devices or media provided to the person making the request in complying with such request; or
 - (3) the actual cost to the agency of engaging an outside professional service to prepare a copy of a record, but only when an agency's information technology equipment is inadequate to prepare a copy, and if such service is used to prepare the copy.
- (f) The City shall inform a person requesting a record of the estimated cost of preparing a copy of the record if more than two hours of an agency employee's time is needed, or if it is necessary to retain an outside professional service to prepare a copy of the record.
- (g) A person requesting a record shall pay the City the required fee for copying or reproducing the record in advance of the City preparing such copy.

Section 10. Public Notice.

A notice containing the job title or name and business address of the records officer and the appeal body shall be posted in the Office of the City Clerk. A copy of these rules will be kept in the custody of the records officer and be made available for inspection upon request.

Section 11. Severability.

If any provision of these regulations or the application thereof to any person or circumstances is adjudged invalid by a court of competent jurisdiction, such judgment shall not affect or impair the validity of the other provisions of these regulations or the application thereof to other persons and circumstances.

ROLL CALL:

AYES: Mayor Sack, Councilmembers Brett, Bucci, Killian, McCartney,
and Mecca
NAYS: None
ABSENT: Councilman Slack

The Resolution was adopted by a 6-0 vote.

16. Bid Award for the Rye Free Reading Room Interior Renovations contract
Roll Call.

Chris Shoemaker, Director of the Rye Free Reading Room, said this project was included in the 2012 Bond Referendum.

Councilman McCartney made a motion, seconded by Councilwoman Brett, to adopt the following Resolution:

RESOLVED, that the City Council of the City of Rye hereby awards the bid for the Rye Free Reading Room Interior Renovations to Optimus Installation in the amount of two hundred fifty-seven thousand, four hundred seventy-four dollars (\$257,474.00).

ROLL CALL:

AYES: Mayor Sack, Councilmembers Brett, Bucci, Killian, McCartney,
Mecca and Slack
NAYS: None
ABSENT: None

The Resolution was adopted by a 7-0 vote.

Mayor Sack made a motion, seconded by Councilwoman Killian, to adopt the following Resolution:

RESOLVED that the City Council of the City of Rye hereby waives Building Department fees of approximately \$8,000 in connection with the Rye Free Reading Room Interior Renovations project.

ROLL CALL:

AYES: Mayor Sack, Councilmembers Brett, Bucci, Killian, McCartney,
Mecca and Slack
NAYS: None
ABSENT: None

The Resolution was adopted by a 7-0 vote.

17. Resolution to amend the 2015 Adopted Fees and Charges for the Rye Golf Club Enterprise Fund
Roll Call

Councilman McCartney explained that the reason for the amendment is due to an issue with turf failure at the Golf Club which is requiring the use of temporary greens. This Resolution will reduce guest fees during the period that the temporary greens are in use and reduces golf cart fees.

Councilman McCartney made a motion, seconded by Councilwoman Bucci, to adopt the following Resolution:

RESOLVED, that the City Council of the City of Rye hereby approves a temporary amendment to the 2015 Adopted Fees and Charges for the Rye Golf Club Enterprise Fund as follows: Guest fees are reduced to \$35.00 and Golf Cart fees are reduced to \$10.00 for Regular Cart fee and \$5.00 for Senior Cart fee.

ROLL CALL:

AYES: Mayor Sack, Councilmembers Brett, Bucci, Killian, McCartney,
Mecca and Slack
NAYS: None
ABSENT: None

The Resolution was adopted by a 7-0 vote.

18. Consideration of a request by Wendy Baruchowitz for the use of City streets for a 1 mile run/walkathon for the Dysautonomia International Fund on Sunday, October 4, 2015 from 10:00 a.m. to 12:00 p.m.

Councilwoman Brett made a motion, seconded by Councilwoman Killian and unanimously carried, to adopt the following Resolution:

RESOLVED, that the City Council of the City of Rye hereby approves the request of Wendy Baruchowitz for use of City streets for a 1 mile run/walkathon for the Dysautonomia International Fund on Sunday, October 4, 2015 from 10:00 a.m. to 12:00 p.m.

19. Appeal of denial of FOIL request by Timothy Chittenden

Councilwoman Brett said that documents were requested “reviewing the alleged misconduct committed by Lt. Falk in the Caspi litigation.” The request was denied under POL 87(2)(a) because it was a Police internal affairs matter not subject to disclosure and also because it was not subject to disclosure under Section 50A of the New York Civil Rights Law. Additionally some communications were inter-agency and attorney/client privileged communications. Ms. Brett said she also believed that documents related to an investigation into police misconduct would be part of a personnel file where a personal privacy exemption would apply. Corporation Counsel Wilson said that she had spoken with Labor Counsel Vince Toomey, who was involved in the investigation and he believed that the Civil Rights law was the most applicable State statute that would prevent disclosure (Section 87(2)(a) under FOIL) and the emails between Counsel and the client would be exempt as well as attorney/client privileged communications. Councilman Slack says the problem is the way the request is made because it asks for materials that the lawyer reviewed that would be subject to the attorney client privilege or the work product privilege with respect to an investigation.

Mayor Sack made a motion, seconded by Councilwoman Brett, made the following Resolution:

RESOLVED, that the appeal of the denial of a FOIL request made by Timothy Chittenden for “All documents, including but not limited to, all depositions, all correspondence, all e-mails, all reports and any other records reviewed by City Manager Culross, Police Commissioner William Pease, Corporation Counsel Kristen Wilson, Labor Counsel Vincent Toomey, any member of the Rye Police Association of the City of Rye, Inc. and any other City of Rye employee, appointed official or elected official with regard to the review into the alleged misconduct committed by Lt. Robert Falk in the Caspi litigation. All correspondence including e-mails to and from City Manager Culross, Police Commissioner William Pease, Corporation Counsel Kristen Wilson, Labor Attorney Vincent Toomey, any member of the Rye Police Association of the City of Rye, Inc and any other City of Rye employee, appointed official or elected official with regard to this review” is hereby denied under POL Sections 87(2)(a) and 87(2)(g); and Section 50-a of the New York Civil Rights Law.

ROLL CALL:

AYES: Mayor Sack, Councilmembers Brett, Bucci, Killian, McCartney, Mecca and Slack
NAYS: None

ABSENT: None

The Resolution was adopted by a 7-0 vote.

20. Miscellaneous communications and reports

There was nothing reported under this Agenda item.

21. New Business

There was nothing reported under this Agenda item.

22. Adjournment

There being no further business to discuss Councilwoman Brett made a motion, seconded by Councilman Slack and unanimously carried, to adjourn the meeting at 10:45 p.m.

Respectfully submitted,

Dawn F. Nodarse
City Clerk

DRAFT UNAPPROVED MINUTES of the
Special Meeting of the City Council of the City of
Rye held in City Hall on June 19, 2015 at 8:00 A.M.

PRESENT:

JOSEPH A. SACK Mayor
LAURA BRETT
KIRSTIN BUCCI
TERRENCE McCARTNEY
Councilmembers

ABSENT:

JULIE KILLIAN
RICHARD MECCA
RICHARD SLACK
Councilmembers

1. Pledge of Allegiance

Mayor Sack called the meeting to order and invited the Council to join in the Pledge of Allegiance.

2. Roll Call

Mayor Sack called the roll; a quorum was present to conduct official city business.

3. Resolution to amend the 2015 Adopted Fees and Charges for the Rye Golf Club
Enterprise Fund
Roll Call

Interim City Manager Eleanor Militana explained that the request to amend the fee change is due to an issue with turf failure at the Golf Club which is currently requiring the use of temporary greens. Rye Golf Club Manager Jim Buonaiuto thanked the Councilmembers for their time to consider the request and reviewed the steps previously taken for members including reducing guest and cart fees and providing opportunities to play at other golf clubs. Jim said that the request to allow golf-only memberships limited use of the pool was not being moved forward. The resolution to allow weekday Golf memberships to play on the weekend without an additional fee was being requested. Jim noted that since the RGC is at 60% play capacity with the temporary greens this will not create overcrowding on the course. Councilmembers Bucci and McCartney, liaisons to the Rye Golf Club Commission, acknowledged their approval of the request. Mayor Sack said that while no refunds are being offered to the membership, this is an important accommodation for members.

Councilman McCartney made a motion, seconded by Councilwoman Bucci, to adopt the following Resolution:

RESOLVED, that the City Council of the City of Rye hereby approves a temporary amendment to the 2015 Adopted Fees and Charges for the Rye Golf Club Enterprise Fund as follows: Weekday Golf memberships will be allowed to play on the weekend at no additional fee.

ROLL CALL:

AYES: Mayor Sack, Councilmembers Brett, Bucci, and McCartney

NAYS: None

ABSENT: Councilmembers Killian, Mecca and Slack

The Resolution was adopted by a 4-0 vote.

4. Adjournment

There being no further business to discuss Mayor Sack made a motion, seconded by Councilman McCartney and unanimously carried, to adjourn the meeting at 8:17 a.m.

Respectfully submitted,

Eleanor M. Militana
Interim City Manager



CITY COUNCIL AGENDA

NO. 5

DEPT.: City Council

DATE: July 8, 2015

CONTACT: Mayor Joseph A. Sack

AGENDA ITEM: Issues Update/Old Business

FOR THE MEETING OF:

July 8, 2015

RYE CITY CODE,

CHAPTER

SECTION

RECOMMENDATION: That an update be provided on outstanding issues or Old Business.

IMPACT: Environmental Fiscal Neighborhood Other:

BACKGROUND:



CITY COUNCIL AGENDA

NO. 6

DEPT.: Finance

DATE: July 8, 2015

CONTACT: Joseph S. Fazzino, Deputy Comptroller

AGENDA ITEM: Presentation on City Financials by Brendan K. Kennedy of the auditing firm of SaxBST LLP.

FOR THE MEETING OF:

July 8, 2015

RYE CITY CODE,

CHAPTER

SECTION

RECOMMENDATION:

IMPACT: Environmental Fiscal Neighborhood Other:

BACKGROUND:

A presentation will be made by Brendan K. Kennedy of the auditing firm of SaxBST LLP on City Financials.

See attached documents: 2014 Comprehensive Financial Annual Report (CAFR)
2014 Management letter



CITY COUNCIL AGENDA

NO. 7

DEPT.: Corporation Counsel

DATE: July 8, 2015

CONTACT: Kristen K. Wilson, Corporation Counsel

AGENDA ITEM: Continuation of the Public Hearing to amend local law Chapter 177, "Taxation", Article XII, "Exemption for Historic Districts" by adding Section §177-82, "Historic Districts", to designate portions of downtown Rye as one historic district to allow property owners to apply for the real property tax exemption.

FOR THE MEETING OF:

July 8, 2015

RYE CITY CODE,

CHARTER

SECTION 177

RECOMMENDATION: That the City Council continue the Public Hearing to amend Chapter 177, "Taxation".

IMPACT: Environmental Fiscal Neighborhood Other:

BACKGROUND: The City Council amended Chapter 177, "Taxation" of the City of Rye Code at their December 18, 2013 City Council meeting by adding, Article XII "Exemption for Historic Districts" to provide tax exemptions for improvements to historic properties. To qualify for the tax exemption a property must lie within a historic district. The Landmarks Advisory Committee requests approval to designate portions of downtown Rye (B-2 zone plus portions of contiguous B-1 zones) as one historic district. The Council is asked to hold a Public Hearing to amend the Chapter 177 to include this change.

See attached request from the Landmarks Advisory Committee and draft Local Law.

CITY OF RYE
LOCAL LAW NO. 2015

A local law to amend Chapter 177 “Taxation” Article XII “Exemption for Historic Districts” of the Code of the City of Rye by adding new definitions to Section 177-79 “Definitions” and adding a new Section 177-82 “Designation of Historic Districts” as follows:

Be it enacted by the City Council of the City of Rye as follows:

Section 1: Chapter 177 Taxation; Article XII Exemption for “Historic Districts”

§ 177-79. Definitions.

REHABILITATE - the process of returning a property to a state of utility, through repair or alteration, which makes possible an efficient contemporary use while preserving those portions and features of the property which are significant to its historic, architectural, and cultural values.

REPAIR – limited replacement in kind – or with compatible substitute material – of extensively deteriorated or missing parts of features when there are surviving prototypes.

RESTORE – to return its interior or exterior appearance to a particular date or time period.

Section 2: Chapter 177 Taxation; Article XII Exemption for “Historic Districts”

§ 177-82. Designation of Historic Districts.

A. The designated Historic District shall be set forth in this section by block and lot number, street designation, and if appropriate, by local designation.

(1) Central Business District: portions of downtown Rye located in the B-2 zone and portions of contiguous B-1 zones as designated on the accompanying map as one historic district.

Section 3: Severability.

If any clause, sentence, paragraph, section or part of any section of this title shall be adjudged by any court of competent jurisdiction to be invalid, such judgment shall not affect, impair or invalidate the remainder thereof, but shall be confined in its operation to the clause, sentence, paragraph, section or part thereof directly involved in the controversy and in which such

judgment shall have been rendered.

Section 4: Effective date.

This local law will take effect immediately on filing in the office of the Secretary of State.

DRAFT



**Proposed Historic District
for the City of Rye
Central Business Area**

Prepared by the
Landmarks Advisory Committee

November, 2014

Background

In December 18 , 2013 the Rye City Council enacted local law 4-2013, a real property tax exemption for historic property, the terms of which are described in Article 177 XII of the City Code. The legislative intent of the law is to provide owners of properties with historical significance a concrete incentive to restore or improve those properties while maintaining the character of the original construction.

In order to qualify for the tax exemption, a property must lie within a historic district. The Landmarks Advisory Committee requests approval to designate portions of downtown Rye (B-2 zone plus portions of contiguous B-1 zones as designated on the accompanying map) as one historic district.

Chapter 177. TAXATION

Article XII. Exemption for Historic Districts

[Adopted 12-18-2013 by L.L. No. 4-2013]

§ 177-78. Legislative intent; review process; historic determination; rights of property owner.

- A. This real property tax exemption for historic property is being enacted in order to achieve the following goals: to increase incentives for property owners in historic districts to invest in the upkeep and rehabilitation of properties; to provide an incentive for the restoration and rehabilitation of commercial structures which qualify as landmarks in order to provide financial advantages, not available elsewhere in the country at this time, which may help to attract and retain businesses in the City of Rye; to assist homeowners who are interested in restoring their own properties but may not be able to afford to do so when faced with potential increases in taxation as the result of alterations which would qualify for this exemption; and to provide a concrete benefit for restoring or improving historically or architecturally significant properties which are subject to the regulations of Chapter **117**, Landmarks Preservation.
- B. The City of Rye real property tax exemption is intended to apply to alterations or rehabilitations of historic property as authorized pursuant to §§ 96-a and 119-aa through 119-dd of the General Municipal Law and § 444-a of the Real Property Tax Law and all other powers granted to the City of Rye to provide such exemptions.
- C. This article is intended to create a real property tax exemption that preserves or increases the historic character of real property located within the City of Rye.

§ 177-79. Definitions.

For the purposes of this article, the following words and phrases shall have the following meanings.

ALTERATION

Only exterior work on a building that requires a building permit or demolition permit.

CERTIFICATE OF APPROPRIATENESS

A certificate issued by the Board of Architectural Review authorizing a material change of appearance of a Protected Site or Structure or within a district, subject to other applicable permit requirements.

DEMOLITION

The destruction of the exterior of a building, in whole or in part, whether or not the foundation is also destroyed pursuant to the requirements of a duly issued demolition permit.

HISTORIC BUILDING

Any building that the Landmarks Advisory Committee has determined to be of a historic nature consistent with the criteria outlined in Chapter 117 of the Rye City Code and is located within an historic district. A historic building does not have to be designated as a Protected Site or Structure.

LANDMARK

Any parcel or building or structure designated as a Protected Site or Structure not located in a Preservation District, which nonetheless meets one or more of the criteria enumerated in § 117-5 and is designated as a Protected Site or Structure pursuant to § 117-5E.

§ 177-80. Amount of exemption granted; qualifying criteria.

Real property within the City of Rye altered or rehabilitated subsequent to the effective date of this article shall be exempt from City real property and special ad valorem levies, subject to and in accordance with the schedule set forth in § 177-8A and conditions outlined in § 177-80B and C.

- A. Historic property which shall be defined hereafter shall be exempt from taxation to the extent of any increase in value attributable to such alteration or rehabilitation pursuant to the following schedule:

Year of Exemption	Percentage of Exemption
1	100%
2	100%
3	100%
4	100%
5	100%
6	80%

7	60%
8	40%
9	20%
10	0%

B. No such exemption shall be granted for such alterations or rehabilitation unless all of the following criteria are met.

- (1) Such property must be "historic," which means that:
 - (a) The property has been designated as a landmark pursuant to Chapter 117 of the Rye City Code; or
 - (b) The structure has been found to meet the criteria of being an historic building by the Landmarks Advisory Committee and is part of a historic district.
- (2) Alterations or rehabilitation are consistent with the character of the historic building.
- (3) Such alterations or rehabilitation or reconstruction of the historic building are approved by the Landmarks Advisory Committee and the Board of Architectural Review prior to the commencement of work and a certificate of appropriateness issued.
- (4) The alterations or rehabilitation or reconstruction must otherwise result in an increase in the assessed valuation of the real property.
- (5) Alterations or rehabilitation or reconstruction are commenced subsequent to the effective date of this article.

C. In the event a historic building is substantially demolished due to fire or other act of nature not caused by the property owner, the reconstruction of such building consistent with its historic character as reviewed and approved by the Board of Architectural Review shall qualify for the partial tax exemption, but in no event shall the assessment for the taxes to be paid be less than the assessment that existed prior to the substantial demolition.

§ 177-81. Application for exemption; approval.

- A. The exemption may be granted only upon application of the owner or owners of such historic building on a form prescribed by the New York State Office of Real Property Services, or any successor agency.
- B. The application must be filed with the Assessor on or before the appropriate taxable

status date.

- C. The exemption shall be granted where the Assessor is satisfied that the applicant is entitled to an exemption pursuant to this section.
- D. All of the terms, conditions and exceptions as set forth in § 444-a of the Real Property Tax Law of the State of New York, as amended, are adopted herein unless otherwise specified, as though fully set forth within this article.

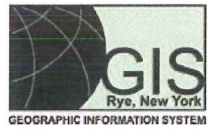
City of Rye, NY Central Business District



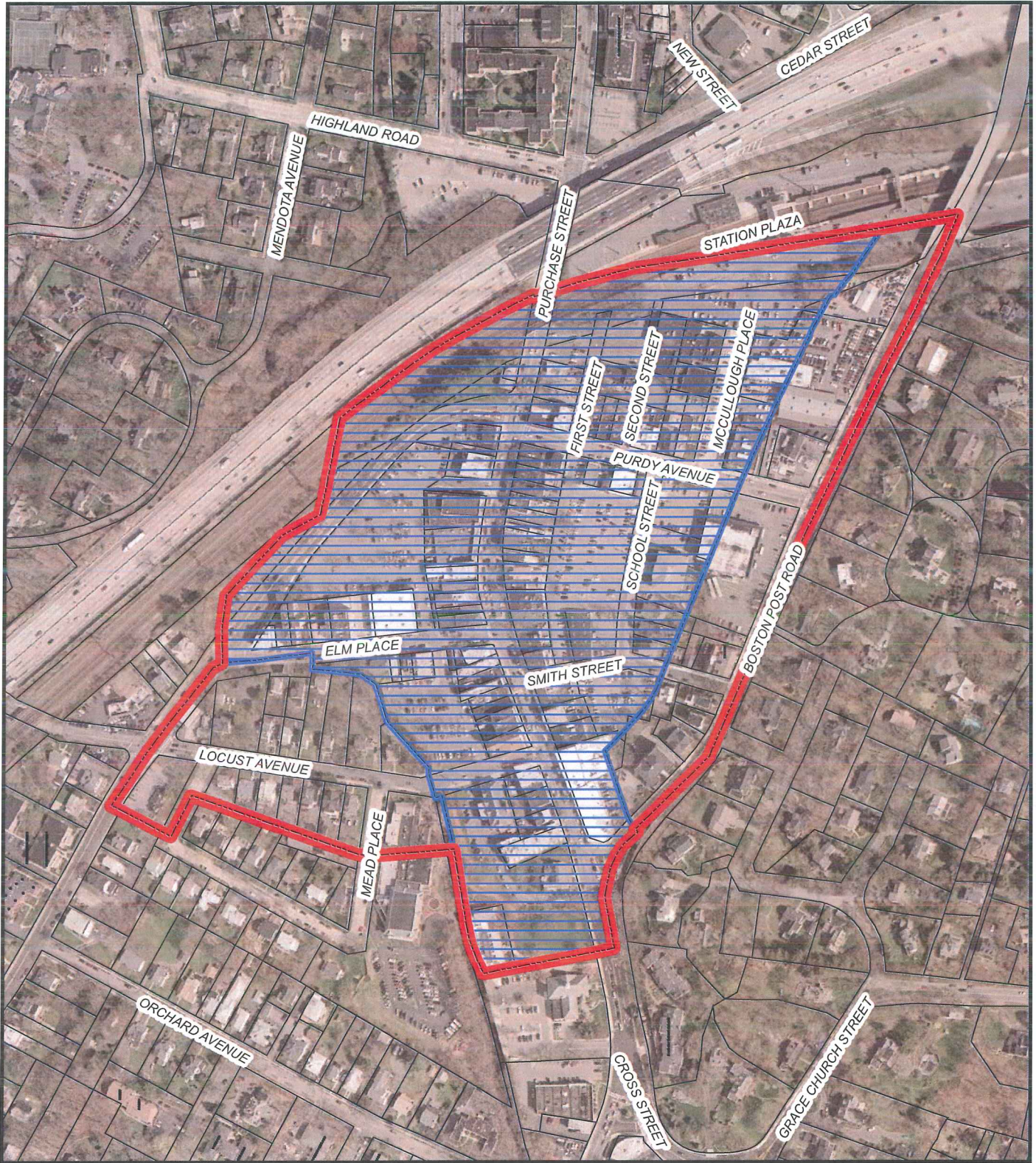
 B-2 Central Business District




 Property Boundary (Approx.)

Last Revised: 12/2/14

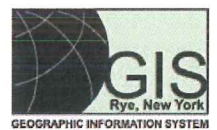


City of Rye, NY Central Business District





-  Proposed Historic District Boundary
-  B-2 Central Business District
-  Property Boundary (Approx.)

Last Revised: 12/2/14

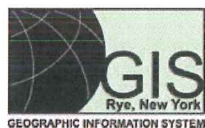


City of Rye, NY Proposed Historic District



-  Proposed Historic District Boundary
-  Property Boundary (Approx.)

Last Revised: 12/2/14



ALL BUILDINGS IN THE PROPOSED RYE HISTORIC DISTRICT

Summary:

115 Total Properties

11 City Owned Properties

51 Properties Over 100 Years Old

Section/Lot/Block	Address	Date Built/Renovated
146-7-1-15 City	Purchase & First St.	
146-7-1-16	100 Purchase Street	1962
146-7-1-17	1 Depot Plaza	(1860) 2008
146-7-1-18 City	First & Second Sts.	
146-7-1-19	2 Second Street	1915/1923
146-7-1-20	28 Second Street	2001
146-7-1-21	13 McCullough Place	1937
146-7-1-22	21 McCullough Place	1936
146-7-1-23 City	End of Third Street	
146-7-1-24	1175 Boston Post Rd	2006
146-7-1-31	1151 Boston Post Rd	1927
146-7-1-32	1141 Boston Post Rd	1952
146-7-1-33	Purdy Ave Post Office	1935
146-7-1-34	25 Purdy Avenue	1923/1980
146-7-1-35	21-23 Purdy Avenue	1923
146-7-1-36	17 Purdy Avenue	1870/1987
146-7-1-37	15 Purdy Avenue	1850/1981
146-7-1-38	11-13 Purdy Avenue	1915
146-7-1-39 City	Purdy Ave and First St	
146-7-1-40	96 Purchase Street	2014
146-7-1-41	88 Purchase Street	1800/1810/1900
146-7-1-42	83 Purchase Street	No Date
146-7-1-43	81 Purchase Street	1952
146-7-1-44	77 Purchase Street	1905/1929
146-7-1-45	73 Purchase Street	1921
146-7-1-46	67 Purchase Street	1919/1977 Reno
146-7-1-47	61 Purchase Street	1874
146-7-1-48	59 Purchase Street	1989
146-7-1-49	57 Purchase Street	1900
146-7-1-50	55 Purchase Street	1904
146-7-1-51	53 Purchase Street	1870/1922
146-7-1-52 City	Theodore Fremd Ave	
146-7-1-53	14-16 Elm Place	1974
146-7-1-54	18-22 Elm Place	1947
146-7-1-56	32 Elm Place	No Date
146-7-1-57	37-43 Theodore Fremd	1960/1981 Reno
146-7-1-58	38 Elm Place	1875/1975
146-7-1-65 City	Theodore Fremd	
146-7-1-66	99 Purchase Street	1926/1963
146-7-2-1	69 Theodore Fremd	1928
146-7-2-2	56 Locust	1890
146-7-2-3	41 Elm Place	1900
146-7-2-4	46 Locust Avenue	1900/2002 Reno

Section/Lot/Block	Address	Date Built/Renovated
146-7-2-5	37 Elm Place	1895
146-7-2-6	44 Locust Avenue	No Date
146-7-2-7	40 Locust Avenue	1900
146-7-2-8	34 Locust Avenue	1923 +/-
146-7-2-9	30 Locust Avenue	1895
146-7-2-10	22 Locust Avenue	1905 +/-
146-7-2-11 City	Elm and Locust	
146-7-2-12	19-21 Elm Place	1900 +/-
146-7-2-13	17 Elm Place	1900
146-7-2-14	15 Elm Place	1900
146-7-2-15	11 Elm Place	1969
146-7-2-16	7 Elm Place	1920/2005
146-7-2-17	3 Elm Place	1920
146-7-2-18	51 Purchase Street	1880/1994 Reno
146-7-2-19	49 Purchase Street	1890
146-7-2-20	45 Purchase Street	1939
146-7-2-21	43 Purchase Street	1929
146-7-2-22.1	41 Purchase Street	1905
146-7-2-22.2	39 Purchase Street	1905
146-7-2-23	37 Purchase Street	1919/1991
146-7-2-24	31-33 Purchase Street	1880/1988 Reno
146-7-2-25	27-29 Purchase Street	1882
146-7-2-26	23-25 Purchase Street	No Date
146-7-2-27	19-21 Purchase Street	1895
146-7-2-28	15-17 Purchase Street	1908
146-7-2-29 City	1 Purchase Street	1903
146-7-2-30 Library	1061 Boston Post Rd	1900
146-7-2-32 YMCA	21 Locust Avenue	1954-57
146-7-2-34	29 Locust Avenue	1904 +/-
146-7-2-35	35 Locust Avenue	No Date
146-7-2-36	41 Locust Avenue	1909
146-7-2-37	43 Locust Avenue	1919
146-7-2-38	47 Locust Avenue	1925
146-7-2-39	51 Locust Avenue	No Date
146-7-2-40	55 Locust Avenue	1920
146-7-2-41	75 Theodore Fremd	1952
146-7-3-1	84-86 Purchase Street	Various (no date)
146-7-3-2	12 Purdy Avenue	1962/1975
146-7-3-3	18 Purdy Avenue	1959
146-7-3-4	22 Purdy Avenue	1900 +/-
146-7-3-5 City	9 School Street	
146-7-3-6	80-82 Purchase Street	1895/1974
146-7-3-7	78 Purchase Street	1895
146-7-3-8	74-76 Purchase Street	1890/1993 Reno
146-7-3-9.1	72 Purchase Street	1900
146-7-3-9.2	70 Purchase Street	2002
146-7-3-10	66-68 Purchase Street	1903/1981 Reno
146-7-3-11	64 Purchase Street	2006
146-7-3-12	62 Purchase Street	1880/1900/1980 Reno
146-7-3-14	58 Purchase Street	1880
146-7-3-15	7 Smith Street	1926

Section/Lot/Block	Address	Date Built/Renovated
146-7-3-16	54 Purchase Street	1922
146-7-3-17	44-46 Purchase Street	1904
146-7-3-18	42 Purchase Street	2006
146-7-3-19	32-36 Purchase Street	1890
146-7-3-20	28-30 Purchase Street	No Date
146-7-3-21	2-22 Purchase Street	1928
146-7-3-22.1	1085 Boston Post Rd	1930
146-7-3-23	1091 Boston Post Rd	1850
146-7-3-24	1095 Boston Post Rd	1875
146-7-3-25	1097 Boston Post Rd	1870
146-7-3-26	24 Smith Street	1890
146-7-3-27.1 City	10 Smith Street	
146-7-3-28	2 School Street	1890/1981 Reno
146-7-3-29	6 School Street	1885
146-7-3-30	10 School Street	2007
146-7-3-31	16 School Street	1910
146-7-3-32 City	30 School Street	
146-7-3-33	1121 Boston Post Rd	1957
146-7-3-34	1111 Boston Post Rd	2008
146-7-3-35	25 Smith Street	1880
146-7-3-36	1101 Boston Post Rd	1890



CITY COUNCIL AGENDA

NO. 8

DEPT.: City Council

DATE: July 8, 2015

CONTACT: Mayor Joseph A. Sack

AGENDA ITEM: Public Hearing to amend local law Chapter 133, "Noise", of the Rye City Code regarding regulations on mechanical rock removal.

FOR THE MEETING OF:

July 8, 2015

RYE CITY CODE,

CHAPTER 133

SECTION 8

RECOMMENDATION: That the Council hold a Public Hearing to amend Chapter 133 regarding regulations on mechanical rock removal.

IMPACT: Environmental Fiscal Neighborhood Other:

BACKGROUND: Recommendations regarding mechanical rock removal will be presented to the City Council including limits on duration of rock chipping, establishing a permit process, better notice to neighbors, increased restrictions on hours and adding additional holidays when rock chipping would be prohibited.

See attached Draft Local Law.

CITY OF RYE
LOCAL LAW NO. 2015

A local law to amend Chapter 133 “Noise” of the Code of the City of Rye by renaming and amending Section 8 as follows “Permit Required; Construction work, mechanical rock removal and blasting restrictions”; amending Section 133-9 “Penalties for Offenses” to increase the penalties, and amending Section 133-10 “Exempt Acts” to exempt certain entities from the requirements as follows:

Be it enacted by the City Council of the City of Rye as follows:

Section 1: Chapter 133-8 “**Permit Required;** Construction work, **mechanical rock removal and blasting restrictions** ~~to certain hours and days.~~”

A. Whenever used in this section, the following terms shall have the meanings indicated:

ROCK REMOVAL PERMIT – A permit issued for rock removal on a subject property.

SUBJECT PROPERTY – The lot for which a rock removal permit or blasting permit pursuant to Chapter 98 is issued.

B. **TESTING DAYS – A day when a school is administering a state or federally mandated test or a day when the school is administering an advanced placement test, PSAT, LSAT, SAT, ACT, MCAT, final examinations or other similar tests, as long as the school or district posts on their web site at the beginning of each school year such dates and provides such information at the beginning of the school year to the Building Department .No Mechanical Rock Removal or blasting may take place unless a permit is obtained. All permits shall identify the purpose for which the Rock Removal Permit or blasting permit is being issued, the owner of the Subject Property, including any partners of any limited liability company, and the permitted duration of the Mechanical Rock Removal or blasting.**

(1) **Mechanical Rock Removal and blasting shall be restricted to thirty (30) consecutive calendar days.**

(2) **No new/additional Rock Removal Permit or blasting permit (see Chapter 98) shall be issued for the same Subject Property for 18 months from the date any previously issued permit expires.**

C. **Upon receiving a Rock Removal Permit or blasting permit, any individual who intends to engage in Mechanical Rock Removal or blasting on any property in the City of Rye shall register with the City at least seven (7)**

calendar days prior to the commencement of such activities. Upon such notification, the Subject Property will be listed on the City of Rye website showing the earliest commencement date and when the thirty day period ceases. Such notice shall be displayed in a visible location at the Subject Property.

(3) In addition to notifying the City as required in Section B(3) above, the individual must also notify the neighbors by sending out a public notification prepared by the Building Department. The applicant shall prepare a notification list, using the most current City of Rye Tax Maps and Tax Assessment Roll, showing the Tax Map sheet, block and lot number, the owner's name and owner's mailing address for each property located wholly or partially within 500 feet of the Subject Property. If a property on the public notification list is also listed as a cooperative or an apartment, the notice shall only be mailed to the property owner of record. These mailing requirements must be performed in accordance with the following requirements:

- a. The mailing shall be limited solely to the public notice provided by the City Building Department.
- b. The notice shall be mailed to all property owners by certified mail with certificate of mailing (no return receipt necessary) at a post office or official depository of the Postal Service, at least ten (10) days prior to the commencement of Mechanical Rock Removal.
- c. The individual must provide a copy of the certificate of mailing to the City Building Department prior to the commencement of any Mechanical Rock Removal or blasting.

D. Construction work prohibited at certain hours and on certain days. No person shall engage in construction work earlier than 7:30 a.m. or later than 6:30 p.m., prevailing time, on weekdays; earlier than 10:00 a.m. or later than 5:00 p.m., prevailing time, on Saturdays; or at any hour on Sundays or any of the following holidays: New Year's Day, Presidents' Day, Martin Luther King Jr. Day, Memorial Day, Independence Day, Labor Day, Columbus Day, Veterans Day, Yom Kippur, Thanksgiving Day through Thanksgiving weekend and Christmas Day through New Year's Day.

E. Notwithstanding any provision of §133-8 to the contrary, an individual may perform construction work him/herself on property on which such individual then resides as follows:

- (i) Weekdays, between 7:30 a.m. and 8:00 p.m.
- (ii) Saturdays and Sundays (including holidays), between the hours of 10:00 a.m. and 8:00 p.m.

- F.** Mechanical Rock Removal and blasting are prohibited at certain hours and on certain days. No person shall engage in Mechanical Rock Removal, as defined in Subsection A, or blasting operations using explosives as defined by § 98-40, within the City of Rye after the hour of 3:30 p.m. or before 9:00 a.m. **on weekdays or at any time on Saturday and Sunday;** or on any of the following holidays **and time periods:** New Year's Day, Presidents' Day, **Martin Luther King Jr. Day,** Memorial Day, Independence Day, Labor Day, **Columbus Day, Veterans Day, Yom Kippur,** Thanksgiving Day **through Thanksgiving weekend** and Christmas Day **through New Year's Day** except under authority of a special permit issued by the City Manager. **In addition, Mechanical Rock Removal and blasting will be prohibited within 500 feet of a school on Testing Days.**
- G.** **No person performing Mechanical Rock Removal shall have more than one machine and one hammer operating on the Subject Property at the same time. Rock crushing shall not be permitted on the Subject Property. Any rock hammer must be removed from the site by the end of the third calendar day following the expiration of the 30 calendar day period for Mechanical Rock Removal set forth above.**

Section 2: Chapter 133-9. "Penalties for offenses".

In the event an activity is not being performed in accordance with this chapter, the owner of the property or the owner's agent or the person performing such violation shall be notified to suspend all work, and any such persons shall forthwith stop such work and suspend all activities. Such order and notice shall be in writing and may be served upon a person to whom it is directed either by delivering it personally to him or by posting the same upon a conspicuous portion of the property and sending a copy of same by registered or certified mail. Any person who violates any provision of this chapter shall be guilty of an offense and shall, upon conviction thereof, be subject to a fine of not more than \$250 or imprisonment for a term of not more than 15 days, or both except that violations under § 133-8, **Permit Required; Construction Work, Mechanical Rock Removal and blasting restrictions,** shall be treated as individual violations for each and every such violation and noncompliance, respectively, thereof, shall be punished upon such first conviction by a fine of not more than **\$1,000,** an order to suspend construction work **and/or mechanical rock removal and/or blasting** on the site for a period of not more than 72 hours, or by imprisonment not exceeding 15 days, or any combination of such fine, suspension, and imprisonment, and each day that such violation shall continue shall be construed as a separate offense. Upon any subsequent conviction for the same offense such person shall be subject to a fine of not more than **\$2,000,** or an order to suspend construction work **and/or mechanical rock removal and/or blasting** on the site for a period of not more than 72 hours, or by imprisonment not exceeding 15 days, or any

combination of such fine, suspension and imprisonment. The imposition of one penalty for any violation shall not excuse or remedy such violations.

Section 3: Chapter 133-10. “Exempt acts”.

§ 133-10. Exempt acts.

The following activities and agencies are exempt from the requirement of this Chapter:

- A. The actions of governmental agencies, **including the Rye City School District and the Rye Neck Union Free School District**, shall be specifically exempt from the requirements of this chapter.
- B. **Removal of up to 2,000 cubic feet of rock for utilities shall be exempt from the requirements of this Chapter, but in no circumstance may this provision be used for Mechanical Rock removal for more than three (3) days.**

Section 4: Severability.

If any clause, sentence, paragraph, section or part of any section of this title shall be adjudged by any court of competent jurisdiction to be invalid, such judgment shall not affect, impair or invalidate the remainder thereof, but shall be confined in its operation to the clause, sentence, paragraph, section or part thereof directly involved in the controversy and in which such judgment shall have been rendered.

Section 5: Effective date.

This local law will take effect immediately on filing in the office of the Secretary of State.



CITY COUNCIL AGENDA

NO. 9 DEPT.: Planning DATE: July 8, 2015
CONTACT: Christian K. Miller, AICP, City Planner

AGENDA ITEM: Public Hearing to amend local law Chapter 197, "Zoning", of the Rye City Code by amending Section §197-2, "Districts, A: Residence Districts" to change the zoning designation of a property at 120 Old Post Road from the B-4, Office Building, District to a New RA-6, Active Senior Residence, District; and amending Section §197-86, "Tables of Regulations: Table A, Residence Districts – Area Yard, Height and Miscellaneous Regulations" to add the proposed RA-6 zone.

FOR THE MEETING OF:

July 8, 2015

RYE CITY CODE,

CHAPTER 197
SECTION 7

RECOMMENDATION: That the City Council hold a Public Hearing to review the Planning Commission's advisory memorandum and the petitioner's amended submission.

IMPACT: Environmental Fiscal Neighborhood Other:

BACKGROUND: The City Council declared themselves Lead Agency under SEQRA at the October 8, 2014 City Council meeting and referred the petition of Old Post Road Associates to the Planning Commission for their review. Old Post Road Associates, LLC, seeks an amendment to the City Zoning Map to change the zoning district designation of an approximately 7.0-acre property located at the intersection of Old Post Road and Playland Access Drive. The request would change the zoning of the property from the B-4, *Office Building*, District to a new zone RA-6, *Active Senior Residence*, District. The petitioner is seeking to construct units of age-restricted housing limited to those individuals over age 55 who are not interested or in need of residing within a retirement community or nursing facility.

See attached Planning Commission advisory memorandum and applicant's amended petition with supporting documents.

Nick Everett, Chairman
Martha Monserrate, Vice Chair
Andy Ball
Laura Brett
Barbara Cummings
Hugh Greechan
Alfred Vitiello



Planning Department
1051 Boston Post Road
Rye, New York 10580
Tel: (914) 967-7167
Fax: (914) 967-7185
www.ryeny.gov

CITY OF RYE Planning Commission

Memorandum

To: Rye City Council

From: Rye City Planning Commission

Date: May 5, 2015

Subject: **Advisory Recommendation Regarding a Petition from Old Post Road Associates, LLC to amend the City Zoning Code and Zoning Map to Change the Zoning Designation of a property at 120 Old Post Road from the B-4, Office Building, District to a New RA-6, Active Senior Residence, District.**

As requested, this memorandum provides a recommendation to the Rye City Council regarding the above-referenced matter.

Background

Last fall the applicant submitted to the City Council a petition to change the zoning district of a 7-acre property currently zoned B-4, *Office Building*, District at 120 Old Post Road to a new RA-6, *Active Senior Residence*, District. The petitioner submitted the zoning request in order to advance the construction of a 135-unit age restricted multi-family community. Consistent with City practice, the petition was referred to the Planning Commission for its advisory recommendation. The City Council also declared its intent to be Lead Agency for the environmental review of the application.

At five public meetings since February the Planning Commission has reviewed the petitioner's request and requested supplemental information. All information submitted to the Commission will be repacked into one complete submission to the City Council upon receipt of this memorandum. This memorandum was unanimously adopted by the Planning Commission at its May 5, 2015 meeting.

Existing Permitted and Proposed Uses

The Commission supports the proposed age-restricted multi-family use based on current and anticipated office market trends, land use compatibility considerations and the balance of potential positive and negative impacts

Market Trends

The market analysis provided by the petitioner appears to support that there is demand for the age-restricted multi-family housing within the area. The analysis also affirms long-term historic and future challenges to office use.

The existing office building on the property has struggled to find tenants and has remained vacant for many years. The building age and configuration makes it difficult to re-adapt for multi-tenant users, which is how many former single-tenant buildings have been successful in reducing vacancy rates. While it appears that the office vacancy is relatively low in Rye, area market analysis suggests that office buildings continue their multi-year trend of high vacancy rates and flat or declining rents. There does not appear to be any demographic or economic factor on the horizon to reverse this downward trend. There is little new office construction in the region and other area communities such as Rye Brook and Harrison have amended their zoning codes to allow the reprogramming of existing or approved office space to other uses including multi-family residential, retail and private recreational uses. Age-restricted housing serves the growing needs of the aging baby boom generation, which is consistent with regional and national demographic trends.

The Commission notes that petitioner's characterization that the units would serve a "luxury" market (which is a relative term) cannot be guaranteed because zoning cannot legislate minimum rents or housing values. Actual rents could be higher or lower and housing tenure (i.e. rental vs. ownership) could also change and cannot be legislated in a zoning district.

Land Use Compatibility

The proposed age-restricted multi-family use is not incompatible with surrounding office, medical, institutional and single-family uses. The proposed zoning would create more opportunity for the creation of age-restricted housing and would add to the existing or approved 140 units of senior affordable housing in the nearby RA-5 Districts on Theall Road and Theodore Fremd Avenue. Land use compatibility concerns could be further alleviated by amending the proposed RA-6 District to include some or all of the Planning Commission's recommendations under the *Bulk and Density* section of this memorandum.

Advisory Recommendation Proposed RA-6, Active Senior Residence, District

May 5, 2015

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In consideration of the petitioner's request, the City Council should contemplate whether other properties in the area may seek similar requests and whether a change in land use or amenities (such as improvements in the pedestrian network) may be necessary to support the growth in age-restricted housing within the area.

Consideration of Impacts

Potentially beneficial and detrimental impacts of the proposed use must be compared to those associated with the continuation of the existing office building. Office may have lower taxes than other uses, but it also generates relatively low municipal costs and no school-age children costs. On a per square-foot basis office generates higher traffic than the proposed use. Office generates less water, sewer and most other utility use than the proposed use. Office provides Rye residents with the potential to work in the City they reside in, but the proposed use offers an expansion of housing opportunities that the City may desire. The City Council needs to consider a comparison of these and other impacts associated with the maximum permitted development under existing and proposed zoning as it conducts its environmental review as Lead Agency under the State Environmental Quality Review (SEQR).

School-age Children

Age-restricted housing has no direct impact on school-age children costs and would likely provide an overall fiscal benefit to the City, County and School District budgets. The petitioner has provided a fiscal impact analysis in its submission. Much is noted that the age-restriction required by proposed zoning will not result in any direct impacts on school district costs because there will be no generation of school-age children.

The City should expect, however that there may be an indirect impact of the proposed development on school age generation based on the statements of need represented by the petitioner and its market study. Those indirect costs will be borne as Rye residents housing choices are expanded, which may induce movement in the housing migration cycle. Those households residing in existing single-family homes over age 55 and without children will have the opportunity to move to the petitioner's proposed development within the Rye community, which may be better suited to their housing needs. This type of housing choice is fairly limited in the City. As those single-family "empty nester" homes are sold they may go to households with children. Studies by the Rye City School District show that sellers of single-family homes typically have fewer children than buyers. Though challenging to quantify, this indirect impact on school-age children generation should be considered.

Advisory Recommendation Proposed RA-6, Active Senior Residence, District

May 5, 2015

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It is acknowledged that this housing migration could occur independent of whether the petition is approved. For instance, if a similar housing product is offered in another nearby community this too could induce the sale of empty nester single-family homes in the City.

Fiscal Impact

The existing B-4 District on a 7.01-acre property is very limited in terms of the types and range of permitted uses that are both economically feasible for a property owner and fiscally beneficial to municipal and school district tax revenue. Other permitted uses available on this property include *public recreational uses, public uses, nursery schools (not to exceed 30 children), agricultural uses, railroad passenger station and electric substations, religious uses, and residential care facility uses (limited to care of 10 or fewer disabled persons or persons in need of supervision or juvenile delinquents)*. Given these use restrictions of the existing zoning it's not surprising that the property owner is seeking changes from the City Council to amend the City Zoning Code.

The existing office building is vacant and therefore does not put significant demands on municipal or school district services. However, the vacancy position of the building has resulted in the property owner's successful reduction in property tax. This contributes to a destabilizing tax assessment position and when reductions are successfully secured it requires other tax payers, new revenue sources or service modifications to compensate for lost revenue. Continued vacancy of the office building may result in further future tax reductions.

The existing property pays approximately \$21,500 in City tax and \$80,300 in Rye City School District tax. The RA-6 District offers an opportunity to increase tax revenue and greater tax assessment stability. The petitioner has estimated that the age-restricted rental multi-family project currently under consideration could generate almost \$98,000 in City tax and \$365,000 in Rye City School District tax. The City Council should discuss the potential tax generation on this property and what restrictions might be implemented to prevent or limit future tax certioraris.

Traffic

Full development under the proposed zoning would generate less peak hour traffic than full office development permitted by existing Zoning.

Vehicle delays and traffic volumes can be high on some area roadways and intersections. Level of service is particularly poor at the Old Post Road/Playland Parkway Access Drive intersections. Interestingly, peak-hour vehicle trips and delays are generally less today than were shown in traffic studies conducted in 2009 and 2013. Certain turning movements have seen increases, which may be

Advisory Recommendation Proposed RA-6, Active Senior Residence, District

May 5, 2015

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reduced with potential turning movement restrictions. A traffic signal at congested intersections does not appear to meet the required warrant analysis. There may be opportunities to make traffic improvements to address existing or anticipated traffic challenges.

Bulk and Density

The Commission notes concerns with the increase in overall development density of the proposed zoning as compared to the existing zoning. The proposed zoning would provide for a 166% increase in permitted floor area on the 7.01-acre property. It would also allow for a multi-family development density of 21.78 units per acre. The petitioner has provided a comparison of the unit density of the proposed zoning to other multi-family buildings in the City and similar age-restricted housing in the area. In that analysis they note that Rye Manor on Theall Road has 53 units per acre, Highland Hall has 83 units per acre and Blind Brook Lodge has 51 units per acre. The recently approved 41 units of senior housing at 150 North Street/Theodore Fremd Avenue has 19.8 units per acre. The Commission is sensitive to concerns regarding the proposed bulk and scale of future development under the proposed district. To address these concerns the Commission recommends at a minimum the following adjustments in the proposed RA-6 District standards (see summary in Table 1 attached hereto).

Building/Lot Coverage

The existing B-4 District limits building coverage to 15%. There is no maximum lot coverage in the B-4 District so all at-grade parking is not included in the calculation. The Petitioner represents that the existing total impervious coverage on the property is 44%. Under the proposed RA-6 District there would be no building or lot coverage standard, but there would be a requirement that 80% of all required parking be located below grade in the basement. The Commission supports this requirement since it will reduce the overall lot coverage on the property. If a building coverage standard is desired by the City Council the applicant's current plan requires a building coverage of approximately 35%, which *includes* the portion of the court-yard building with basement parking.

Setbacks

The existing B-4 District requires a minimum building setback of 100 feet from all front, side and rear property lines. The proposed RA-6 District would reduce proposed building setbacks to as little as 25 feet for the rear yard and 40 feet for the side yard and the front yard along Playland Parkway Access Drive. Building height in both the existing and proposed districts would be 45 feet, however there would be a notable increase in overall development potential and an allowance for four stories (within 45 feet) rather than three stories in the B-4 District. Given these bulk increases the Commission recommends that no setback be less than

Advisory Recommendation Proposed RA-6, Active Senior Residence, District

May 5, 2015

Page 6 of 7

50 feet and that perimeter landscape screening requirements be added to the proposed RA-6 District.

Bedroom Mix and Parking

The Commission recommends that the parking standard be increased from 1.25 spaces per unit rather than 1.5 spaces per unit and that development be limited to one- and two-bedroom units. A higher parking standard is necessary because it is likely that future development have assigned parking spaces, which means sharing of parking is not possible. Giving the nature of the use the Commission would not object to amending the proposed RA-6 District to allow tandem parking.

Attached hereto is a table that summarizes the Planning Commission's recommendations to assist the City Council's continued review of this matter.

Summary of Planning Commission Recommendations

Proposed RA-6, Active Senior Residence, District

Zoning Standard	Existing B-4 Office District*	Proposed RA-6 District**	Summary of Planning Comments and Recommendations
Permitted Use	Office	Age-Restricted Multi-Family	<i>Proposed use is acceptable.</i>
Max. Floor Area Ratio	0.3 (or 91,257 s.f.)	0.8 (or 243,936 s.f.)	<i>Represents a 166% increase in maximum permitted development potential, however proposed use would be residential rather than existing office development and is considered acceptable if other recommendations provided below are implemented.</i>
Max. Building Coverage	15%	No max.	<i>A maximum building coverage standard of 35% would meet the project needs of the petitioner. Commission supports the proposed requirement that 80% of required parking be within a basement to reduce overall site coverage.</i>
Min. Lot Area	7 Acre	0	<i>No minimum lot area is proposed however a 2,000 square foot minimum lot area per unit (or 21.78 units per acre) is proposed, which could yield a maximum of 152 units on the property. Planning Commission recommends limiting the unit type to one- and two-bedroom units only.</i>
Min. Lot Width	400 feet	400 feet	
Front Yard Setback	100 feet	100/40 feet	<i>The front yard setback would only apply to the Post Road frontage. The setback from Playland Parkway Access Drive would be considered a side yard setback. The Commission recommends that this setback be increased to not less than 50 feet.</i>
One Side Setback	100 feet	40 feet	<i>Planning Commission recommends that this setback be increased to not less than 50 feet.</i>
Total of Two Yards	200 feet	100 feet	<i>Due to proposed reduction in setbacks and increase in permitted floor area the Planning Commission recommends a new landscape buffer standard.</i>
Rear Yard Setback	100 feet	25 feet	<i>Planning Commission recommends that this setback be increased to not less than 50 feet.</i>
Max. Stories	3	4	<i>Proposed standard is acceptable.</i>
Max. Building Height	45 feet	45 feet	<i>Proposed standard is acceptable.</i>
Required Parking	7 spaces per 10 persons employed at one time.	1.25 spaces/unit	<i>Planning Commission recommends a minimum parking requirement of 1.50 spaces per unit provided that unit type is limited to one- and two-bedroom units only. Tandem parking for residential units should also be allowed.</i>
Min. Floor Area per Unit	N/A	1-BR: 750 s.f. 2-BR: 900 s.f. 3-BR: 1,100 s.f.	<i>Planning Commission finds proposed standard acceptable noting that it meets or exceeds standards for multi-family units in the Zoning Code. Three bedrooms are not recommended.</i>

*Based on setback requirements for office buildings. Other uses permitted in the B-4 District generally have lesser standards and requirements.

** Based on standards included in applicant's March 4, 2015 submission.

Proposed Re-zoning of 120 Old Post Road

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- Ex. 2: Petition of Old Post Road Associates and Proposed Amended Text of Chapter 197: Zoning
- Ex. 3: Zoning, Land Use and Fiscal Impacts Memorandum prepared by Divney Tung Schwalbe
 - Figures:
 - No. 1: Illustrative Site Plan
 - No. 2: Area Zoning Map
 - No. 3: Existing Zone (B-4) Maximum Build Out
 - No. 4: Proposed Zone (RA-6) Maximum Build Out
 - No. 5: Site Development Analysis – Impervious Conditions
 - No. 6: Building Height Diagram
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 - No. 9: Surface parking Alternative
 - No. 10: Area Land Use Map
 - No. 11: Conceptual Rendering – Playland Access Drive
 - No. 12: Conceptual Rendering – Old Post Road
 - No. 13: Conceptual Rendering – Interior Courtyard
- Ex. 4: Full Environmental Assessment Form

- Ex. 5: Westchester County Office Market: Summary Data prepared by Goman & York Property Advisors, LLC
- Ex. 6: Rye Office Market Analysis: 120 Old Post Road prepared by Goman & York Property Advisors, LLC
- Ex. 7: Market Feasibility Analysis of the Rye, NY Market for Active Adult (55+) Housing prepared by Goman & York Property Advisors, LLC
- Ex. 8: Proposed Property Tax Exposure Report prepared by McCarthy Appraisal / Consulting Svc. Inc.
- Ex. 9: Traffic Access & Impact Study prepared by Frederick P. Clark Associates, Inc.

JONATHAN D. KRAUT

DIRECT TEL.: 914-701-0800
MAIN FAX: 914-701-0808
JKRAUT@HKPLAW.COM

June 3, 2015
VIA HAND DELIVERY

Mayor Joseph Sack and
Members of the City Council
1051 Boston Post Road
Rye, New York 10580

Re: ***Re-zoning of 120 Old Post Road***

Dear Mayor Sack and Members of the City Council:

We represent Old Post Road Associates, LLC (the "Petitioner"), in connection with a Petition for Zone Change, Zoning Map Amendment and Amendment to City of Rye Zoning Ordinance (the "Petition") in connection with the above referenced property (the "Subject Property"). The Petition was referred by you to the Planning Commission for a report and recommendation. The Petition contemplates creating a new zoning district within the City of Rye and re-zoning the Subject Property to an age-restricted (55+) multifamily housing zone (the "Project"). The Petitioner went through a series of meetings with the Planning Commission spanning several months and we understand the Planning Commission has issued a positive report and recommendation concerning the proposed zone change and proposed use of the Subject Property.

As the City Council may recall, the Subject Property is currently improved with a near fully vacant office building. The Petitioner has previously proposed repurposing the Subject Property with a hotel, which was met with large opposition by members of the community. After careful review of market conditions, the Petitioner believes the Project will provide a desirable housing alternative and product that is not currently available within the City of Rye. (See Market Feasibility Analysis attached hereto as Exhibit 7). Specifically, the Project contemplates the development of the Subject Property with an age-restricted luxury residential community for active adults.

The Project would also benefit the City of Rye as a whole by providing a housing alternative for those individuals 55 years and older who are not interested or in need of residing within a retirement community or nursing facility while not causing any increased burden on the expenses of the City of Rye School District due to the age-restricted residency requirements.

HKP

Simultaneously, if approved, the proposed real estate development would have a very beneficial impact on the property's market tax assessment – which has steadily decreased over the past years due to the erosion in market value of office use generally and the Subject Property specifically. (See Westchester County Office Market Report and Rye Office Market Analysis attached hereto as Exhibits 5 & 6). As set forth in the proposed fiscal impacts information attached hereto, the Project is anticipated to generate a significant increase in property taxes, without any burden on the School District due to the age restriction prohibiting occupancy by any school age children and a de minimis demand for other public services over the current use (See Proposed Property Tax Exposure attached hereto as Exhibit 8).

In addition, as further set forth in the attached reports, the Project would not have any significant adverse environmental or traffic impacts. As is described Traffic Impact and Impact Study, prepared by Frederick P. Clark Associates, Inc. (Exhibit 9), the Project “will result in a significant reduction in site traffic, with a decrease of 82 and 70 vehicle trip ends during the weekday morning and weekday afternoon peak hours, respectively.” Moreover, as detailed in the Zoning, Land Use and Fiscal Impacts Memorandum prepared by Divney Tung Schwalbe, the Project will reduce impervious surfaces on the site by over 10%.

The Proposed Text Amendments have been modified slightly since the Petition was first submitted to the City Council reflecting some comments and clarifications requested by the Planning Commission. The Petitioner has included a requirement that at least eighty percent (80%) of the required off-street parking be provided in a covered parking structure within the basement of the proposed structure(s). The Proposed Text Amendments also include a maximum density of 2,000 square feet per unit. The Zoning, Land Use and Fiscal Impacts Memorandum (Exhibit 3) contains a density analysis and references other multi-family developments within the City of Rye as well as more recent projects in other municipalities for comparison.

In sum, we believe the proposed zoning change to permit a multi-family development is much more harmonious with the neighborhood than the existing office use, serving as a transition from the single family neighborhood on one side to the office districts on the other. We look forward to presenting this information to the City Council and addressing any comments or questions of the Council or the public. Thank you for your attention to this matter.

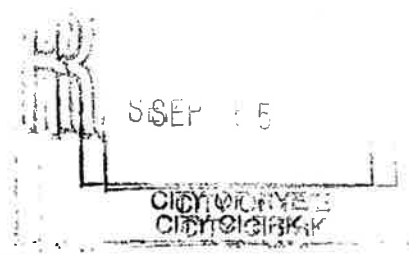
Very Truly Yours,

HARFENIST KRAUT & PERLSTEIN LLP

By: 

Jonathan D. Kraut

CITY OF RYE: RYE CITY COUNCIL
COUNTY OF WESTCHESTER: STATE OF NEW YORK
-----X



In the Matter of the Application of
OLD POST ROAD ASSOCIATES, LLC

**PETITION
FOR ZONE CHANGE,
ZONING MAP
AMENDMENT, AND
AMENDMENT TO
CITY OF RYE ZONING
ORDINANCE**

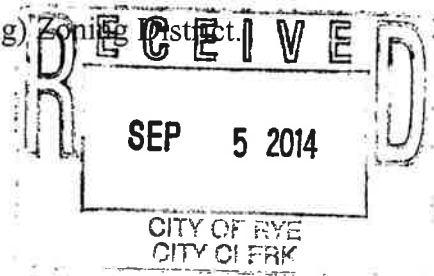
PROPERTY LOCATION:
120 Old Post Road, Rye, New York
Sheet 146.13, Block 1, Lot 7
-----X

Petitioner, OLD POST ROAD ASSOCIATES, LLC, by its attorneys, Harfenist Kraut & Perlstein, LLP, hereby petitions the City Council of the City of Rye for a zone change, a zoning map amendment and an amendment to the City of Rye Zoning Ordinance as follows:

1. Old Post Road Associates, LLC, (hereinafter "Petitioner"), with an address at 120 Old Post Road, Rye, New York 10580, is a Limited Liability Company duly formed and existing under the laws of the State of New York.

SUBJECT PROPERTY

2. The Petitioner is the owner of the subject premises located at 120 Old Post Road, as further set forth in the caption of this Petition (hereinafter the "Property").
3. The Property is a single parcel of approximately 7.0 acres located at the intersection of Old Post Road and Playland Access Drive which is known and designated on the Tax Assessment Map of the City of Rye as Sheet 146.13, Block 1, Lot 7.
4. The Property currently lies wholly within the B-4 (Office Building) Zoning District.



5. The Property is currently improved with a three story office building and related parking infrastructure.
6. The Property has the following uses adjacent to its boundaries: i) the Osborn senior living facility is immediately adjacent to the southwest; ii) single family residences in the R-2 zone are located to the southeast across Old Post Road; iii) Playland Parkway to the northeast; and iv) the WestMed Medical Group facility is located to the northwest.

ZONE CHANGE, ZONING MAP AMENDMENT AND
AMENDMENT TO ZONING ORDINANCE

7. The Petitioner requests a change in the zoning of the Property, including a zoning map amendment and zoning ordinance text amendment of the Zoning Ordinance of the City of Rye, to rezone the Subject Property from B-4 (Office Building) to a new zone RA-6 (Active Senior Residence District) proposed herein. The Petitioner requests that the relief sought be granted and the zoning map and zoning ordinance of the City of Rye be amended to reflect the relief requested herein.
8. The Petitioner specifically requests that the official zoning map of the City of Rye be redrawn and amended to identify the Subject Premises known and designated on the Tax Assessment Map of the City of Rye, as Sheet 146.13, Block 1, Lot 7 as wholly within the RA-6 Zone as set forth hereinbelow.
9. The Petitioner also specifically requests that the Zoning Code of the City of Rye, Chapter 197: Zoning, Section 197-2: Districts, last amended 6-19-1991 by Local Law No. 13-1991, be further amended. Specifically, the Petitioners request that Section 197-2: Districts, A. Residence Districts, therein be amended to include a new residential district as follows:

*RA-6: Active Senior Residence District – Minimum lot size area per family
2,000 square feet*

10. Further, the Petitioner specifically requests that the Zoning Code of the City of Rye, Chapter 197: Zoning, Section 197-86: Tables of Regulations: Table A, be amended. Specifically, the Petitioners request that Section 197-86: Tables of Regulations: Table A, Residence Districts – Use Regulations, Column 1: Permitted Main Uses, therein be amended to include as a permitted main use in the RA-6 district the following:

(1) Apartments for active seniors in an age-restricted development. A building or group of buildings housing three or more families on one lot, subject to the requirements of §197-7 and Table A.

11. The Petitioner also specifically requests that the Zoning Code of the City of Rye, Chapter 197: Zoning, be amended to include a new Section entitled *Active Senior Residence District*. Specifically, the Petitioners request that this new Section contain the particulars of the design parameters and limitations as set forth on Exhibit A attached hereto.

12. Lastly, the Petitioner specifically requests that the Zoning Code of the City of Rye, Chapter 197: Zoning, Section 197-86: Tables of Regulations: Table A, be amended. Specifically, the Petitioners request that Section 197-86: Tables of Regulations: Table A, Residence Districts – Area Yard, Height and Miscellaneous Regulations, last amended 7-16-03 by Local Law No. 6-2003; be further amended. Specifically, the Petitioners request that a new row for the proposed RA-6 zone be added, an amendment be made to footnote “C” and a new footnote “K” be added to Table A, all as more specifically set forth on Exhibit B attached hereto.

FACTS SUPPORTING PETITIONER’S REQUEST

13. The existing office building at the Property has been largely vacant for a significant period of time. As this condition of high vacancy rates for office space is not isolated to the Property but is a macro-trend throughout Westchester and other metropolitan areas the Petitioner is not optimistic on the likelihood of the existing office building becoming reoccupied to a sustainable level. Accordingly, the Petitioner has explored various options for uses at the Property.

14. The Petitioner has noted that with property values continuing to increase in Rye, there is a shortage of independent living accommodations for active adults ages 55 and older who wish to remain in Rye but no longer have the necessity of maintaining the related costs and expense necessarily attendant to home ownership within the City of Rye.
15. The Petitioner believes that due to the unique location and size of the Property, the Property could accommodate a viable alternative for those older individuals seeking alternative housing arrangements in an age-restricted community that does not provide nursing care.
16. The requested amendments to the Zoning Ordinance would not have any adverse impacts on the City of Rye. If this Petition were granted it would not only allow the Property to be redeveloped and put back to a sustainable use, it would also provide an alternative housing opportunity that is not currently being offered within the City of Rye. The redevelopment of the Property would also provide a benefit to the City of Rye by reestablishing the taxable value of the Property for real property tax purposes, which has continued to erode year after year as the Property remains vacant. Furthermore, the redevelopment of the Property in accordance with the residency limitations proposed herein would not create any additional strain on the Rye City School District as the development would expressly prohibit residency of any school age children.

SEQRA REVIEW

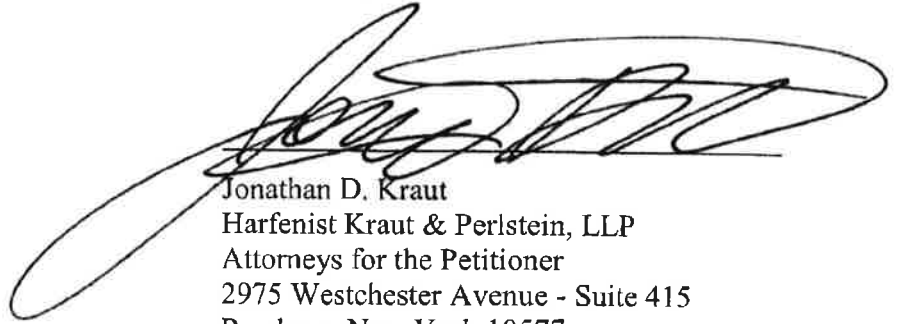
17. With respect to the environmental procedure and review of this Petition pursuant to Article 8 of the Environmental Conservation Law of the State of New York and Part 617 of the New York Codes, Rules and Regulations promulgated pursuant to the New York State Environmental Quality Review Act, it is respectfully submitted that the requested zoning amendments are consistent with the long range planning goals of the City of Rye and would permit a harmonious use between the Property and the community at large.

18. Petitioner has reviewed all pertinent environmental issues relating to the proposed zone change and has prepared a short form Environmental Assessment Form (EAF) in connection with this application. It is submitted herewith, so as to enable the City Council to take steps necessary to consider, and to issue, a negative declaration pursuant to the New York State Environmental Quality Review Act.

WHEREFORE, it is respectfully requested that this matter be placed on the calendar of the City Council for a hearing and that the relief sought herein be in all respects granted.

Dated: Purchase, New York
September 5, 2014

Respectfully submitted,

A large, stylized handwritten signature in black ink, appearing to read 'Jonathan D. Kraut', is written over the typed name and address.

Jonathan D. Kraut
Harfenist Kraut & Perlstein, LLP
Attorneys for the Petitioner
2975 Westchester Avenue - Suite 415
Purchase, New York 10577
Tel: (914) 701-0800

PROPOSED TEXT AMENDMENTS TO CHAPTER 197 OF RYE CITY CODE

§ 197-2 Districts

RA-6 Active Senior Residence District – Minimum area per family 2,000 square feet

§ 197-8.1 Active Senior Residence District Regulations

A. Limitations on Occupancy.

- (1) The occupancy of residential units within the Active Senior Residence Zone shall be limited to:
 - a) A single person 55 years of age or older;
 - b) Two or three persons, all of whom are 55 years of age or older;
 - c) A married couple, live-in companion, or partner, one of which is 55 years of age or older;
 - d) The surviving spouse of a person 55 years of age or older, provided that the surviving spouse was duly registered as a resident of the development at the time of the elderly person's death;
 - e) One adult 18 years of age or older residing with a person who is 55 years of age or older, provided that said adult is essential to the long-term care of the elderly person as certified by a physician duly licensed in New York State
- (2) Persons under the age of 55 not specifically permitted to be occupants shall not be permitted to be permanent residents of dwelling units. For the purposes of this section, a "permanent resident" shall mean any person who resides within the dwelling for more than three consecutive weeks or in excess of 30 days in any calendar year, or has listed the residence as an abode for any purpose whatsoever, including, but not limited to, enrollment in public or private schools. Temporary occupancy by guests of families shall be permitted, provided that such occupancy does not exceed a total of 30 days in any calendar year.
- (3) Notwithstanding the foregoing, one dwelling unit within the community may be set aside to be occupied by a superintendent or building manager, to which the limitations on occupancy set forth above shall not apply.
- (4) The limitations on occupancy shall be included in the marketing materials for the development as well as within the rules and regulations or terms of any

leases, by-laws or covenants and restrictions for the development. Violations of the limitations on occupancy shall be enforceable by the City of Rye Building Inspector against the owner or lessee or the agent of any of them and shall be punishable by a fine of \$250 per day or by imprisonment not exceeding 15 days, or by both such fine and imprisonment. Exceptions to these regulations shall be granted if any limitations are determined to be in violation of any State or Federal law.

- (5) The Planning Commission shall have the right to require that the owner execute agreements and covenants as it may deem to be required during any site plan approval process as it may reasonably deem to be required to ensure compliance with the stated intent of this section. Said agreements or covenants shall be recorded in the office of the Westchester County Clerk and constitute a covenant running with the land. Such covenant or agreement may be modified or released only as set forth in said covenant or agreement or by the City Council.

B. Site Development

- (1) At least eighty percent (80%) of the required parking for the development shall be provided in a covered parking structure within the basement level of the principal structure(s).
- (2) For any corner lot abutting Boston Post Road or Old Post Road, the front lot line of the lot shall be Boston Post Road or Old Post Road for purposes of the applicable front yard setback irrespective of building arrangement. The provisions of § 197-52 shall not apply to properties in the RA-6 zone.
- (3) The provisions of § 197-8.A & C shall not apply to properties in the RA-6 zone.

§ 197-28 Schedule of Off-Street Parking Requirements

A. Schedule of parking requirements. Off-street automobile parking facilities shall be provided as follows:

**Number of Spaces per Unit
(by Parking District)**

Use	A	B	C	Unit of Measurement and Conditions
Apartments for active seniors located in RA-6 Districts	1.25	1.25	1.25	Dwelling unit

§ 197-30 Layout and Location of Off-Street Parking Facilities

D. In RA-1, RA-2, RA-3, RA-4, RA-5 and RA-6 Districts, no off-street parking facility accessory to apartments or office buildings shall be developed within five feet of any lot line. Required off-street parking facilities accessory to other main uses shall conform to the provisions of Subsection C above.

§ 197-44 Minimum Residential Floor Area

E. For dwelling units in apartments or other buildings containing three or more dwelling units in an RA-6 District, the minimum amount of residential floor area in each unit shall be 750 square feet for one bedroom units, 900 square feet for two bedroom units and 1,100 square feet for three bedroom units. Additionally, three-bedroom units must be equipped with at least 1 ½ bathrooms.

§ 197-86 Tables of Regulations

**TABLE OF REGULATIONS: TABLE A
RESIDENCE DISTRICTS – USE REGULATIONS**

Column 1

Permitted Main Uses

RA-6 Districts

- (1) Apartments for active seniors. A detached residence for three or more families or housekeeping units, or a group of buildings housing three or more families on one lot, subject to the requirements of § 197-7 and § 197-8.1.

**TABLE OF REGULATIONS: TABLE A
RESIDENCE DISTRICTS – USE REGULATIONS**

Column 2

**Uses Permitted Subject to Additional
Standards and Requirements**

(Subject to the requirements and provisions of §197-10)

RA-6 Districts

(Reserved)

**TABLE OF REGULATIONS: TABLE A
RESIDENCE DISTRICTS – USE REGULATIONS**

Column 3

Permitted Accessory Uses

(Subject to the requirements and provisions of §197-9)

RA-6 Districts

- (1) Off-street parking facilities, subject to the requirements and provisions of § 197-8.1.
- (2) Other accessory uses or structures customarily incidental to any permitted main use, including active and passive recreational facilities (i.e. fitness center, pool, library, media room, storage areas, etc.) for the use of the residents of the principle structure. Outside storage on land of boats and boat trailers is prohibited.

- (3) The filming of movies, commercials, documentaries, serials, shows, performances or other similar events and activities, including still photography, as regulated in RA-4 Districts.

MEMORANDUM

TO: City Council of the City of Rye DATE: June 3, 2015

FROM: Gerhard M. Schwalbe, P.E. RE: 120 Old Post Road

INTRODUCTION

Old Post Road Associates, LLC (the “Applicant”) is seeking a zoning change, amendment to the City of Rye zoning map and amendment to the City of Rye Zoning Ordinance (the “Proposed Action” or “Action”) to facilitate the redevelopment of 120 Old Post Road as an age-restricted multi-family residential community (the “Proposed Project” or “Project”).

The subject property, located 120 Old Post Road (the “Project Site” or “Site”), is currently improved with an existing 75,000 square foot, 3-story office building, a parking lot for approximately 240 vehicles, and an entrance on Playland Access Drive. The existing building has remained mostly vacant and underutilized for over four years and, as documented below, current real estate market conditions suggest that re-occupancy with the existing office use is unlikely for the foreseeable future.

The Applicant proposes to replace the existing office building with a 245,000 square foot age-restricted, luxury residential building. The Project would consist of approximately 135 one and two bedroom units for residents aged 55 and older, along with underground parking, stormwater management facilities, landscape screening, and amenities typical of a luxury residential building. The driveway entrance would remain near its current location and provide access to Playland Access Drive. The existing emergency access driveway to Old Post Road would be retained for emergencies only. See Figure No. 1, *Illustrative Site Plan*.

This memorandum summarizes the land use and fiscal considerations that support the Proposed Action and Project. In addition, a full form NYS Environmental Assessment Form (EAF) is attached hereto for the Action, and an assessment of the potential environmental impacts and mitigation measures related to the Project is included, following the EAF.

OFFICE MARKET CONDITIONS

As set forth in greater detail in a report titled *Rye Office Market Analysis* prepared by Goman & York Property Advisors, LLC, dated March 2, 2015 (“Office Market Study”), vacancy rates for office buildings in southeastern Westchester County have steadily increased over the past decade and are currently at a 10-year high reducing the direct asking average rent. In addition, during this same time period operating costs have further increased, reducing net rent returns on office buildings in

Westchester County. Most current leasing activity in the market is a result of renewals or extensions and not a result of any positive change in market conditions. *See, Office Market Study.*

The following table summarizes the supply of office space within the City of Rye. The information contained in the chart below was obtained from the City of Rye Tax Assessment Cards. The property list is limited to other office buildings or facilities within the City of Rye and does not include mixed use structures along Purchase Street or elsewhere.

Table No. 1. Summary of Rye Office Space

Property	Lot Area (AC) ¹	Floor Area (SF) ¹	Rye Office Space (% of Floor Area)
2 Clinton Avenue	0.79	10,600	1%
14-16 Elm	0.26	19,600	2%
22 Elm	0.26	20,000	2%
150 Purchase Street	0.86	22,245	2%
31 Purchase Street	0.10	10,000	1%
600 Midland Avenue	7.83	30,000	3%
601 Midland Avenue	N/A	173,315	18%
2 Second Street	0.20	15,000	2%
16 School Street	1.61	18,316	2%
1 Theall Road	7	65,000	7%
350 Theodore Fremd Avenue	1.80	34,000	4%
401 Theodore Fremd Avenue	7	59,522	6%
411 Theodore Fremd Avenue	8.2	150,946	16%
555 Theodore Fremd Avenue	13.02	165,592	17%
511 Theodore Fremd Avenue	7.53	90,080	9%
120 Old Post Road	7.01	76,000	8%

¹Data obtained through City of Rye Tax Assessment Cards and confirmed with City of Rye GIS.

With increasing vacancy rates throughout the Rye area along with decreasing rents and the abundance of available office space, re-occupancy under existing market conditions appears highly challenging and doubtful. With regard to the Property, the existing structure is configured primarily as an open plan headquarters building. This configuration places the building in a highly uncompetitive market position since the majority of office leasing activity is focused upon smaller spaces. As a result of these market conditions and the continued vacancy of the building the tax assessment of the property has been reduced by over fifty percent (50%).

On some similar properties, the conversion costs have been determined to be prohibitive and the building has been torn down as a result. However, conversions of underutilized office space have occurred or are proposed on sites in the general vicinity of the Property. Examples include the development of LifeTime Fitness Center and a proposed residential development at 103-105 Corporate Park Drive in Harrison, as well as a recent application for a residential development at the Reckson Executive Park in Rye Brook. As set forth in greater detail in the attached Market Feasibility Analysis prepared by Goman & York Property Advisors, LLC, dated November 2014 (“Market Feasibility Analysis”), an age-restricted, luxury residential community is a viable repurposing of the Site and would offer a housing alternative that is not available within the City of Rye.

ZONING AND LAND USE CONDITIONS

Zoning

The Project Site contains 7.0 acres located north of Old Post Road and west of Playland Access Drive in the City of Rye. It is located within the B-4 office building zone, and is bordered by the R-3 residential district to the northeast, the R-2 residential district to the southeast and southwest, and the B-4 district extends to the north and west. See Figure No. 2, *Area Zoning Map*. In the project area, the R-4 and R-5 districts lie further to the south, with the RA-1 and RA-5 districts lying further to the north and southwest respectively.

The B-4 zone is designated as an “Office Building District” with a minimum area requirement of 7 acres. Permitted main uses in the B-4 zone are “Nonresidence main uses permitted in the R-2 Districts and as limited therein.” However, there are no “nonresidence” main uses permitted in the R-2 district (i.e. the only permitted main use in the R-2 district are single family residences). Therefore, while there are special exception uses, in essence there are no permitted main uses allowed in the B-4 zone.

The uses permitted subject to additional standards and requirements (i.e. special permit uses) in the B-4 zone are:

- a) Office buildings
- b) Educational uses (requires a minimum of 10 acres)
- c) Public recreational uses
- d) Private recreational uses (requires a minimum of 7.5 acres)
- e) Extension of welfare uses (operated by nonprofits in existence or which had a permit before January 1, 1958)
- f) Public uses
- g) Nursery schools (not to exceed 30 children)
- h) Agricultural uses (i.e. nurseries, truck gardens, greenhouses and similar agricultural uses)
- i) Railroad passenger stations and electric substations
- j) Temporary real estate offices in connection with a subdivision containing 10 or more lots
- k) Religious headquarters offices (requires a minimum of 20 acres)
- l) Religious uses
- m) Residential care facility uses (limited to care of 10 or fewer disabled persons or persons in need of supervision or juvenile delinquents)

In sum, outside of the existing use of the Subject Property as an office building there are virtually no other permitted or special permit uses allowed in the B-4 zone for which the Site could be expected to yield a reasonable return.

The Proposed Action

The City currently permits multi-family residences in the following districts:

1. RT – Two Family District
2. RA-1 – Garden Apartment District

3. RA-2, 3, and 4 – Apartment House Districts
4. RA-5 – Apartment District for Senior Citizens and Handicapped Persons
5. RFWP – Residential Floodplain and Wetlands Preservation

The RA-5 is the only district in Rye that currently restricts residential occupancy for senior citizens, and it is intended for housing developments that are undertaken by private nonprofit sponsors with public financial assistance. Therefore, its dimensional regulations are generally more permissive than the current standards for apartment buildings in other districts (e.g., a maximum height of 4 stories compared to 2.5, and a maximum F.A.R. of 1.0 compared to .40-.50). While the proposed age-restricted housing district would allow for less restrictive dimensional standards than most multi-family districts in the City, it would be more restrictive than the RA-5. See Table No. 2, *Existing and Proposed Multi-Family Zoning Districts and Bulk Regulations*, attached at the end of this memo.

The proposed dimensional and use regulations are generally consistent with similar districts across the region. See Table No. 3, *Bulk Characteristics of Regional Active Adult Zoning Districts*. The proposed yard dimensions and maximum building height would either be consistent with existing zoning or more restrictive than in comparable districts, requiring them to be greater than average. Alternatively, the proposed lot area and FAR would be less restrictive than in the comparable districts. However, these regulations would be offset by the Action's requirement for underground parking, which would minimize surface coverage and preserve open green space on the site. For example, as applied to the Project Site, these regulations maintain building and surface coverage rates that are below the minimum requirements for every comparable district at 22% and 33% of the site area respectively. By maintaining lower rates of surface coverage, it is the applicant's belief that this requirement will help preserve a desirable community character for both residents of the Proposed Project and its neighbors.

The proposed off-street parking provision of 1.25 spaces per dwelling unit is based on the supply ratio from the Institute of Transportation Engineers (ITE) *Parking Generation*, Land Use 252 – Senior Adult Housing, as well as characteristics of the Project's target market¹. While ITE rates indicate that a ratio of 1 space per dwelling unit is sufficient for residences with active seniors, the 0.25 fractional spaces would accommodate facility staff, visitors, or some residents who may wish to maintain more than one vehicle. These provisions are consistent with the comparable districts' range of .75 to 2 spaces per unit as indicated in Table 3.

It is the Applicant's opinion that these proposed standards are appropriate based on the district's age restriction, as it would permit housing for a sector of the population that would not create any additional strain on the Rye City School District.

Existing and Proposed Conditions

The existing office building on the Project Site is compliant with both use and bulk regulations in the B-4 Zoning District with potential for further as-of-right expansion. The following compares the Site's current dimensional characteristics to the limits of its existing zoning, and to the corresponding conditions in the Proposed Zoning and the Proposed Project. These characteristics are also illustrated in Table No. 4, *120 Old Post Road - Existing and Proposed Zoning Districts*, Figure No. 3, *Existing Zone*

¹ Institute of Transportation Engineers, *Parking Generation*, 4th Edition, 2010

(B-4) *Max. Build Out* and Figure No. 4, *Proposed Zone (RA-6) Max Build Out*, attached at the end of this report.

Lot Area

As a nonresidential use, the existing B-4 zoning district requires a 7-acre minimum lot area, with which the Property is compliant at approximately 7.01 acres. The proposed use would be residential, and therefore lot area would be measured per family or equivalent rather than minimum acreage. The Proposed Zoning district would require 2,000 square feet of lot area per family, permitting a maximum of approximately 152 units.

Floor Area Ratio and Lot Coverage

As described below in Table No. 5, *Floor Area Ratio and Lot Coverage*, the existing building on the Property has approximately 75,000 square feet of floor area, and a Floor Area Ratio (FAR) of 0.25. Under these existing conditions, the site has approximately 25,000 square feet of building coverage and 240 parking spaces, for approximately 135,400 square feet of total lot coverage (approximately 44% of the lot area). Existing zoning permits a maximum FAR of 0.3, indicating the potential for as-of-right expansion of approximately 16,000 square feet of floor area. Under full build out conditions, there would be approximately 8,000 additional square feet of building coverage and approximately 105 additional parking spaces would be required, increasing the total lot coverage to approximately 58%.

The Proposed RA-6 Zoning District would permit an FAR of 0.8, or approximately 244,500 square feet of floor area on the Property. Therefore, full build out of the Property under Proposed Zoning would permit approximately 75,000 square feet of building coverage at maximum height, and underground parking would be required for a total lot coverage of approximately 108,600 square feet (approximately 36% of the lot area). This is the maximum FAR and coverage that would be permitted on the Property in the Proposed Action. Therefore, under Proposed Zoning, total site coverage would be reduced by approximately 27,000 square feet from what the existing zone permits. See Figure No. 5, *Site Development Analysis – Impervious Coverage*, attached at the end of this memo.

Table No. 5. Floor Area Ratio and Lot Coverage

	Maximum FAR	Maximum Floor Area	Building Coverage (SF / Percent of Lot Area)	Lot Coverage (SF / Percent of Lot Area)
Existing Office Building – B-4	0.25	76,000 SF	28,000 / 9%	135,400 / 44%
Potential Office Build-out – B-4	0.30	91,500 SF	36,600 / 12%	176,200 / 58%
Proposed Zoning – RA-6	0.80	244,500 SF	75,300 / 25%	108,650 / 36%

As described above, the increased FAR and building coverage under Proposed Zoning is offset by the requirement of underground parking, which preserves approximately two-thirds of the site as open green space, to be attractively landscaped and maintain the existing character of the community. As described below in the Surface Parking Alternative, if underground parking is

not required by zoning, potential coverage rates would be more than double the rate in the Proposed Project. See Table No. 5, *Floor Area Ratio and Lot Coverage*.

Yard Dimensions

As described below in Table No. 6, *Minimum Yard Dimensions*, the existing office building meets the minimum yard dimensions for the front and one side yard at 100 feet each. The total of the two current side yards, however, is 300 feet, which exceeds the 200-foot minimum that is required. The current rear yard is approximately 290’, also in excess the 100-foot minimum that is required. In short, existing zoning would permit building expansion into one side or the rear yard area.

Under Proposed Zoning, yard dimensions would either be maintained from the existing zone or adjusted to be greater than or equal to dimensions in the City’s other multi-family districts, as described above. The front yard dimension would be maintained at 100 feet. One side yard would be 40 feet, and the total of the two side yards would be 100 feet. The rear yard, which abuts the parking area of a commercial property in the case of the Project Site, would be 25 feet. The yard dimensions in the Proposed Project would be generally more conservative than the minimum requirements permitted in the Proposed Action.

Table No. 6, *Minimum Yard Dimensions*

	Front Yard	One Side Yard	Total of Two Side Yards	Rear Yard
Existing Office Building (B-4)	100’	100’	300’	290’
Potential Office Build-out (B-4)	100’	100’	200’	100’
Proposed Zoning (RA-6)	100’	40’	100’	25’

Building Height

The existing building is 40 feet in height over three stories. Current zoning would maintain the three-story limit, but would permit a building 45 feet in height.

Proposed zoning would maintain the existing 45-foot height limit, with an increase from three to four stories. The increase in stories corresponds with the change in use, as typical residential buildings have a smaller distance between stories than office buildings. Although the Project Site does not contain steep slopes, there is a gradual but significant change in ground elevation from approximately 50 feet at the southeast corner to approximately 100 feet at the northwest. The Proposed Project has been designed to accommodate this topography with the average height being maintained as the elevation changes. See Figure No. 6, *Building Height Diagram*, Figure No. 7, *Site Section Diagram*, and Figure No. 8, *Site Section Diagram – Proposed Building*.

Multi-Family Housing Mass and Density Analysis

Table No. 7 below summarizes the building mass and density characteristics of comparable multi-family residence developments in the City of Rye. These sites are located in different zoning districts and may be subject to different permits or restrictions, but are intended to provide a point of comparison for the scales of mass and density that exist within the City’s multi-family residence developments. Aerial and street-level imagery for each property is provided at the end of this memo.

The proposed development of the Project Site would be less intense from a bulk and density perspective than all but The Osborn.

Table No. 7, Summary of Comparable Properties in Rye

Property	Lot Area (AC)	Floor Area (SF)	FAR	Units	Density (Units/Acre)	Height		Yard			Parking	
						Feet	Stories	Front	Side	Rear	Spaces	Spaces/Unit
Rye Manor ¹	1.9	71,000	0.86	100	53	50'	4	95'	30'/50'	30'	34	0.34
The Osborn ¹	55.9	N/A	N/A	377	7	N/A	5	160'	160'	160'	484	1.28
Highland Hall ²	1.23	86,153	1.61	102	83	N/A	4	30'	5'	15'	0	0
Blind Brook Lodge ²	2.7	134,401	1.14	137	51	N/A	6	30'	5'	30'	76	0.55
120 Old Post Road												
Proposed Zoning	7.01	244,500	0.80	152	21	45'	4	100'	40'/100'	25'	168	1.25
Proposed Project	7.01	222,500	0.73	135	19	45'	4	100'	100'/200'	25'	205	1.51

¹Data obtained through City of Rye Site Plan Approval Records and confirmed with City of Rye GIS.

²Data obtained through the City of Rye Tax Assessment Cards and confirmed with City of Rye GIS.

Below, Table No. 8 summarizes the building mass and density characteristics of comparable multi-family developments in other municipalities in the region. As noted in the table, these properties may have different classifications than the Proposed Project, but the figures below are for their residential components. Available imagery for each property is provided at the end of this memo. The proposed development of the Project Site is generally less intense from a bulk and density perspective than these other projects, except for The Ambassador which is an assisted living facility.

Table No. 8, Summary of Comparable Properties in Other Municipalities

Property	Lot Area (AC)	Floor Area (SF)	FAR	Units	Density (Units/Acre)	Height		Yard			Parking	
						Feet	Stories	Front	Side	Rear	Spaces	Spaces/Unit
The Cambium, Larchmont ¹	2.94	222,075	1.17	186	63	75'	6	15'	15'	15'	267	1.44
Christie Place, Scarsdale ²	1.73	105,500	1.4	42	24	46'	4	N/A	N/A	N/A	67	1.6
The Ambassador, Scarsdale ³	6.98	119,779	0.4	115	16.7	N/A	3	40'	25'	30'	43	0.37
120 Old Post Road												
Proposed Zoning	7.01	244,500	0.80	152	21	45'	4	100'	40'/100'	25'	168	1.25
Proposed Project	7.01	222,500	0.73	135	19	45'	4	100'	100'/200'	25'	205	1.51

¹ Mixed use development; Data obtained through City of Mamaroneck Site Plan Approval Records and Westchester County GIS

² Mixed use development; Data obtained from Scarsdale Town Planner and As-Built Survey.

³ Assisted living facility; Data obtained from Scarsdale Town Planner and As-Built Survey.

Surface Parking Alternative

The Applicant has contemplated an alternative plan in which surface level parking would be permitted in lieu of the requirement for structured, subterranean parking. See Figure No. 9, *Surface Parking Alternative*. With the same dimensional constraints that the Proposed Action would permit, this alternative would have an approximate FAR of 0.8, and building coverage of approximately 60,000 square feet. The surface parking area would cover approximately 118,000 square feet for total lot coverage of 178,000 square feet (58% of the total lot area). In order to provide parking spaces at the ratio required in the Proposed Action, the series of four-story buildings shown in Figure 9 would also require more permissive setbacks than the Action proposes.

Although surface parking would likely save construction costs, significant impacts to stormwater management and visual resources could be anticipated in this alternative. Potential lot coverage rates would be nearly double what the Proposed Action would permit, and this alternative would limit the Applicant's ability to provide a site-sensitive design with an attractive landscape plan and adequate stormwater management facilities. This alternative illustrates the crucial role that subterranean parking would play in the Proposed Action's ability to preserve open green space, maintain community character, and minimize lot coverage. In sum, the applicant believes that this alternative would lead to a less desirable outcome for residents of the Project and the neighboring community, and requiring underground parking will help to mitigate these impacts.

Land Use

The Project Site is bordered by Playland Access Drive to the northeast with access to Playland Parkway located at the Site's northeast corner. Old Post Road forms the southeast border with single family homes extending south and east of the Project Site, and to the north and east beyond Playland Parkway. The Site is also adjacent to The Osborn retirement community to the southwest, and WESTMED Medical Group's Rye office to the northwest. Additional office uses extend north and south of the Project Site, with additional multi-family residences to the southwest and north along Theall Road. In the larger context, the Project Site is located at the edge of an office district, with a variety of different land uses in the area which are generally characterized by single and multi-family residences, office buildings, institutional and public assembly spaces, cemeteries, public parks and parkway lands, nature preserves, and vacant land. See Figure No. 10, *Area Land Use Map*.

We believe the age-restricted luxury rental apartment building would provide an ideal transition between the residential community and office building district. It would also complement the scale and use characteristics of The Osborn as a multi-family residential community for senior citizens, while diversifying housing options in Rye specifically for active adults who do not require nursing care but no longer have the necessity of maintaining the costs of home ownership. See Figures 11, 12, and 13, *Conceptual Renderings*.

The City of Rye's Development Plan was adopted in 1985, and intended to guide land use decisions in the City through the year 2000². Although the Plan describes a "great pressure in Westchester County in recent years to build corporate office buildings [... which] has led to pressure from builders for the

² City of Rye, NY. *City of Rye 1985 Development Plan*. Adopted April 23, 1985.

rezoning of Rye land from residential to commercial,” the Plan acknowledges that it “is not a static document to be followed without regard to changing conditions.” As previously stated, such conditions in the office market have changed significantly since the Plan’s adoption. However, the Proposed Action is consistent with the Plan’s goals and policies related to residential development as follows:

II.1 Residential Development, Goal 4 – Provide an opportunity for the development of housing of various types, sizes, and costs to meet the needs of people at various stages in the life cycle, income, age levels, and household compositions, without compromising the integrity of Rye’s single family residential areas.

Consistent with the Development Plan’s goal, the Proposed Action would provide an opportunity for living accommodations in Rye in a way that is not currently regulated in the Zoning Ordinance. It would address what the Plan identifies as “an increasing need to provide housing for senior citizens who are no longer able to (or wish to) maintain a home,” with a viable alternative for those older individuals seeking alternative housing arrangements who are able to remain active and independent.

Further, the Proposed Project’s location near the office buildings and major roadways is identified in the plan as highly desirable for redevelopment with higher density multi-family residences. Located within the Post Road Residential/ Institutional Area, its vicinity was “envisioned as a mixed use area blending in with the surrounding residential areas. Permitted uses would be a variety of residential uses and densities.” Therefore, it is expected that the project would enhance the integrity of the adjacent single family residential area by providing an added buffer of residential use between it and the office building district, with an aesthetic style that would complement the adjacent single family community as well as The Osborn.

FISCAL IMPACTS

Property Taxes

The Project Site is subject to real property taxation by the City or Rye, the Rye City School District, Westchester County, and special benefit assessments for Westchester County (e.g., sewer and solid waste special districts). The project site currently has a full market value for assessment purposes of \$7,492,146. The City’s equalization rate is 1.91%, which results in an assessed value of \$143,100. The 2014 tax rates for the taxing jurisdictions are presented below in Table No. 9, *120 Old Post Road Current Tax Bill*.

The Project Site is currently occupied by one office tenant. As indicated above, the property has an assessed value of \$143,000. The existing tax generation from the site is provided below in Table No. 9, below.

Table No. 9, 120 Old Post Road Current Tax Bill

<i>Equalization Rate: 1.91%</i>				
	Tax Rate (per \$1,000 value)	2014 Market Value Valuation	2014 Assessed Value	Tax Bill
City of Rye	\$ 150.38	\$ 7,492,146	\$ 143,100	\$ 21,519
Rye School District	\$ 561.33	--	--	\$ 80,327
Westchester County	\$ 187.92	--	--	\$ 26,891
Refuse Disposal District	\$ 17.61	--	--	\$ 2,519
Blind Brook Sewer	\$ 29.68	--	--	\$ 4,248
Total Tax Rate (Rye School District)	\$ 946.93	\$ 7,492,146	\$ 143,100	\$ 135.504
<i>2014 numbers were obtained from the Westchester County Government's published Property Tax Rates and 2014 City of Rye Adopted Tax Rate.</i>				

As further detailed in the attached Proposed Property Tax Exposure Report prepared by McCarthy Appraisal / Consulting Svc. Inc. dated January 9, 2014, the Project could be anticipated to have a future market value for assessment purposes of approximately \$34,000,000, resulting in an approximate assessed value of \$650,414. This would obviously be a marked increase over the existing tax base. The details of this increase on the tax roll are set forth in Table No. 10, below.

Table No. 10, 120 Old Post Road Anticipated Tax Bill based on 2014 Tax Rates

<i>Equalization Rate: 1.91%</i>				
	Tax Rate (per \$1,000 value)	Anticipated Market Value Valuation	Anticipated Assessed Value	Approx. Tax Bill
City of Rye	\$ 150.38	\$ 34,053,067	\$ 650,414	\$ 97,809
Rye School District	\$ 561.33	--	--	\$ 365,096
Westchester County	\$ 187.92	--	--	\$ 122,225
Refuse Disposal District	\$ 17.61	--	--	\$ 11,453
Blind Brook Sewer	\$ 29.68	--	--	\$ 19,310
Total Tax Rate (Rye School District)	\$ 946.93	\$ 34,053,067	\$ 650,414	\$ 615,896
<i>2014 numbers were obtained from the Westchester County Government's published Property Tax Rates and 2014 City of Rye Adopted Tax Rate.</i>				

In total, the Project is anticipated to produce an increase of approximately \$480,000 in tax total tax revenue. Perhaps most significantly, as the Project will be an age-restricted residential community there will be no additional burden on the Rye City School District caused by the Project, while generating approximately \$280,000 in additional School Taxes.

Service Costs

The Subject Property is a located within the City of Rye, and is presently served by the Rye Police Department, Rye Fire Department, Rye Public Works, and the Port Chester-Rye-Rye Brook

Volunteer Ambulance Corps. The existing and potential fiscal impacts of community services for its current and proposed land use have been considered by analyzing the Property within the context of all properties in Rye that receive these services. Based on 2014 tax rates, the Property currently has a full market value of \$7.5 million, and an assessed value of \$143,100. As per the City of Rye Annual Budget adopted for 2014, the City’s total assessed value was \$165,669,516. Therefore, the Property currently accounts for approximately 0.09% of the value of City property that is currently covered by the City’s services. As indicated above with regard to property taxes, the Proposed Action would permit residential use on the Property, and the resulting project would have an anticipated assessed value of \$650,414. Based on the methodology above, the Project’s anticipated portion of the City’s assessed value would be 0.39%.

It is the applicant’s opinion that this change in use for an existing developed property represents such a small portion of the overall property to be served, and therefore no significant adverse impacts would be anticipated for overall departmental operations or City budgeting. As per Tables 9 and 10 above, the Property’s 2014 tax bill for the City of Rye taxes was \$21,519, and with the Proposed Project it would be approximately \$97,809. Table 11 below outlines the applicable service costs that could potentially increase from the existing to the proposed conditions, their portion of the 2014 Combined Operating budget, and how those same portions could be applied to the existing and proposed bills for City taxes.

Table No. 11, City of Rye Operating Budget, Services and 120 Old Post Road City Tax Bill

			Existing Tax Bill	Proposed Tax Bill
Combined Operating Budget	\$ 50,371,169	100%	\$ 21,519	\$ 97,809
Police Services	\$ 9,214,601	18%	\$ 3,873	\$ 17,606
Fire Department	\$ 4,993,909	10%	\$ 2,152	\$ 9,781
Emergency Medical Services	\$ 221,748	0.4%	\$ 86	\$ 391
Sanitation Services	\$ 3,934,282	8%	\$ 1,722	\$ 7,824
Senior Adult Programs	\$ 8,600	0.1%	\$ 22	\$ 98

It should be noted that some City services are generally supported as pay for use services, and as such would not increase the City budget. Based on information described in the 2014 City Budget, emergency medical services are provided by a contract service agency using their own facilities, equipment, supplies and staff, and are costs that are typically charged to the individual seeking services. In addition, senior adult programs are part of the City’s culture and recreation services, and typically charge participants for various programs, realizing revenue that exceeds the Budget’s allocated cost. Overall, even if minor costs were incurred as a result of the change in use of the property, the anticipated increased revenue from City taxes as described above would likely exceed these costs.

Police and EMS Service Calls

The following table summarizes calls made to the Rye Police Department from 2010 to 2013, from the Rye Manor apartments, located at 300 Theall Road in Rye. Rye Manor was selected for this analysis because it is the only other age-restricted multi-family residence development in Rye. As noted in the table, calls are categorized by their respective CFS codes, with the exception of calls classified as “other,” which represents calls received in low volumes across various categories. Calls classified as

“other” include reports of missing persons, hit and run accidents, larceny, property damage, disorderly conduct, city code violations, illegally parked vehicles, flood conditions, unattended deaths, noise complaints, requests to assist other police departments, and hang-ups.

Table No. 12, *Summary of Police Service Calls from 300 Theall Road*

RMS CFS Code ¹	2010	2011	2012	2013
Ambulance Request – CFS.013	28	22	19	12
Aided Case – CFS.012	20	18	13	17
Assist Citizen – CFS.014	12	21	11	8
Are You Ok Resident Check – CFS.246	18	11	1	2
Other	6	10	6	5
Total Police Service Calls per Year	84	82	50	44

¹City of Rye Police Department, Incident Search Result Report for 300 Theall Rd, Rye NY, obtained from Rye City Planner.

CONCLUSION

As described above, the existing office building at the Property has been mostly vacant for a significant period of time. As this condition is not isolated to the Property but is a macro-trend throughout Westchester County and other metropolitan areas, re-occupancy by substantial office use would be highly challenging and unlikely.

The Proposed Action would not only allow the property to be redeveloped and put back to sustainable use, it would also provide a housing opportunity that is not currently being offered within the City of Rye and would further reestablish the taxable value of the Property for real property tax purposes, which has continued to erode as the property has remained vacant. Furthermore, the Proposed Project would not create any additional strain on the Rye City School District as the development would expressly prohibit school age children from residing in the development. Therefore, it is the Applicant’s view that the Proposed Action and Project present a reasonable and logical alternative for the potentially valuable and underutilized Property while at the same time achieving the goal of providing a diverse housing stock within the City of Rye in a form that is not currently available.

Table No. 2. Existing and Proposed Multi-Family Zoning Districts & Bulk Regulations

4	5	6	7	8			9			10	11	12	13		14		15	16
				Minimum Yard Dimensions (feet)	Front ^(b)	One Side ^{(b)(e)}	Total of Two Side Yards	Rear ^(b)	Specified Distance (feet) as required in Column 2 (Uses)				Maximum Height (stories)	Maximum Height (feet)	Maximum Coverage of Rear Yard	Minimum Distance to Side Lane		
District	Use	Maximum Ratio of Floor Area to Lot Area ^(f)	Minimum Size of Lot (AC or SF) per a. Family or Equiv. ^(g) or b. Nonresidential Use	Minimum Width (feet) [See § 197-36]	Minimum Yard Dimensions (feet)			Total of Two Side Yards	Rear ^(b)	Specified Distance (feet) as required in Column 2 (Uses)	Maximum Height (stories)	Maximum Height (feet)	Maximum Coverage of Rear Yard	Minimum Distance to Side Lane (feet)				
					Front ^(b)	One Side ^{(b)(e)}	Total of Two Side Yards											
RA-1	Single-family house Two-family house	0.40 0.40	5,000 5,000	50 60	25 25	8 8	20 20	30 30	40 --	2.5 2.5	35 35	30% 30%	5 5					
	Apartment house	0.40	5,000 ^(e)	100	70	50	100	50	--	2.5	35	30%	10					
RA-2	Single-family house Two-family house Apartment house	0.45 0.45 0.45	5,000 3,500 3,500 ^(e)	50 60 100	25 25 25	8 8 20	20 20 50	50 50 40	30 -- --	2.5 2.5 2.5	35 35 35	30% 30% 30%	5 5 10					
RA-3	Single-family house Two-family house	0.50 0.50	5,000 3,000	50 60	25 25	8 8	20 20	30 30	20 --	2.5 2.5	35 35	35% 35%	5 5					
	Apartment house	0.50	2,500 ^(e)	80	25	20	40	40	--	2.5	40	35%	10					
RA-4	Single-family house Two-family house Apartment house	0.50 0.50 0.50	5,000 3,000 2,500 ^(e)	50 60 80	25 25 25	8 8 20 ^(d)	20 20 40 ^(d)	30 30 40 ^(d)	-- -- --	2.5 2.5 2.5 ^(f)	35 35 35 ^(f)	35% 35% 35%	5 5 10					
RA-5	Apartments for senior citizens and handicapped persons	1.00	1 AC	80	25		40	40	--		50	35%	10					
RA-6	Apartments for active senior citizens	0.8	2,000	400	100	40	100	25	--	4	45	35%	10					

- (a) Equivalent to one (1) family in computing minimum lot sizes:
- [1] Hotels and lodging houses, each two (2) guest sleeping rooms.
 - [2] Hospitals and similar institutions, each two (2) hospital beds.
 - [3] Medical offices, each two (2) doctors plus three (3) other employees.
 - [4] Other nonresidential main uses not specifically provided for in this Table of Regulations or elsewhere in Chapter 197, each one thousand five hundred (1,500) square feet of floor space.
- (b) [1] Whenever a required yard abuts a street less than fifty (50) feet in width, the minimum yard dimension(s) shall be measured from a line of twenty-five (25) feet from parallel to the center line of said street.
- [2] No building shall be nearer than one hundred (100) feet to center line of Post Road between Mamanonck town line and Central Avenue.
- (c) For corner lots, corner side yards at least one fifth (1/5) of the lot width at the location of the building, but need not be more than front yard minimum, except as provided in § 197-62. Permitted nonresidential main uses shall have minimum side yard one and one half (1 1/2) times width specified for a single-family house (See § 197-52).
- (d) Twenty-five (25) feet for any side yard containing a driveway serving more than six (6) parking spaces. For a one-, two-, or three-family structure existing on effective date of Chapter 197 (August 9, 1956) and proposed for conversion for up to four (4) families, the Board of Appeals may reduce side yard requirement to eight (8) feet. For side yard requirements for other apartments, see See § 197-54. For spacing between buildings on the same lot, see § 197-70. For the rear and side yards of apartment houses adjoining the right-of-way of a railroad, a parkway or a limited access highway, see § 197-64.
- (e) For usable open space requirement, see § 197-68.
- (f) For buildings in variable height apartment groups (a use permitted in RA-4 Districts subject to additional standards and requirements), see § 197-13.
- [g,h,i omitted]
- (j) See § 197-43.1 for floor area ratio reductions for single-family residences on oversized properties in one-family districts.

Table No. 3. Bulk Characteristics of Regional Active Adult Zoning Districts

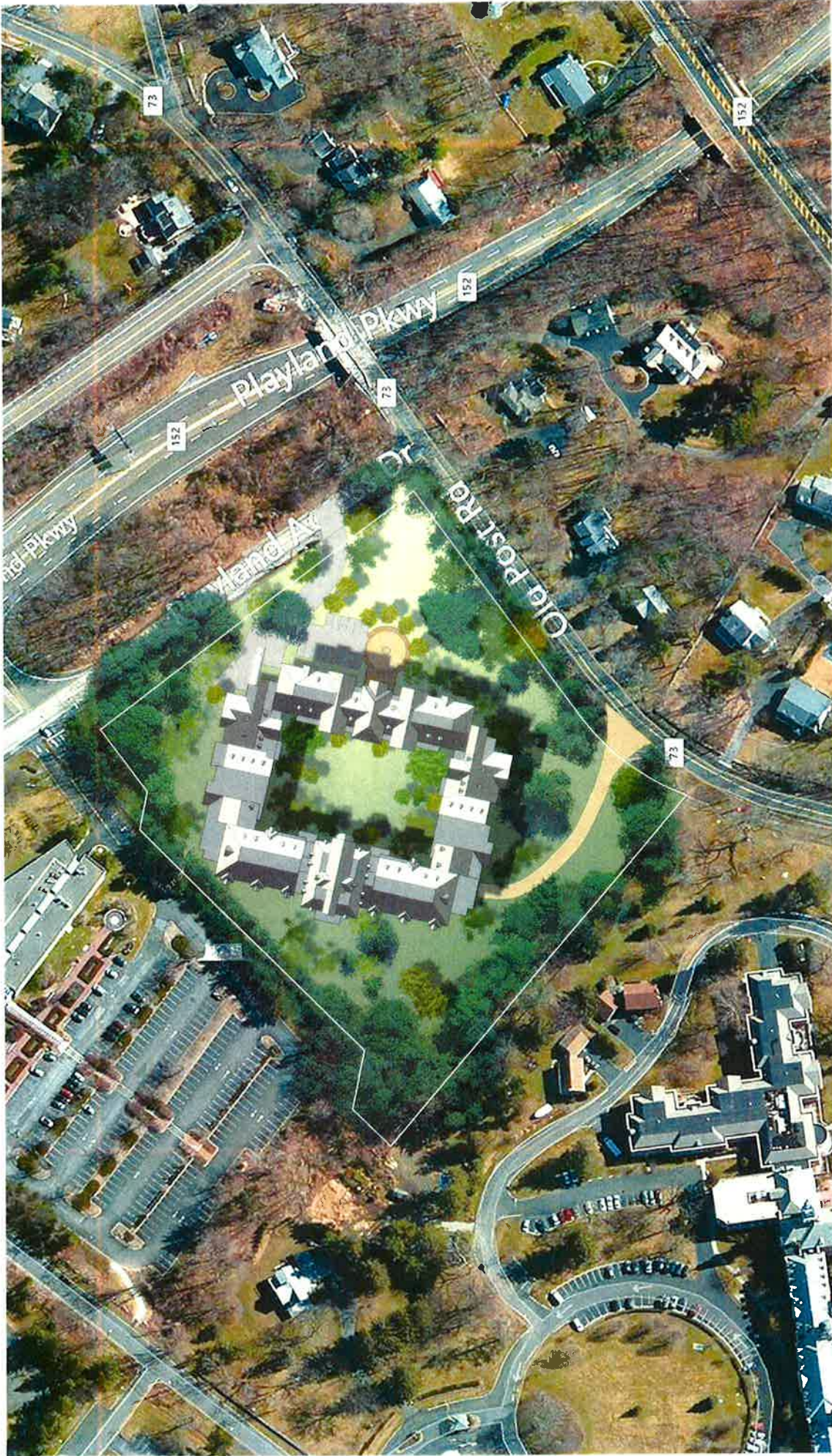
Municipality	Maximum Ratio of Floor Area to Lot Area	Maximum Dwelling Units	Lot Building Coverage (%)	Lot Surface Coverage (%)	Required Parking Spaces Per Unit	Minimum Size of Lot (A/C)	Minimum Width (feet)	Minimum Yard Dimensions (feet)				Maximum Height (feet)	
								Front	One Side	Total of Two Side Yards	Rear		
Rye	0.8	21/A/C	--	--	1.25	2,000 sq' min	125	100	40	100	25	4	45
Garnett ¹	--	8/A/C	35%	--	1.5	5	125	40	--	--	--	2	40
Massapequa Park ²	--	25/A/C	35%	--	1.5	2.5	--	25	25/35	50/70	25/50	2.5	30
Newburgh ³	--	--	30%	80%	2	3	100	60	30	60	40	--	35
North Greenbush ⁴	--	20/A/C	40%	--	1.4	2	--	40	40	80	40	Existing	Existing
Smithtown ⁵	0.25	--	--	--	0.75	10	200	60	60	120	60	2.5	35

1 Values based on Proposed Project and not proposed zoning standard. Values used for comparison purposes.
 2 Village of Ameryville, NY, Chapter 183 Zoning, Article X 196C (Planned Adult Community) Residential District.
 3 Town of Carmel, NY, Chapter 156 Zoning, Section 39 Senior Citizens Multifamily Dwellings.
 4 Village of Massapequa Park, NY, Chapter 354 Zoning, Article VII Golden Age District.
 5 Town of Newburgh, NY, Chapter 185 Zoning, Section 48 Senior Citizen Housing.
 6 Town of North Greenbush, NY, Chapter 197 Zoning, Article XV Senior Citizen Housing District.
 7 Town of Smithtown, NY, Chapter 322 Zoning, Article VII Retirement Community District.

Table No. 4. 120 Old Post Road - Existing and Proposed Zoning Districts

Zoning Compliance & Maximum Site Build Out	B-4 ¹		RA-6					
	Existing Office Building	Zoning-Compliant Maximum Build Out	Active Senior Residence District	Proposed Apartment House				
Maximum Floor Area Ratio	0.25	0.3	0.8	0.73				
Minimum Size of Lot per a. Family or Equiv. or b. Nonresidential Use	7 AC	7 AC	2,000 SF	2,280				
Minimum Yard Dimensions (feet)								
Front	200'	100'	100'	100'				
One Side	100'	100'	40'	100'				
Total of Two Side Yards	390'	200'	100'	125'				
Rear	100'	100'	25'	25'				
Maximum Height								
Stories	3	3	4	4				
Feet	40'	45'	45'	45'				
Parking Requirement ² (approx.)	240 Spaces	345 Spaces	1.25 Spaces/ Unit	205 Spaces (168 req.)				
Project Development Analysis	SF	% Coverage	SF	% Coverage	SF ⁴	% Coverage ⁴	SF	% Coverage
Total Building Floor Area	75,000	0.25	91,600	0.30	244,260	0.80	222,500	0.73
Total Impervious Coverage	135,400	44%	176,200	58%	108,650	36%	100,150	33%
Building Footprint	28,000	9%	36,600	12%	75,300	25%	66,800	22%
Paved Area	107,400	35%	139,600	46%	33,350	11%	33,350	11%

1 City of Rye, Chapter 197 "Zoning," Art. 2
 2 Based on § 197-28 "Schedule of off-street parking requirements," which provides 7 spaces per 10 people employed or intended to be employed in office buildings or other permitted uses in the B-4 District. Parking ratio for maximum build out conditions is estimated at 3.8/1000 SF
 3 Potential build out conditions are estimated using existing conditions and are prorated by F.A.R. regulations.
 4 Coverage calculations are based on the lot area of the Project Site, which is approximately 7.01 acres or 305,322 square feet.



ILLUSTRATIVE SITE PLAN

120 OLD POST ROAD

RYE, NY

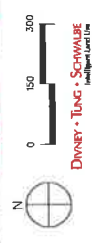
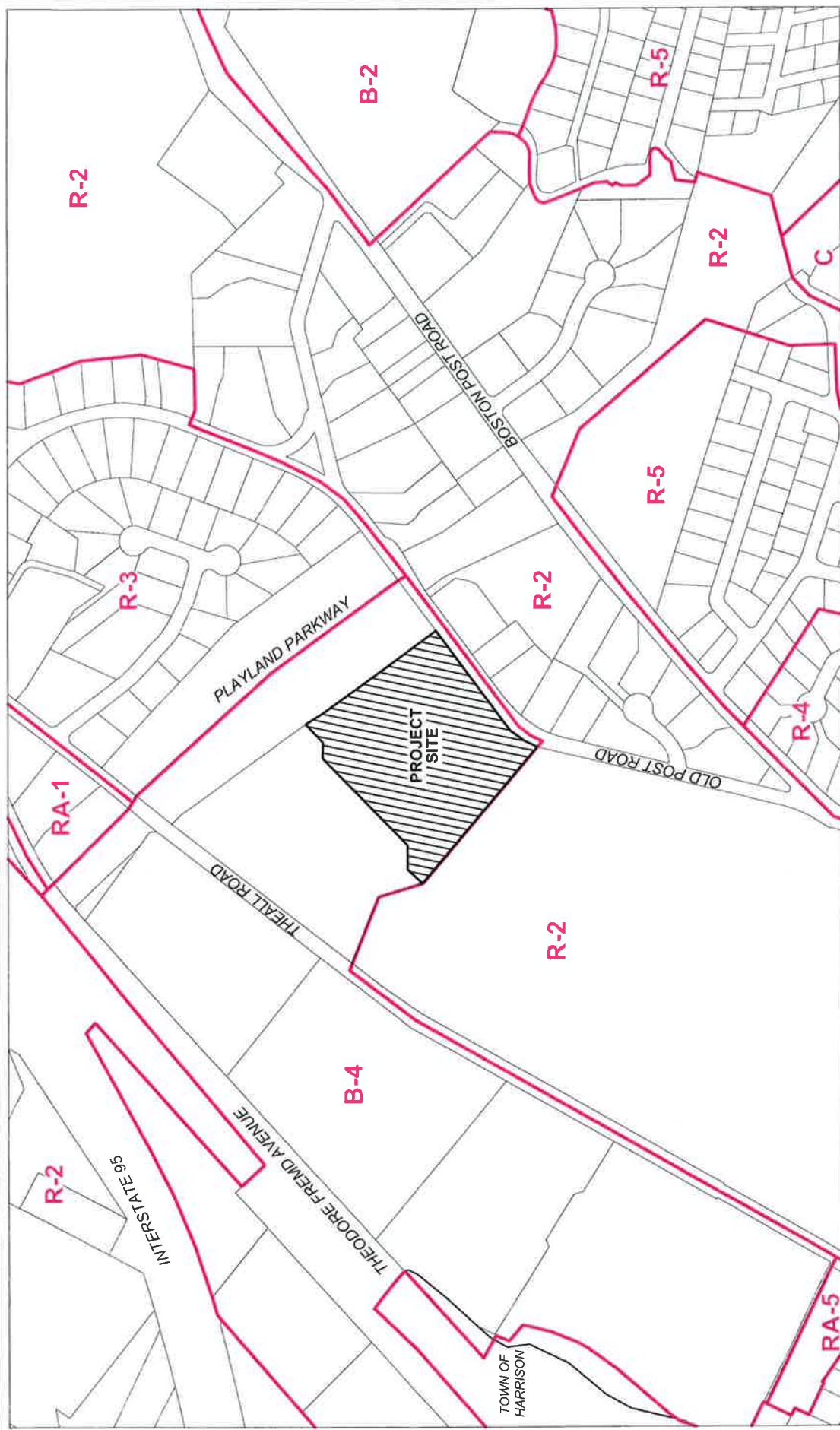
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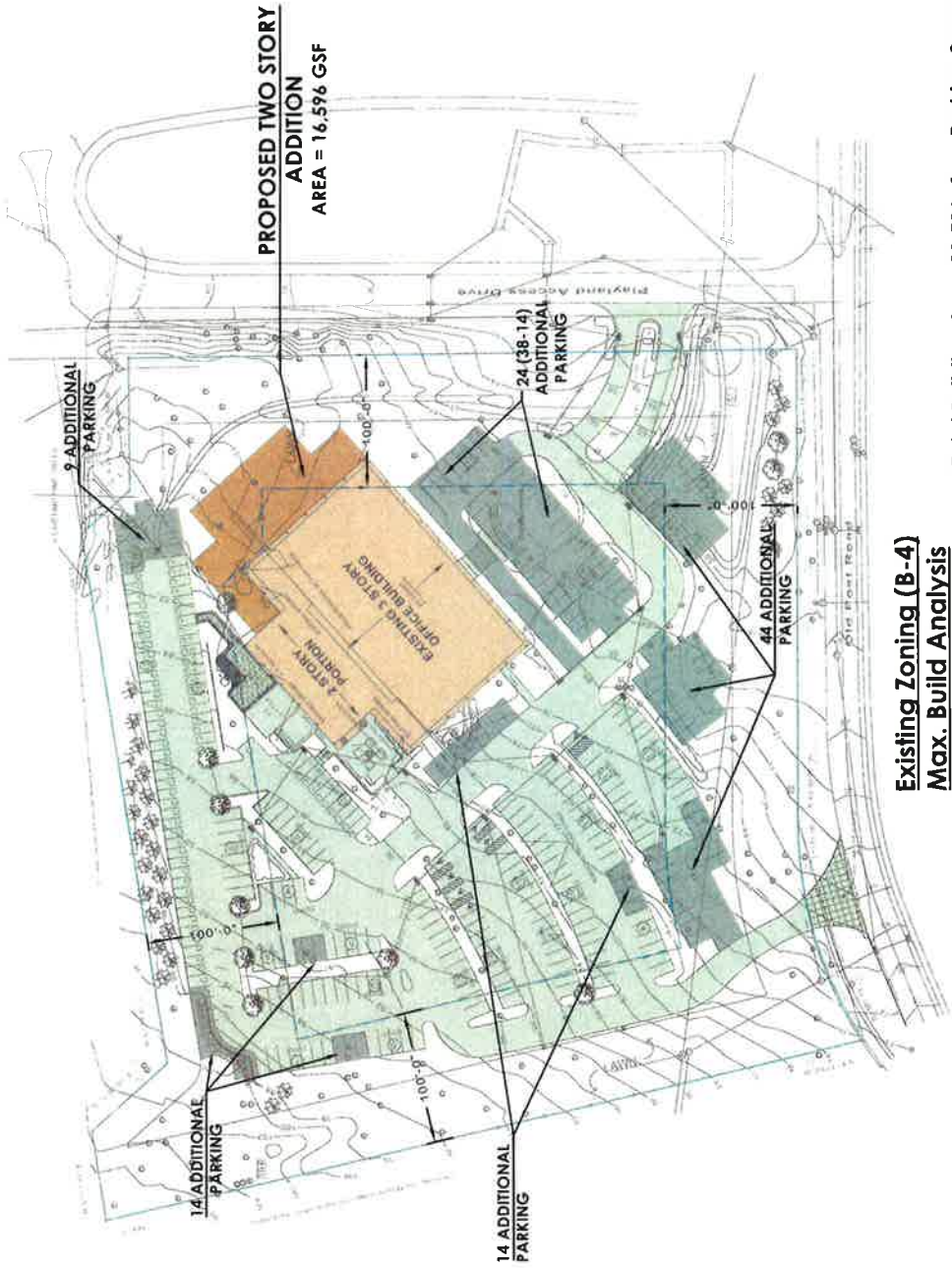
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FIGURE NO. 1



AREA ZONING MAP
120 OLD POST ROAD
CITY OF RYE, NEW YORK



**PROPOSED TWO STORY
ADDITION
AREA = 16,596 GSF**

Existing Zoning (B-4)

Max. Build Analysis

FAR: 0.30
 Max. Floor Area: 91,596 sf
 Site Area ~ 305,322 sf

Total Building Area: 91,596 sf
 Existing Building: 75,000 sf
 Proposed Addition: 16,596 sf
 (Two story @ 8,250 sf per floor)

Parking Summary
 Existing ~ 240 Spaces
 Proposed: 105 Spaces
 Total ~ 345 Spaces
 Parking Ratio ~ 3.8/1000

EXISTING ZONE (B-4) MAX. BUILD OUT

120 OLD POST ROAD
 RYE, NY
 AMPL 08-3722615 rev'd 6/22/15



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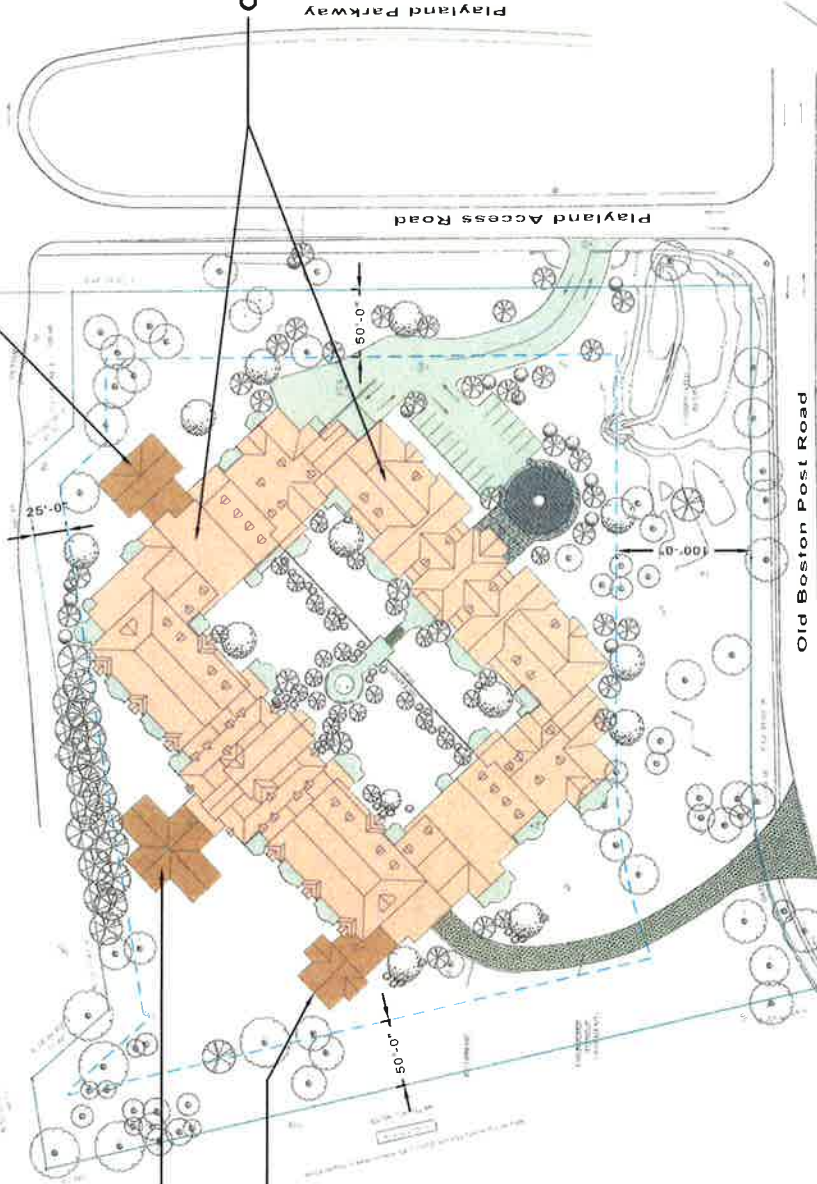


**PROPOSED THREE STORY
ADDITION**
AREA = 7,500 GSF

**PROPOSED TWO STORY
ADDITION**
AREA = 7,000 GSF

**PROPOSED THREE STORY
ADDITION**
AREA = 7,257 GSF

**ORIGINAL CONCEPTUAL
DESIGN BUILDING
FOOTPRINT**
AREA = 222,500 GSF
(three and four story)



Proposed Zoning (RA-6)

Max. Build Analysis

FAR: 0.80
Max. Floor Area: 244,257
Site Area ~ 305,322 sf

Building Area Summary
Original Concept: 222,500 sf
Max. Build Additions: 21,757 sf
Total Building Area: 244,257 sf

Parking Summary
Covered ~ 190 Spaces
Surface ~ 15 Spaces
Total ~ 205 Spaces

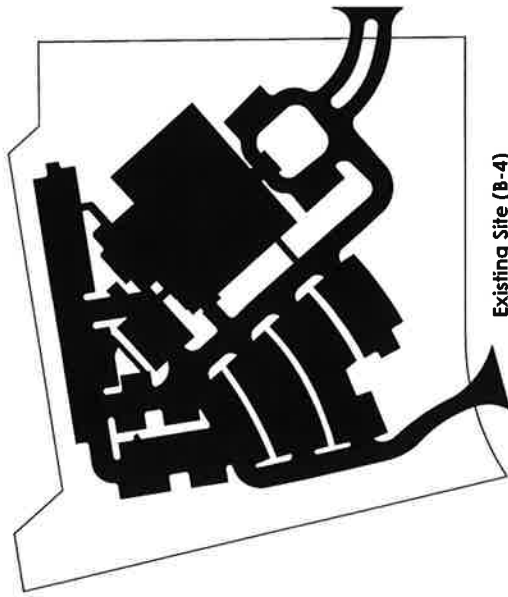
PROPOSED ZONE (RA-6) MAX. BUILD OUT

120 OLD POST ROAD
RYE, NY

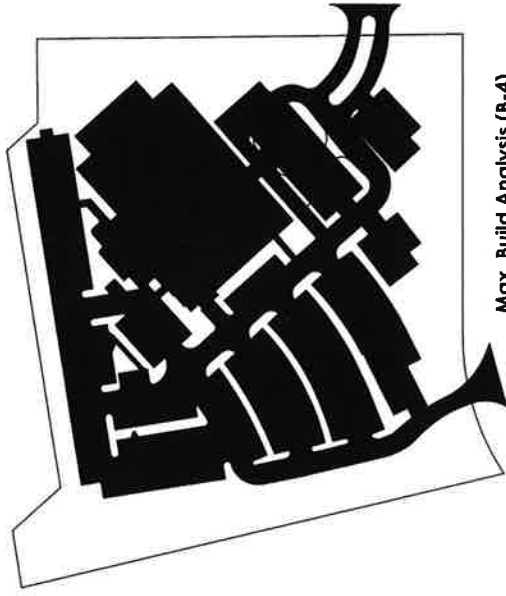


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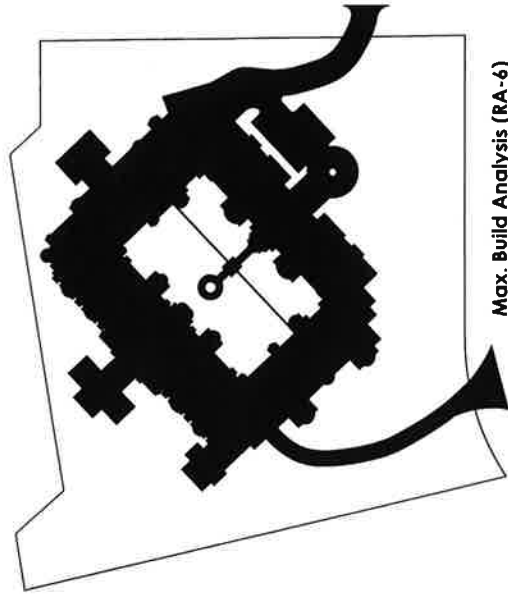




Existing Site (B-4)
 Building Footprint ~ 27,935 sf
 Paved Areas ~ 107,418
 Total Impervious ~ 135,353
 Site Area ~ 305,322
 % Impervious ~ 44.33%



Max. Build Analysis (B-4)
 Building Footprint ~ 36,505 sf
 Paved Areas ~ 139,616
 Total Impervious ~ 176,121
 Site Area ~ 305,322
 % Impervious ~ 57.68%



Max. Build Analysis (RA-6)
 Building Footprint ~ 75,315 sf
 Paved Areas ~ 33,347
 Total Impervious ~ 108,662
 Site Area ~ 305,322
 % Impervious ~ 35.59%

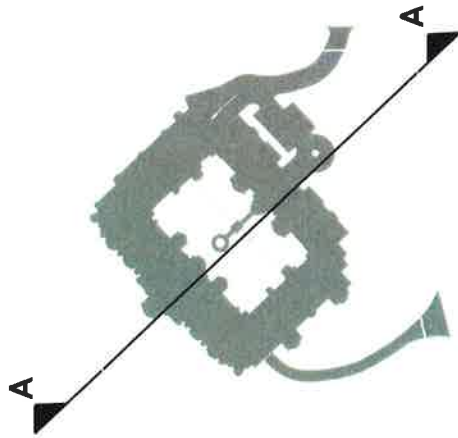
SITE DEVELOPMENT ANALYSIS - IMPERVIOUS CONDITIONS

120 OLD POST ROAD
 RYE, NY

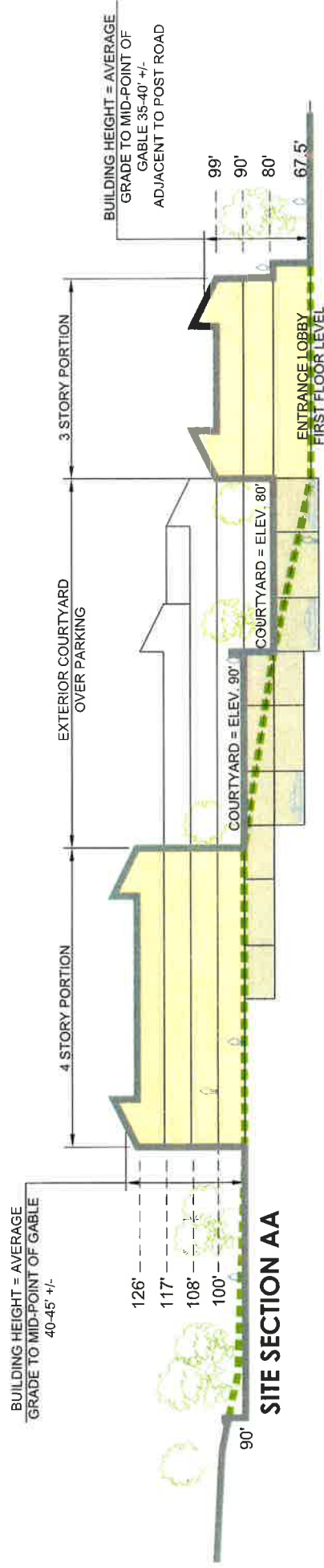


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KEY PLAN



BUILDING HEIGHT DIAGRAM

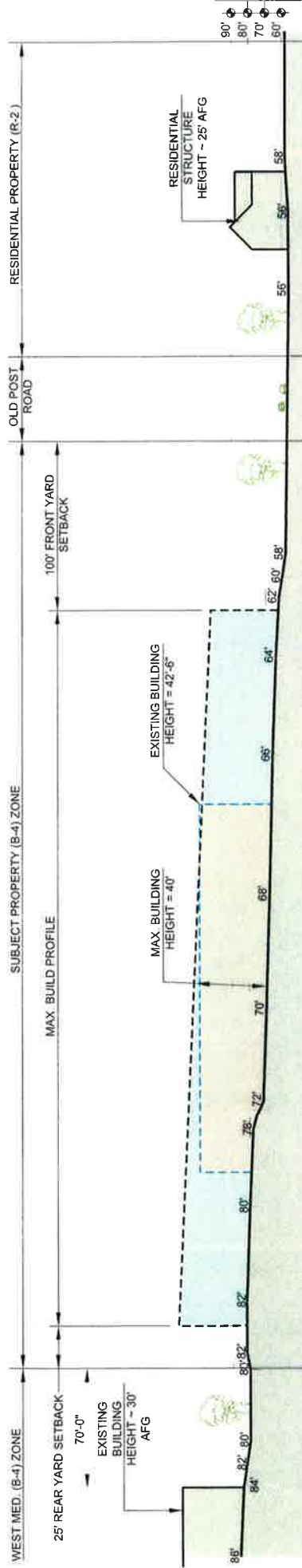
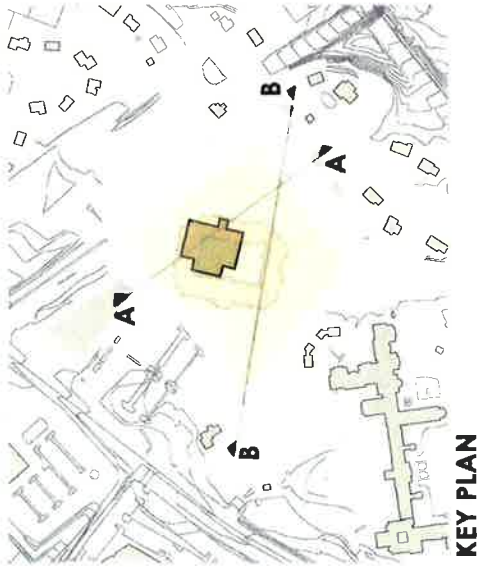
FIGURE NO. 6

**120 OLD POST ROAD
RYE, NY**



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SITE SECTION DIAGRAM

**120 OLD POST ROAD
RYE, NY**

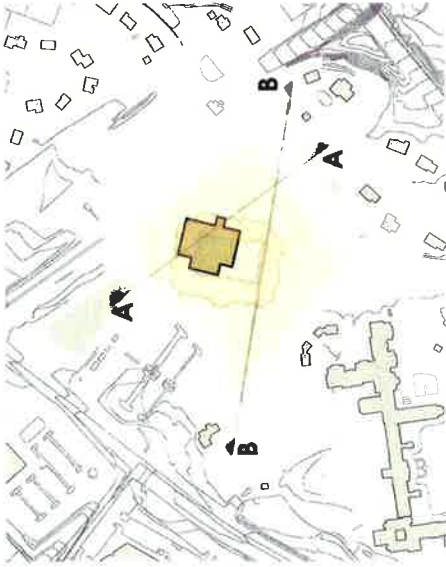
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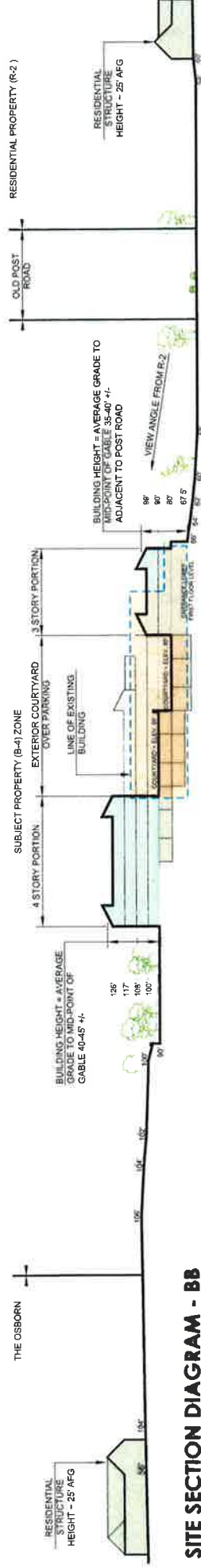
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Fax: 914.933.8801





KEY PLAN



SITE SECTION DIAGRAM - BB

SITE SECTION DIAGRAM - PROPOSED BUILDING

**120 OLD POST ROAD
RYE, NY**
AWISB0006 - 3-31-2015 revised 4-2-2015



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Rye, NY 10580
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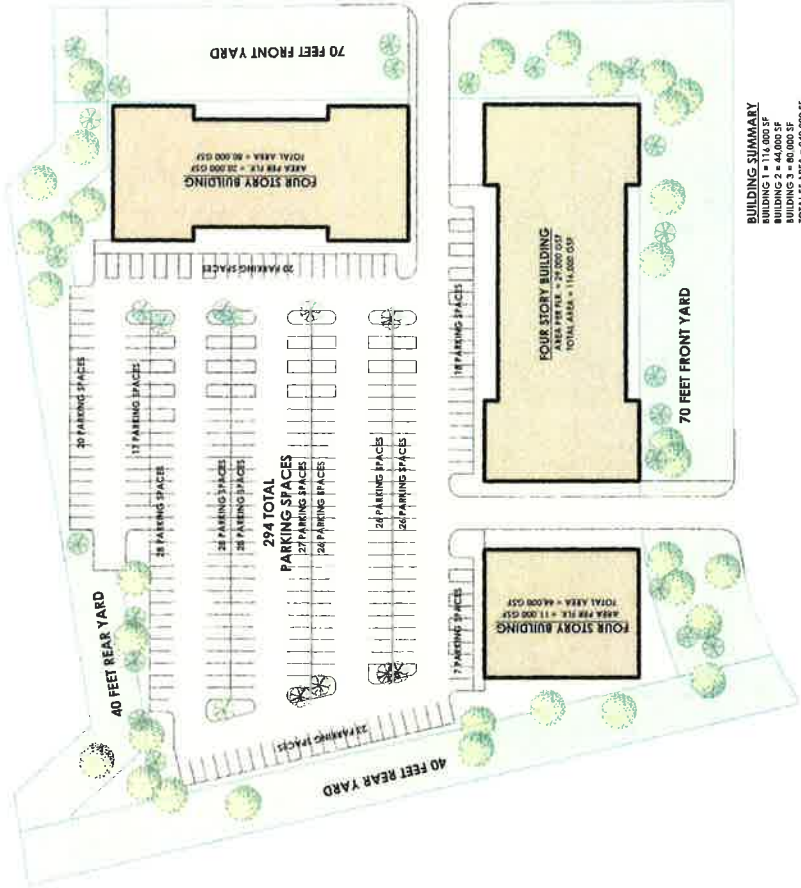


FIGURE NO. 8

RA-6 Density Study

Zoning Regulations		RA-6
Lot Area		304,920
Maximum F.A.R	Req. Proposed	0.8
Site Maximum Allowed		243,936
240,000		
Min. Yard Dimensions (Feet)		
Front		70
One Side		70
Total of Two Sides		140
Rear		40
40		
Maximum Height		
Stories		4
Feet		50
45		
Parking		
Max. Parking (per unit above)		2 per unit
		294

Proposed Density Study		240,000	gross sf
Building Area (Gross)		60,000	\$/floor
Area per floor (4 Story)		15,000	
Efficiency Factor	25%		
Net Area for Units		180,000	
Average net area/unit		1,220	
Total estimated units		147,541	
Proposed Units		148	
Parking Required		295,082	
Proposed Parking		294	
Impervious Coverage		177,928	58.4%
Building Footprint		60,000	19.7%
Paved Surfaces		117,928	38.7%



SITE PLAN - SURFACE PARKING ALTERNATIVE

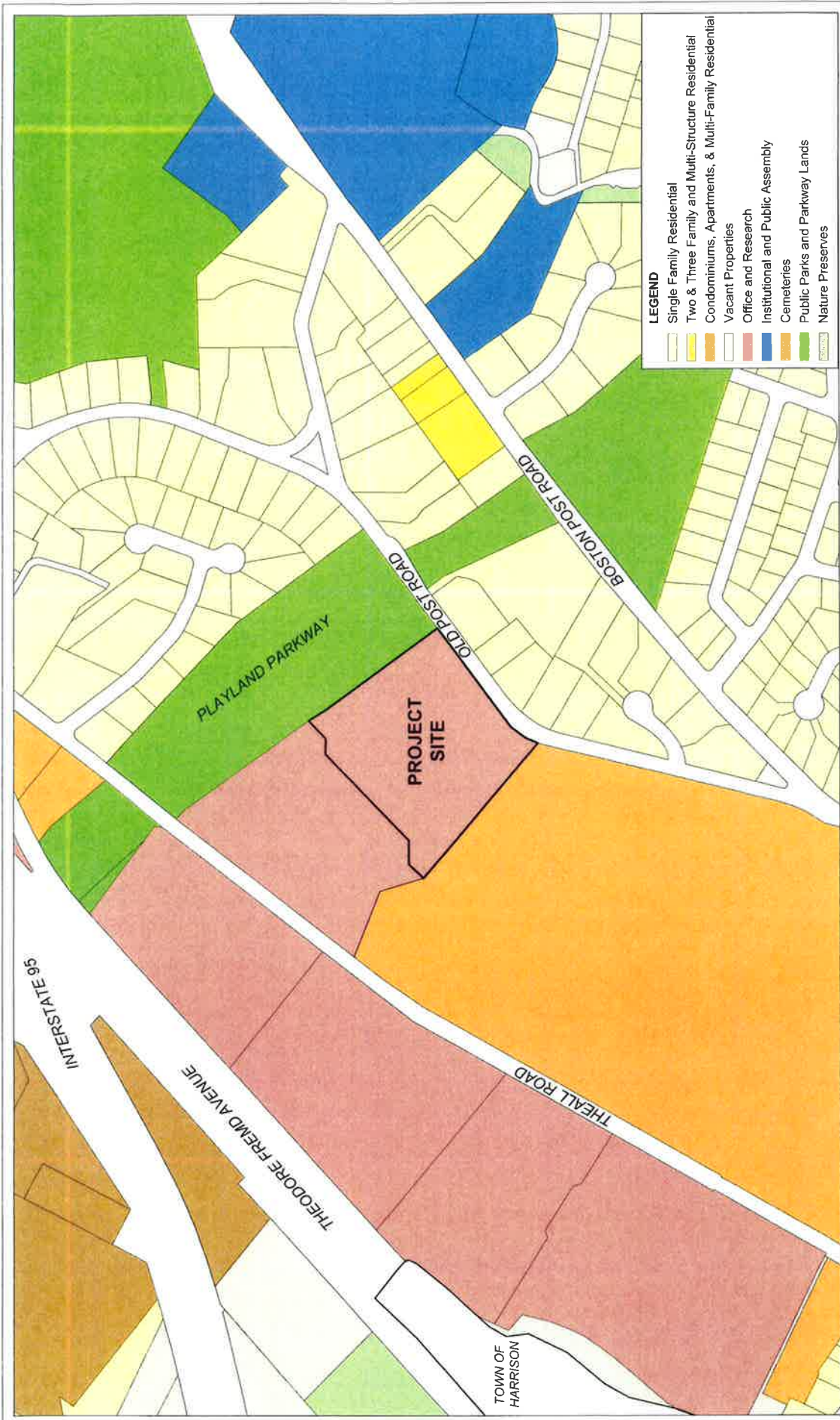
120 OLD POST ROAD
 RYE, NY

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AWP1546-RL-1112-2017-TRN0049-2-2015

FIGURE NO. 9



AREA LAND USE MAP
 120 OLD POST ROAD
 CITY OF RYE, NEW YORK

FIGURE NO. 3

0 150 300
 DIVNEY • TUNG • SCHWABE
 ENGINEERS ARCHITECTS



CONCEPTUAL RENDERING - VIEW FROM PLAYLAND ACCESS DRIVE

120 OLD POST ROAD

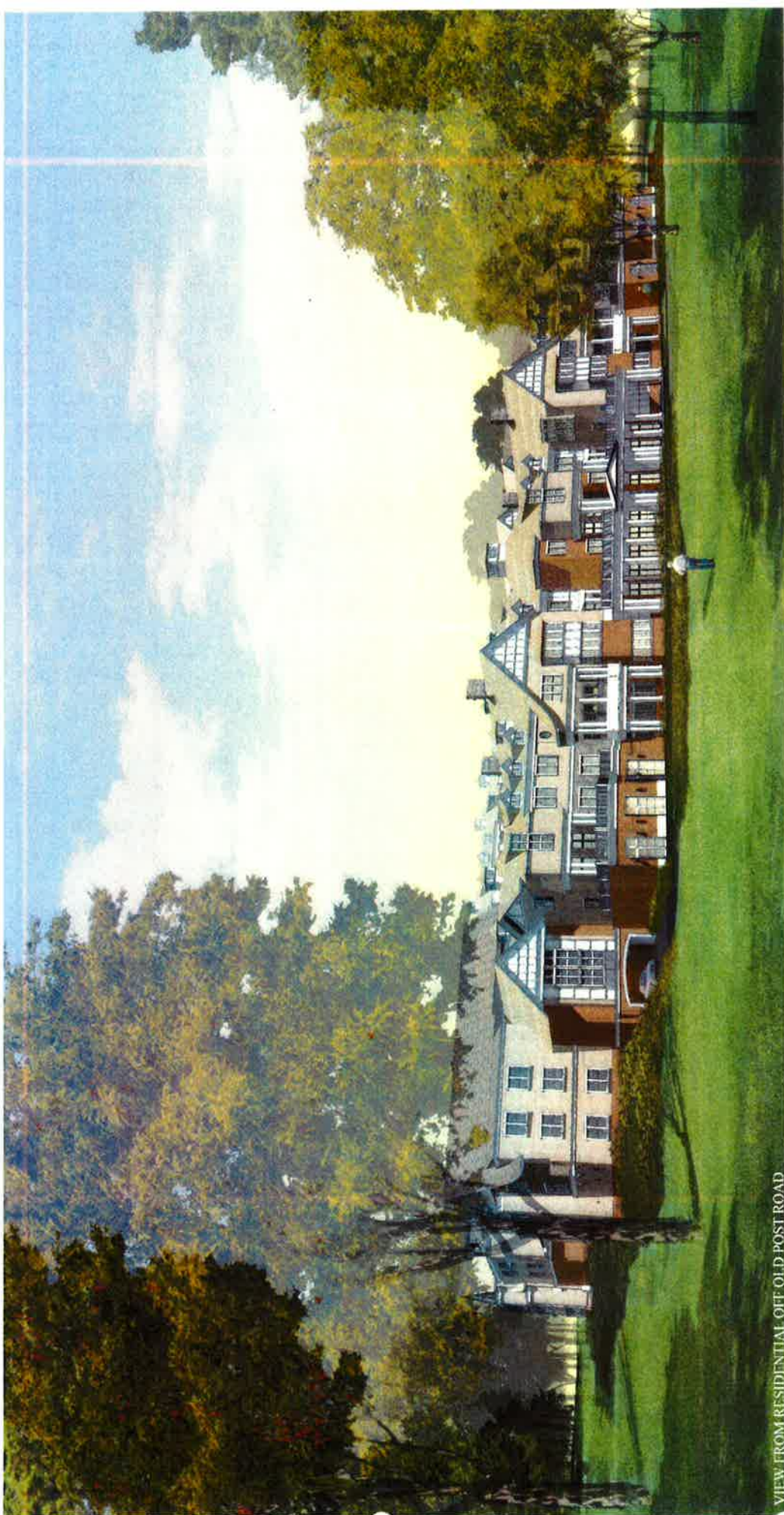
RYE, NY

ARTWORK BY: 1-12-2015 6-2-2015



DINERY • TUNG • SCHWABE
ARCHITECTS
200 WEST 10TH STREET
NEW YORK, NY 10011
TEL: 212 691 1000
WWW.DINERYTUNGSCHWABE.COM





VIEW FROM RESIDENTIAL OFF OLD POST ROAD

CONCEPTUAL RENDERING - VIEW FROM OLD POST ROAD

120 OLD POST ROAD

RYE, NY

ARTIST'S CONCEPT - 1/12/2016, REVISED 4-3-16



DiVrey • Tang • Schwabe
Architectural Firm
100 West Street
Rye, NY 10580
Tel: 914.931.1100



FIGURE NO. 12



VIEW OF INTERIOR COURTYARD

CONCEPTUAL RENDERING - VIEW OF INTERIOR COURTYARD

120 OLD POST ROAD

RYE, NY

AWT/SAR/DB, 11/2/2015 REVISED 6-2-2015



DRINNY • TANG • SCHWALBE
 ARCHITECTS
 100 WEST 17TH STREET
 NEW YORK, NY 10011
 TEL: 212 398 1000
 WWW.DTSCHWALBE.COM



**Full Environmental Assessment Form
Part 1 - Project and Setting**

Instructions for Completing Part 1

Part 1 is to be completed by the applicant or project sponsor. Responses become part of the application for approval or funding, are subject to public review, and may be subject to further verification.

Complete Part 1 based on information currently available. If additional research or investigation would be needed to fully respond to any item, please answer as thoroughly as possible based on current information; indicate whether missing information does not exist, or is not reasonably available to the sponsor; and, when possible, generally describe work or studies which would be necessary to update or fully develop that information.

Applicants/sponsors must complete all items in Sections A & B. In Sections C, D & E, most items contain an initial question that must be answered either "Yes" or "No". If the answer to the initial question is "Yes", complete the sub-questions that follow. If the answer to the initial question is "No", proceed to the next question. Section F allows the project sponsor to identify and attach any additional information. Section G requires the name and signature of the project sponsor to verify that the information contained in Part 1 is accurate and complete.

A. Project and Sponsor Information.

Name of Action or Project: Rezoning of 120 Old Post Road		
Project Location (describe, and attach a general location map): 120 Old Post Road, City of Rye, Westchester County		
Brief Description of Proposed Action (include purpose or need): Rezoning of the property at 120 Old Post Road for an age-restricted, multi-family residential development.		
Name of Applicant/Sponsor: Old Post Road Associates LLP c/o Harfenist Kraut & Perlstein LLP		Telephone: 914-701-0800 E-Mail: jkraut@hkplaw.com
Address: 2975 Westchester Ave, Suite 415		
City/PO: Purchase	State: New York	Zip Code: 10577
Project Contact (if not same as sponsor; give name and title/role):		Telephone: E-Mail:
Address:		
City/PO:	State:	Zip Code:
Property Owner (if not same as sponsor):		Telephone: E-Mail:
Address:		
City/PO:	State:	Zip Code:

B. Government Approvals

B. Government Approvals, Funding, or Sponsorship. (“Funding” includes grants, loans, tax relief, and any other forms of financial assistance.)		
Government Entity	If Yes: Identify Agency and Approval(s) Required	Application Date (Actual or projected)
a. City Council, Town Board, or Village Board of Trustees <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		
b. City, Town or Village Planning Board or Commission <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		
c. City Council, Town or Village Zoning Board of Appeals <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		
d. Other local agencies <input type="checkbox"/> Yes <input type="checkbox"/> No		
e. County agencies <input type="checkbox"/> Yes <input type="checkbox"/> No		
f. Regional agencies <input type="checkbox"/> Yes <input type="checkbox"/> No		
g. State agencies <input type="checkbox"/> Yes <input type="checkbox"/> No		
h. Federal agencies <input type="checkbox"/> Yes <input type="checkbox"/> No		
i. Coastal Resources. <ul style="list-style-type: none"> i. Is the project site within a Coastal Area, or the waterfront area of a Designated Inland Waterway? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No ii. Is the project site located in a community with an approved Local Waterfront Revitalization Program? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No iii. Is the project site within a Coastal Erosion Hazard Area? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No 		

C. Planning and Zoning

C.1. Planning and zoning actions.	
Will administrative or legislative adoption, or amendment of a plan, local law, ordinance, rule or regulation be the only approval(s) which must be granted to enable the proposed action to proceed? <ul style="list-style-type: none"> • If Yes, complete sections C, F and G. • If No, proceed to question C.2 and complete all remaining sections and questions in Part 1 	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
C.2. Adopted land use plans.	
a. Do any municipally- adopted (city, town, village or county) comprehensive land use plan(s) include the site where the proposed action would be located? If Yes, does the comprehensive plan include specific recommendations for the site where the proposed action would be located?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
b. Is the site of the proposed action within any local or regional special planning district (for example: Greenway Brownfield Opportunity Area (BOA); designated State or Federal heritage area; watershed management plan; or other?) If Yes, identify the plan(s): _____ _____ _____	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
c. Is the proposed action located wholly or partially within an area listed in an adopted municipal open space plan, or an adopted municipal farmland protection plan? If Yes, identify the plan(s): _____ _____ _____	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No

C.3. Zoning

a. Is the site of the proposed action located in a municipality with an adopted zoning law or ordinance. Yes No
 If Yes, what is the zoning classification(s) including any applicable overlay district?
 B-4 Office Building District

b. Is the use permitted or allowed by a special or conditional use permit? Yes No

c. Is a zoning change requested as part of the proposed action? Yes No
 If Yes,
 i. What is the proposed new zoning for the site? RA-6 Apartments for Active Senior Citizens

C.4. Existing community services.

a. In what school district is the project site located? City of Rye

b. What police or other public protection forces serve the project site?
 City of Rye

c. Which fire protection and emergency medical services serve the project site?
 City of Rye

d. What parks serve the project site?
 Project Site is adjacent to Playland Parkway Lands and approximately 1/4 mile from Rye Nature Center.

D. Project Details

D.1. Proposed and Potential Development

a. What is the general nature of the proposed action (e.g., residential, industrial, commercial, recreational; if mixed, include all components)? Residential

b. a. Total acreage of the site of the proposed action? _____ 7 acres
 b. Total acreage to be physically disturbed? _____ 7 acres
 c. Total acreage (project site and any contiguous properties) owned or controlled by the applicant or project sponsor? _____ 7 acres

c. Is the proposed action an expansion of an existing project or use? Yes No
 i. If Yes, what is the approximate percentage of the proposed expansion and identify the units (e.g., acres, miles, housing units, square feet)? % _____ Units: _____

d. Is the proposed action a subdivision, or does it include a subdivision? Yes No
 If Yes,
 i. Purpose or type of subdivision? (e.g., residential, industrial, commercial; if mixed, specify types)

 ii. Is a cluster/conservation layout proposed? Yes No
 iii. Number of lots proposed? _____
 iv. Minimum and maximum proposed lot sizes? Minimum _____ Maximum _____

e. Will proposed action be constructed in multiple phases? Yes No
 i. If No, anticipated period of construction: _____ months
 ii. If Yes:
 • Total number of phases anticipated _____
 • Anticipated commencement date of phase I (including demolition) _____ month _____ year
 • Anticipated completion date of final phase _____ month _____ year
 • Generally describe connections or relationships among phases, including any contingencies where progress of one phase may determine timing or duration of future phases: _____

f. Does the project include new residential uses? Yes No
 If Yes, show numbers of units proposed.

	<u>One Family</u>	<u>Two Family</u>	<u>Three Family</u>	<u>Multiple Family (four or more)</u>
Initial Phase	_____	_____	_____	_____
At completion	_____	_____	_____	_____
of all phases	_____	_____	_____	135

g. Does the proposed action include new non-residential construction (including expansions)? Yes No
 If Yes,

i. Total number of structures _____
 ii. Dimensions (in feet) of largest proposed structure: _____ height; _____ width; and _____ length
 iii. Approximate extent of building space to be heated or cooled: _____ square feet

h. Does the proposed action include construction or other activities that will result in the impoundment of any liquids, such as creation of a water supply, reservoir, pond, lake, waste lagoon or other storage? Yes No
 If Yes,

i. Purpose of the impoundment: _____
 ii. If a water impoundment, the principal source of the water: Ground water Surface water streams Other specify: _____
 iii. If other than water, identify the type of impounded/contained liquids and their source. _____
 iv. Approximate size of the proposed impoundment. Volume: _____ million gallons; surface area: _____ acres
 v. Dimensions of the proposed dam or impounding structure: _____ height; _____ length
 vi. Construction method/materials for the proposed dam or impounding structure (e.g., earth fill, rock, wood, concrete): _____

D.2. Project Operations

a. Does the proposed action include any excavation, mining, or dredging, during construction, operations, or both? (Not including general site preparation, grading or installation of utilities or foundations where all excavated materials will remain onsite) Yes No
 If Yes:

i. What is the purpose of the excavation or dredging? _____
 ii. How much material (including rock, earth, sediments, etc.) is proposed to be removed from the site?
 • Volume (specify tons or cubic yards): _____
 • Over what duration of time? _____
 iii. Describe nature and characteristics of materials to be excavated or dredged, and plans to use, manage or dispose of them. _____
 iv. Will there be onsite dewatering or processing of excavated materials? Yes No
 If yes, describe. _____
 v. What is the total area to be dredged or excavated? _____ acres
 vi. What is the maximum area to be worked at any one time? _____ acres
 vii. What would be the maximum depth of excavation or dredging? _____ feet
 viii. Will the excavation require blasting? Yes No
 ix. Summarize site reclamation goals and plan: _____

b. Would the proposed action cause or result in alteration of, increase or decrease in size of, or encroachment into any existing wetland, waterbody, shoreline, beach or adjacent area? Yes No
 If Yes:

i. Identify the wetland or waterbody which would be affected (by name, water index number, wetland map number or geographic description): _____

ii. Describe how the proposed action would affect that waterbody or wetland, e.g. excavation, fill, placement of structures, or alteration of channels, banks and shorelines. Indicate extent of activities, alterations and additions in square feet or acres:

iii. Will proposed action cause or result in disturbance to bottom sediments? Yes No
 If Yes, describe: _____

iv. Will proposed action cause or result in the destruction or removal of aquatic vegetation? Yes No
 If Yes:

- acres of aquatic vegetation proposed to be removed: _____
- expected acreage of aquatic vegetation remaining after project completion: _____
- purpose of proposed removal (e.g. beach clearing, invasive species control, boat access): _____
- proposed method of plant removal: _____
- if chemical/herbicide treatment will be used, specify product(s): _____

v. Describe any proposed reclamation/mitigation following disturbance: _____

c. Will the proposed action use, or create a new demand for water? Yes No
 If Yes:

i. Total anticipated water usage/demand per day: _____ 16,250 gallons/day

ii. Will the proposed action obtain water from an existing public water supply? Yes No
 If Yes:

- Name of district or service area: United Water
- Does the existing public water supply have capacity to serve the proposal? Yes No
- Is the project site in the existing district? Yes No
- Is expansion of the district needed? Yes No
- Do existing lines serve the project site? Yes No

iii. Will line extension within an existing district be necessary to supply the project? Yes No
 If Yes:

- Describe extensions or capacity expansions proposed to serve this project: _____
- Source(s) of supply for the district: _____

iv. Is a new water supply district or service area proposed to be formed to serve the project site? Yes No
 If Yes:

- Applicant/sponsor for new district: _____
- Date application submitted or anticipated: _____
- Proposed source(s) of supply for new district: _____

v. If a public water supply will not be used, describe plans to provide water supply for the project: _____

N/A

vi. If water supply will be from wells (public or private), maximum pumping capacity: _____ N/A gallons/minute.

d. Will the proposed action generate liquid wastes? Yes No
 If Yes:

i. Total anticipated liquid waste generation per day: _____ 14,775 gallons/day

ii. Nature of liquid wastes to be generated (e.g., sanitary wastewater, industrial; if combination, describe all components and approximate volumes or proportions of each): _____

Sanitary Discharge

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

- Name of wastewater treatment plant to be used: Blind Brook Wastewater Treatment Facility
- Name of district: Blind Brook
- Does the existing wastewater treatment plant have capacity to serve the project? Yes No
- Is the project site in the existing district? Yes No
- Is expansion of the district needed? Yes No

Yes No
 Yes No

• Do existing sewer lines serve the project site?
 • Will line extension within an existing district be necessary to serve the project?
 If Yes:
 • Describe extensions or capacity expansions proposed to serve this project: _____

iv. Will a new wastewater (sewage) treatment district be formed to serve the project site? Yes No
 If Yes:
 • Applicant/sponsor for new district: _____
 • Date application submitted or anticipated: _____
 • What is the receiving water for the wastewater discharge? _____
 v. If public facilities will not be used, describe plans to provide wastewater treatment for the project, including specifying proposed receiving water (name and classification if surface discharge, or describe subsurface disposal plans):
 N/A _____

vi. Describe any plans or designs to capture, recycle or reuse liquid waste: _____
 N/A _____

e. Will the proposed action disturb more than one acre and create stormwater runoff, either from new point sources (i.e. ditches, pipes, swales, curbs, gutters or other concentrated flows of stormwater) or non-point source (i.e. sheet flow) during construction or post construction? Yes No
 If Yes:
 i. How much impervious surface will the project create in relation to total size of project parcel?
 _____ Square feet or _____ acres (impervious surface)
 _____ Square feet or _____ acres (parcel size)
 ii. Describe types of new point sources. _____

 iii. Where will the stormwater runoff be directed (i.e. on-site stormwater management facility/structures, adjacent properties, groundwater, on-site surface water or off-site surface waters)?

 • If to surface waters, identify receiving water bodies or wetlands: _____

 • Will stormwater runoff flow to adjacent properties? Yes No
 iv. Does proposed plan minimize impervious surfaces, use pervious materials or collect and re-use stormwater? Yes No

f. Does the proposed action include, or will it use on-site, one or more sources of air emissions, including fuel combustion, waste incineration, or other processes or operations? Yes No
 If Yes, identify:
 i. Mobile sources during project operations (e.g., heavy equipment, fleet or delivery vehicles)

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

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

g. Will any air emission sources named in D.2.f (above), require a NY State Air Registration, Air Facility Permit, or Federal Clean Air Act Title IV or Title V Permit? Yes No
 If Yes:
 i. Is the project site located in an Air quality non-attainment area? (Area routinely or periodically fails to meet ambient air quality standards for all or some parts of the year) Yes No
 ii. In addition to emissions as calculated in the application, the project will generate:
 • _____ Tons/year (short tons) of Carbon Dioxide (CO₂)
 • _____ Tons/year (short tons) of Nitrous Oxide (N₂O)
 • _____ Tons/year (short tons) of Perfluorocarbons (PFCs)
 • _____ Tons/year (short tons) of Sulfur Hexafluoride (SF₆)
 • _____ Tons/year (short tons) of Carbon Dioxide equivalent of Hydrofluorocarbons (HFCs)
 • _____ Tons/year (short tons) of Hazardous Air Pollutants (HAPs)

h. Will the proposed action generate or emit methane (including, but not limited to, sewage treatment plants, landfills, composting facilities)? Yes No

If Yes:

i. Estimate methane generation in tons/year (metric): _____

ii. Describe any methane capture, control or elimination measures included in project design (e.g., combustion to generate heat or electricity, flaring): _____

i. Will the proposed action result in the release of air pollutants from open-air operations or processes, such as quarry or landfill operations? Yes No

If Yes: Describe operations and nature of emissions (e.g., diesel exhaust, rock particulates/dust): _____

j. Will the proposed action result in a substantial increase in traffic above present levels or generate substantial new demand for transportation facilities or services? Yes No

If Yes:

i. When is the peak traffic expected (Check all that apply): Morning Evening Weekend
 Randomly between hours of _____ to _____.

ii. For commercial activities only, projected number of semi-trailer truck trips/day: _____

iii. Parking spaces: Existing 240 Proposed 186 Net increase/decrease -54

iv. Does the proposed action include any shared use parking? Yes No

v. If the proposed action includes any modification of existing roads, creation of new roads or change in existing access, describe:
 N/A _____

vi. Are public/private transportation service(s) or facilities available within 1/2 mile of the proposed site? Yes No

vii. Will the proposed action include access to public transportation or accommodations for use of hybrid, electric or other alternative fueled vehicles? Yes No

viii. Will the proposed action include plans for pedestrian or bicycle accommodations for connections to existing pedestrian or bicycle routes? Yes No

k. Will the proposed action (for commercial or industrial projects only) generate new or additional demand for energy? Yes No

If Yes:

i. Estimate annual electricity demand during operation of the proposed action: _____

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

iii. Will the proposed action require a new, or an upgrade to, an existing substation? Yes No

l. Hours of operation. Answer all items which apply.

<p>i. During Construction:</p> <ul style="list-style-type: none"> • Monday - Friday: _____ • Saturday: _____ • Sunday: _____ • Holidays: _____ 	<p>ii. During Operations:</p> <ul style="list-style-type: none"> • Monday - Friday: _____ • Saturday: _____ • Sunday: _____ • Holidays: _____
--	---

m. Will the proposed action produce noise that will exceed existing ambient noise levels during construction, operation, or both? Yes No

If yes:

i. Provide details including sources, time of day and duration: _____

ii. Will proposed action remove existing natural barriers that could act as a noise barrier or screen? Yes No
Describe: _____

n. Will the proposed action have outdoor lighting? Yes No

If yes:

i. Describe source(s), location(s), height of fixture(s), direction/aim, and proximity to nearest occupied structures:
To be determined _____

ii. Will proposed action remove existing natural barriers that could act as a light barrier or screen? Yes No
Describe: Vegetation and Landscape Screening _____

o. Does the proposed action have the potential to produce odors for more than one hour per day? Yes No
If Yes, describe possible sources, potential frequency and duration of odor emissions, and proximity to nearest occupied structures: _____

p. Will the proposed action include any bulk storage of petroleum (combined capacity of over 1,100 gallons) or chemical products 185 gallons in above ground storage or any amount in underground storage? Yes No

If Yes:

i. Product(s) to be stored _____

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

iii. Generally describe proposed storage facilities: _____

q. Will the proposed action (commercial, industrial and recreational projects only) use pesticides (i.e., herbicides, insecticides) during construction or operation? Yes No

If Yes:

i. Describe proposed treatment(s): _____

ii. Will the proposed action use Integrated Pest Management Practices? Yes No

r. Will the proposed action (commercial or industrial projects only) involve or require the management or disposal of solid waste (excluding hazardous materials)? Yes No

If Yes:

i. Describe any solid waste(s) to be generated during construction or operation of the facility:

- Construction: _____ tons per _____ (unit of time)
- Operation : _____ tons per _____ (unit of time)

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

- Construction: _____
- Operation: _____

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

- Construction: _____
- Operation: _____

s. Does the proposed action include construction or modification of a solid waste management facility? Yes No

If Yes:

i. Type of management or handling of waste proposed for the site (e.g., recycling or transfer station, composting, landfill, or other disposal activities): _____

ii. Anticipated rate of disposal/processing:

- _____ Tons/month, if transfer or other non-combustion/thermal treatment, or
- _____ Tons/hour, if combustion or thermal treatment

iii. If landfill, anticipated site life: _____ years

t. Will proposed action at the site involve the commercial generation, treatment, storage, or disposal of hazardous waste? Yes No

If Yes:

i. Name(s) of all hazardous wastes or constituents to be generated, handled or managed at facility: _____

ii. Generally describe processes or activities involving hazardous wastes or constituents: _____

iii. Specify amount to be handled or generated _____ tons/month

iv. Describe any proposals for on-site minimization, recycling or reuse of hazardous constituents: _____

v. Will any hazardous wastes be disposed at an existing offsite hazardous waste facility? Yes No

If Yes: provide name and location of facility: _____

If No: describe proposed management of any hazardous wastes which will not be sent to a hazardous waste facility: _____

E. Site and Setting of Proposed Action

E.1. Land uses on and surrounding the project site

a. Existing land uses.

i. Check all uses that occur on, adjoining and near the project site.

Urban Industrial Commercial Residential (suburban) Rural (non-farm)

Forest Agriculture Aquatic Other (specify): Parkway, Institutional

ii. If mix of uses, generally describe: _____

b. Land uses and covertypes on the project site.

Land use or Coverture	Current Acreage	Acreage After Project Completion	Change (Acres +/-)
• Roads, buildings, and other paved or impervious surfaces	3.0	1.8	-1.2
• Forested			
• Meadows, grasslands or brushlands (non-agricultural, including abandoned agricultural)			
• Agricultural (includes active orchards, field, greenhouse etc.)			
• Surface water features (lakes, ponds, streams, rivers, etc.)			
• Wetlands (freshwater or tidal)			
• Non-vegetated (bare rock, earth or fill)			
• Other Describe: <u>Lawn and Landscaped Area</u>	4.0	5.2	+1.2

c. Is the project site presently used by members of the community for public recreation? Yes No
 i. If Yes: explain: _____

d. Are there any facilities serving children, the elderly, people with disabilities (e.g., schools, hospitals, licensed day care centers, or group homes) within 1500 feet of the project site? Yes No
 If Yes,
 i. Identify Facilities:
 The Osborn Senior Living Facility

e. Does the project site contain an existing dam? Yes No
 If Yes:
 i. Dimensions of the dam and impoundment:
 • Dam height: _____ feet
 • Dam length: _____ feet
 • Surface area: _____ acres
 • Volume impounded: _____ gallons OR acre-feet
 ii. Dam's existing hazard classification: _____
 iii. Provide date and summarize results of last inspection: _____

f. Has the project site ever been used as a municipal, commercial or industrial solid waste management facility, or does the project site adjoin property which is now, or was at one time, used as a solid waste management facility? Yes No
 If Yes:
 i. Has the facility been formally closed? Yes No
 • If yes, cite sources/documentation: _____
 ii. Describe the location of the project site relative to the boundaries of the solid waste management facility: _____
 iii. Describe any development constraints due to the prior solid waste activities: _____

g. Have hazardous wastes been generated, treated and/or disposed of at the site, or does the project site adjoin property which is now or was at one time used to commercially treat, store and/or dispose of hazardous waste? Yes No
 If Yes:
 i. Describe waste(s) handled and waste management activities, including approximate time when activities occurred: _____

h. Potential contamination history. Has there been a reported spill at the proposed project site, or have any remedial actions been conducted at or adjacent to the proposed site? Yes No
 If Yes:
 i. Is any portion of the site listed on the NYSDEC Spills Incidents database or Environmental Site Remediation database? Check all that apply: Yes No
 Yes – Spills Incidents database Provide DEC ID number(s): _____
 Yes – Environmental Site Remediation database Provide DEC ID number(s): _____
 Neither database
 ii. If site has been subject of RCRA corrective activities, describe control measures: _____
 N/A
 iii. Is the project within 2000 feet of any site in the NYSDEC Environmental Site Remediation database? Yes No
 If yes, provide DEC ID number(s): V00571
 iv. If yes to (i), (ii) or (iii) above, describe current status of site(s):
 The Rye Gas Works site indicated in (iii) is located between Theodore Fremd Avenue and the New York, New Haven, and Hartford Railroad tracks in the Town of Rye. It is currently used as a ConEdison service center. Remediation was completed 06/28/2010 through NYSDEC Voluntary Cleanup Program.

v. Is the project site subject to an institutional control limiting property uses? Yes No

- If yes, DEC site ID number: _____
- Describe the type of institutional control (e.g., deed restriction or easement): _____
- Describe any use limitations: _____
- Describe any engineering controls: _____
- Will the project affect the institutional or engineering controls in place? Yes No
- Explain: _____

E.2. Natural Resources On or Near Project Site

a. What is the average depth to bedrock on the project site? _____ >5 feet

b. Are there bedrock outcroppings on the project site? Yes No
 If Yes, what proportion of the site is comprised of bedrock outcroppings? _____ %

c. Predominant soil type(s) present on project site: PnC/PnB - Paxton Fine Sandy Loam 100 %
 _____ %
 _____ %

d. What is the average depth to the water table on the project site? Average: 1.5-2.5 feet

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

f. Approximate proportion of proposed action site with slopes: 0-10%: _____ % of site
 10-15%: _____ % of site
 15% or greater: _____ % of site

g. Are there any unique geologic features on the project site? Yes No
 If Yes, describe: _____

h. Surface water features.

i. Does any portion of the project site contain wetlands or other waterbodies (including streams, rivers, ponds or lakes)? Yes No

ii. Do any wetlands or other waterbodies adjoin the project site? Yes No
 If Yes to either *i* or *ii*, continue. If No, skip to E.2.i.

iii. Are any of the wetlands or waterbodies within or adjoining the project site regulated by any federal, state or local agency? Yes No

iv. For each identified regulated wetland and waterbody on the project site, provide the following information:

- Streams: Name _____ Classification _____
- Lakes or Ponds: Name _____ Classification _____
- Wetlands: Name _____ Approximate Size _____
- Wetland No. (if regulated by DEC) _____

v. Are any of the above water bodies listed in the most recent compilation of NYS water quality-impaired waterbodies? Yes No
 If yes, name of impaired water body/bodies and basis for listing as impaired: _____

i. Is the project site in a designated Floodway? Yes No

j. Is the project site in the 100 year Floodplain? Yes No

k. Is the project site in the 500 year Floodplain? Yes No

l. Is the project site located over, or immediately adjoining, a primary, principal or sole source aquifer? Yes No
 If Yes:
 i. Name of aquifer: _____

m. Identify the predominant wildlife species that occupy or use the project site: _____

 N/A _____

n. Does the project site contain a designated significant natural community? Yes No
 If Yes:
 i. Describe the habitat/community (composition, function, and basis for designation): _____

 ii. Source(s) of description or evaluation: _____
 iii. Extent of community/habitat:
 • Currently: _____ acres
 • Following completion of project as proposed: _____ acres
 • Gain or loss (indicate + or -): _____ acres

o. Does project site contain any species of plant or animal that is listed by the federal government or NYS as endangered or threatened, or does it contain any areas identified as habitat for an endangered or threatened species? Yes No

p. Does the project site contain any species of plant or animal that is listed by NYS as rare, or as a species of special concern? Yes No

q. Is the project site or adjoining area currently used for hunting, trapping, fishing or shell fishing? Yes No
 If yes, give a brief description of how the proposed action may affect that use: _____

E.3. Designated Public Resources On or Near Project Site

a. Is the project site, or any portion of it, located in a designated agricultural district certified pursuant to Agriculture and Markets Law, Article 25-AA, Section 303 and 304? Yes No
 If Yes, provide county plus district name/number: _____

b. Are agricultural lands consisting of highly productive soils present? Yes No
 i. If Yes: acreage(s) on project site? _____
 ii. Source(s) of soil rating(s): _____

c. Does the project site contain all or part of, or is it substantially contiguous to, a registered National Natural Landmark? Yes No
 If Yes:
 i. Nature of the natural landmark: Biological Community Geological Feature
 ii. Provide brief description of landmark, including values behind designation and approximate size/extent: _____

d. Is the project site located in or does it adjoin a state listed Critical Environmental Area? Yes No
 If Yes:
 i. CEA name: County & State Park Lands
 ii. Basis for designation: Exceptional or unique character
 iii. Designating agency and date: Date:1-31-90, Agency:Westchester County

e. Does the project site contain, or is it substantially contiguous to, a building, archaeological site, or district which is listed on, or has been nominated by the NYS Board of Historic Preservation for inclusion on, the State or National Register of Historic Places?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
If Yes:	
<i>i.</i> Nature of historic/archaeological resource: <input type="checkbox"/> Archaeological Site <input type="checkbox"/> Historic Building or District	
<i>ii.</i> Name: _____	
<i>iii.</i> Brief description of attributes on which listing is based: _____	
f. Is the project site, or any portion of it, located in or adjacent to an area designated as sensitive for archaeological sites on the NY State Historic Preservation Office (SHPO) archaeological site inventory?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
g. Have additional archaeological or historic site(s) or resources been identified on the project site?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
If Yes:	
<i>i.</i> Describe possible resource(s): _____	
<i>ii.</i> Basis for identification: _____	
h. Is the project site within five miles of any officially designated and publicly accessible federal, state, or local scenic or aesthetic resource?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
If Yes:	
<i>i.</i> Identify resource: _____	
<i>ii.</i> Nature of, or basis for, designation (e.g., established highway overlook, state or local park, state historic trail or scenic byway, etc.): _____	
<i>iii.</i> Distance between project and resource: _____ miles.	
i. Is the project site located within a designated river corridor under the Wild, Scenic and Recreational Rivers Program 6 NYCRR 666?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
If Yes:	
<i>i.</i> Identify the name of the river and its designation: _____	
<i>ii.</i> Is the activity consistent with development restrictions contained in 6NYCRR Part 666?	
	<input type="checkbox"/> Yes <input type="checkbox"/> No

F. Additional Information

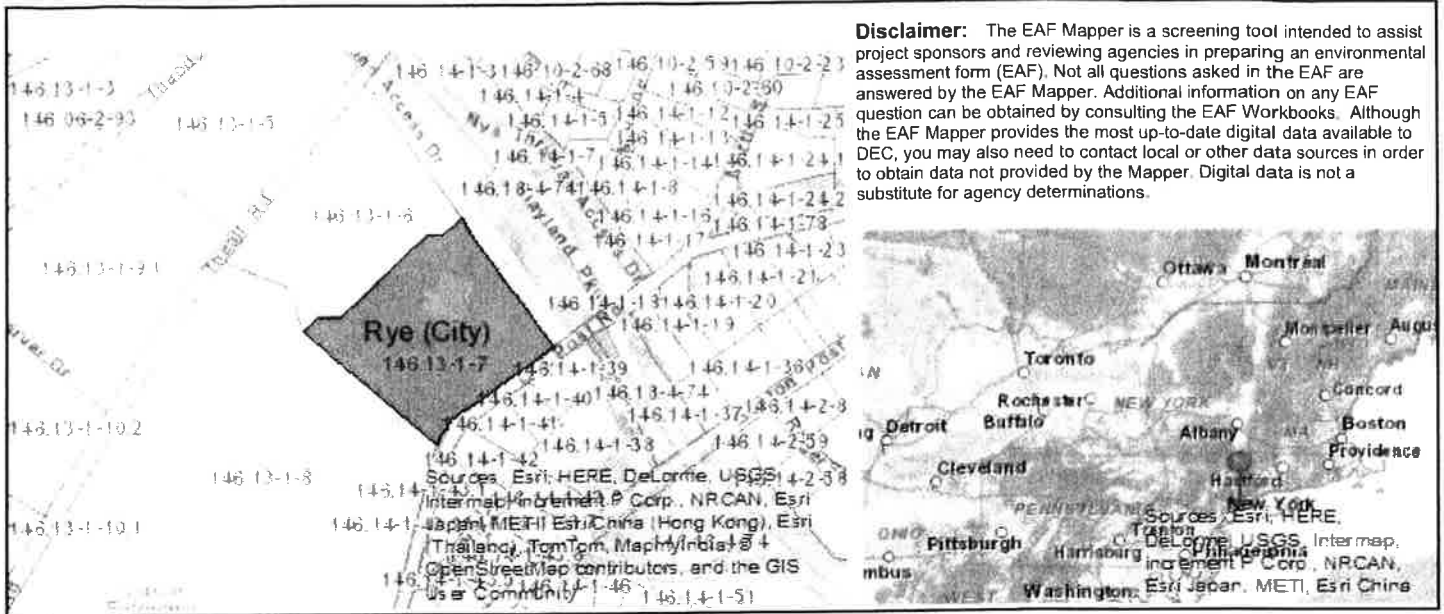
Attach any additional information which may be needed to clarify your project.

If you have identified any adverse impacts which could be associated with your proposal, please describe those impacts plus any measures which you propose to avoid or minimize them.

G. Verification

I certify that the information provided is true to the best of my knowledge.

Applicant/Sponsor Name Leo Nappi Date 1/29/15
 Signature [Handwritten Signature] Title Attorney



B.i.i [Coastal or Waterfront Area]	No
B.i.ii [Local Waterfront Revitalization Area]	Yes
C.2.b. [Special Planning District]	Digital mapping data are not available or are incomplete. Refer to EAF Workbook.
E.1.h [DEC Spills or Remediation Site - Potential Contamination History]	Digital mapping data are not available or are incomplete. Refer to EAF Workbook.
E.1.h.i [DEC Spills or Remediation Site - Listed]	Digital mapping data are not available or are incomplete. Refer to EAF Workbook.
E.1.h.i [DEC Spills or Remediation Site - Environmental Site Remediation Database]	Digital mapping data are not available or are incomplete. Refer to EAF Workbook.
E.1.h.iii [Within 2,000' of DEC Remediation Site]	Yes
E.1.h.iii [Within 2,000' of DEC Remediation Site - DEC ID]	V00571
E.2.g [Unique Geologic Features]	No
E.2.h.i [Surface Water Features]	No
E.2.h.ii [Surface Water Features]	No
E.2.h.iii [Surface Water Features]	No
E.2.h.v [Impaired Water Bodies]	No
E.2.i. [Floodway]	No
E.2.j. [100 Year Floodplain]	No
E.2.k. [500 Year Floodplain]	No
E.2.l. [Aquifers]	No
E.2.n. [Natural Communities]	No
E.2.o. [Endangered or Threatened Species]	No

E.2.p. [Rare Plants or Animals]	No
E.3.a. [Agricultural District]	No
E.3.c. [National Natural Landmark]	No
E.3.d [Critical Environmental Area]	Yes
E.3.d [Critical Environmental Area - Name]	County & State Park Lands
E.3.d.ii [Critical Environmental Area - Reason]	Exceptional or unique character
E.3.d.iii [Critical Environmental Area – Date and Agency]	Date:1-31-90, Agency:Westchester County
E.3.e. [National Register of Historic Places]	Digital mapping data are not available or are incomplete. Refer to EAF Workbook.
E.3.f. [Archeological Sites]	Yes
E.3.i. [Designated River Corridor]	No

SUMMARY OF POTENTIAL ENVIRONMENTAL IMPACTS

The following provides a brief evaluation of the potential environmental impacts of the proposed project to supplement the analysis of Zoning, Land Use, and Fiscal Impacts previously identified in this petition. In this case, the types of impacts often associated with a development proposal are limited since the project involves a previously developed site. In addition, the site is not constrained by wetlands or other regulated waterbodies, floodplains, significant steep slopes, or other identified sensitive natural resources:

Transportation

The results of the Traffic Analysis prepared by Frederick P. Clark Associates, attached herein, indicate that the Proposed Project will generate 27 and 34 vehicle trip ends during a typical weekday morning and weekday afternoon peak hour, respectively. For comparison purposes, the existing office building, if fully occupied with a variety of commercial tenants, could generate 109 and 104 vehicle trip ends during the same weekday morning and weekday afternoon peak hours, respectively. Therefore, the Proposed Project would result in a significant reduction in site traffic, with a decrease of 82 and 80 vehicle trip ends during the weekday morning and weekday afternoon peak periods, respectively.

The results of the analyses indicate that area roadways will continue to operate with essentially no change in Level of Service, except for an overall decrease in Level of Service at the signalized intersection of Theodore Fremd Avenue and Playland Access Drive. At this intersection, the Level of Service will change from “B” to “C” during the weekday and morning peak hour, resulting in an overall increase in average delay per vehicle of only 0.3 seconds, which is considered insignificant.

The results of these analyses and a comparison between a background and combined conditions indicate that traffic control and pavement markings at each of these intersections should remain unchanged as no modifications are necessary to accommodate this residential development. Based on these results, it is the applicant’s opinion that no significant adverse impacts to transportation are expected.

Visual Resources

The Project would maintain the existing 100 foot buffer to Old Post Road, and further enhance local visual resources by providing subterranean parking within the proposed structure. This allows for the implementation of an attractive landscape plan and the preservation of many of the Site’s existing mature trees. The Project also contemplates the development having a traditional architectural style that is typical of Rye, and a design which will complement the historic character of the adjacent Osborn property, serving as an appropriate visual transition from the adjacent single family neighborhoods to the adjacent office parks. See Figures 7, 8, and 9, *Conceptual Renderings*.

Air Quality and Noise

The Proposed Project will include below grade parking for the tenants and the loading area has been located toward Playland Access Road so as to minimize noise associated with vehicles and trucks. Similarly, air quality impacts should be lessened since there will be a significant reduction in site traffic.

Utilities

Water usage and sanitary discharge will increase from current land use approximately 16,250 and 14,775 gallons per day (gpd) respectively. It is not anticipated that this increase will have a significant impact on water and sanitary facilities since these values are conservative when compared to typical units with families. Actual usage is anticipated to be lower. All units will be equipped with low-flow fixtures. Further site specific review will be conducted during the Site Plan review process. Electric, gas, and communications also exist in the area to support the new project. The utility providers will be contacted once the land use zoning has been approved to identify connections and service modifications needed to support the Proposed Project. All existing utilities are anticipated to support the demand of the Proposed Project.

WESTCHESTER COUNTY OFFICE MARKET: SUMMARY DATA



Prepared for **ALFRED WEISSMAN REAL ESTATE, LLC**

NOVEMBER, 2014





Goman+York Property Advisors LLC was engaged by Alfred Weissman Real Estate LLC to review several issues related to the possible redevelopment of the property located at 120 Old Post Road in Rye, NY. Those issues include:

Impact of Current Market Conditions

- Regional Trends in Local Office Market
 - History and growth
 - Current supply and demand parameters
 - Current vacancy rates
 - Impact of current market/vacancies on market valuations and property taxes

Impact of Current Market Conditions

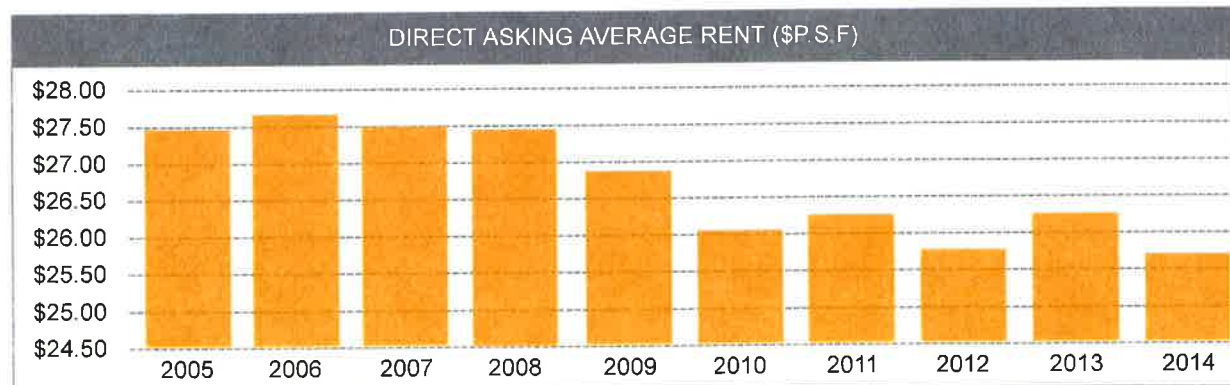
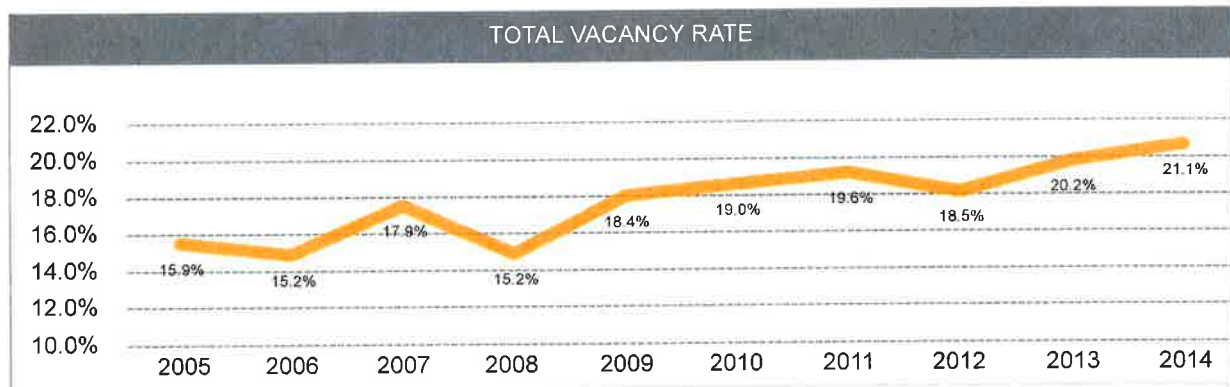
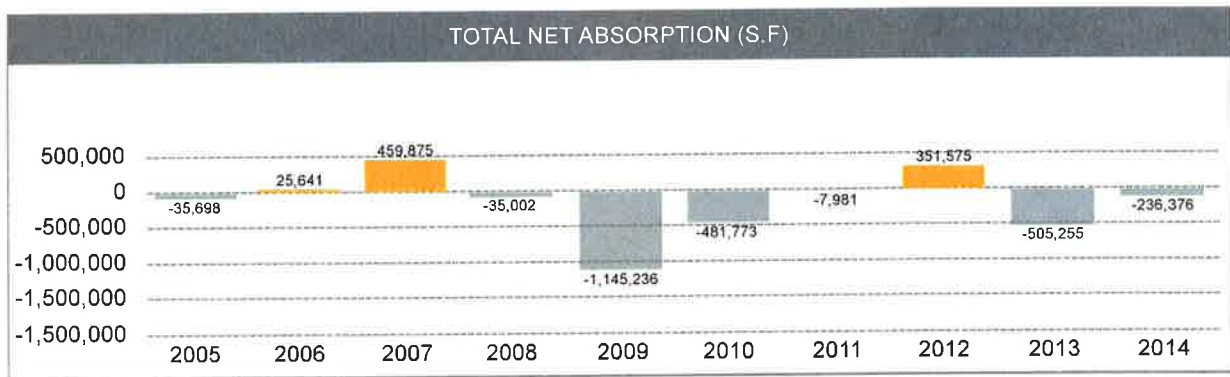
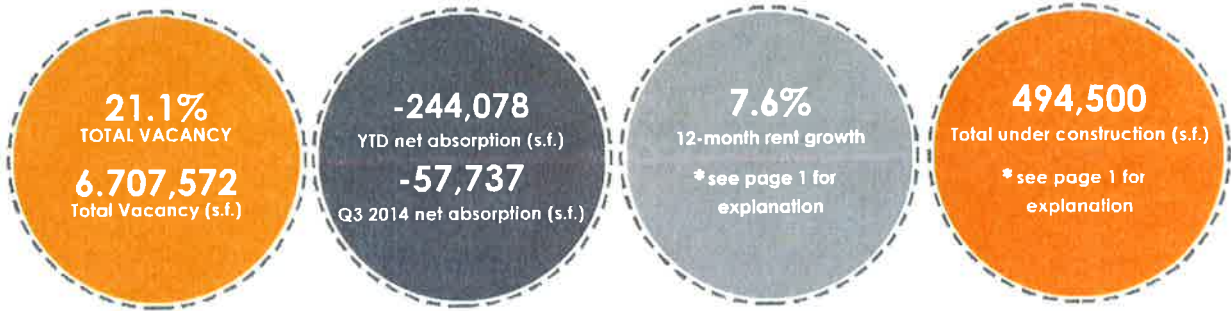
Office Market Trends

Vacancy rates for Westchester County historically have increased over the past 10 years, from a low of 15.2% in 2006 to its current high of 21.1% as of Q3 2014. In that same time period, direct asking average rent has decreased from \$27.50 per square foot in 2005 to its current low of \$25.65 per square foot. While rent growth over the last year has been 7.6%, this is due to significant renewal activity in the market and not any changes in the market conditions. It should be noted that operating costs have risen during that same period, pushing net rents on office properties even lower.

Since the 2008 recession, overall net absorption has been negative, only showing positive net absorption during 2012. Current availability has exceeded 5 million square feet and current absorption trends indicate that is yet to peak. 494,500 square feet of office space is currently under construction for Regeneron Pharmaceuticals and WestMed Medical Group. Both companies have been located within Westchester County and this is likely the result of obsolete office stock. We reviewed a variety of industry sources and all indicate vacancy rates are currently at a 10-year high.

Tax certiorari proceedings have increased in recent years by 10% to 86 in 2013 compared to 78 in 2012. Pressures from the courts to settle these cases has further impacted the value of commercial real estate in that potential buyers see it as a complicating factor to their business model and thus it serves as a disincentive to making investments in this asset class.

WESTCHESTER COUNTY OFFICE MARKET: SUMMARY DATA



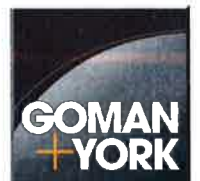
*Data compiled from various industry sources

RYE OFFICE MARKET ANALYSIS

120 OLD POST RD



Prepared for **ALFRED WEISSMAN REAL ESTATE, LLC**
March 2, 2015





Office Market Analysis – 120 Old Post Road, Rye, NY

Market Definition

The competitive office market for Rye, NY includes parts of southeastern Westchester County, southeastern White Plains, along with the southeastern I-287 corridor and the I-95 corridor.

The information contained in this analysis was taken from a variety of sources including regional market reports from the major commercial real estate brokerage houses along with data on commercial real estate activity from several real estate research and listing services.

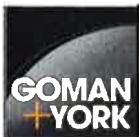
Office Market Demand

While we have seen modest improvement in the national, regional and local economies and encouraging improvement in the unemployment rate during the past year, the demand for office space in the subject area continues to be very slow. In the portions of the market most relevant to Rye, the office vacancy rate continues to hover around 20% while the vacancy rate in the overall market area has continued to edge slightly higher in recent quarters.



Market Trends

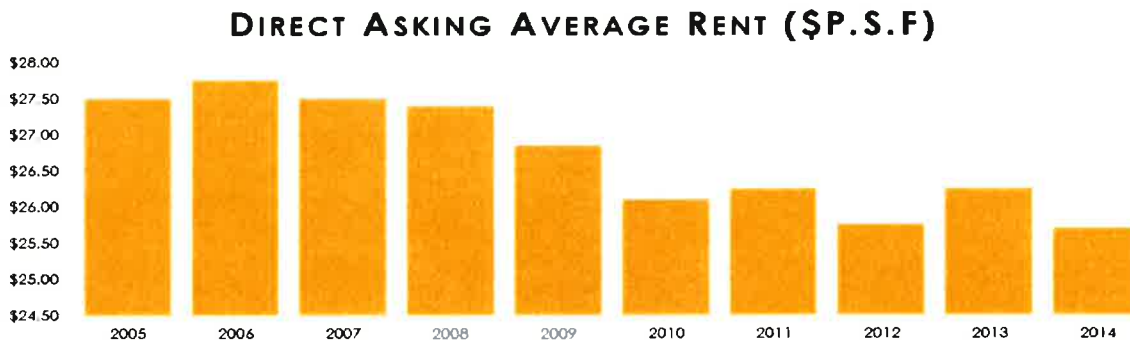
The trend of utilizing less square footage of space for each worker is one factor influencing the slow rate of leasing activity despite increasing employment. We expect this will continue to be of significant influence for an extended period of time, as many older buildings are adapted to the new layouts.



Office Market Analysis – 120 Old Post Road, Rye, NY

Much of the low level of office leasing activity has been in the medical, financial and business services sectors. Although not an unusually large amount of space, the lease to Acadia Realty Trust for approximately 30,000 square feet at 411 Theodore Fremd Avenue ranks as one largest transactions in the Westchester County market in Q4-2014, and the largest in the eastern submarket of Westchester County. While an important transaction, the fact that this is one of the largest deals done in the entire Westchester County market speaks to the continuing low level of activity.

Market Outlook



Each of the eastern sub-markets of Westchester County are currently showing reported vacancy of more than 1 million square feet of Class A office. Correspondingly, average asking rates have generally continued to decline slightly and are currently at their lowest reported level in the past 10 years. As expected, leasing velocity remains at record low levels. Non-CBD markets are particularly experiencing long term vacancy and low rental rates, and we don't expect improvement in this regard in the foreseeable future.



Office Market Analysis – 120 Old Post Road, Rye, NY

120 Old Post Rd

It should be noted that the subject property is configured primarily as an open plan headquarters building. This configuration places the building in a highly uncompetitive market position since the majority of office leasing activity is focused upon smaller spaces. The cost of reconfiguring the subject property will be significant as it will require major modifications to essentially all the existing mechanical, electrical and plumbing systems, as well as extensive re-demising of the building to create competitive leasable spaces. In many similar cases involving similar headquarters buildings the conversion cost has been determined to be prohibitive and the building has eventually been torn down as a result. We know of numerous situations involving millions of square feet of 1980's vintage headquarters buildings where this has been the outcome.

MARKET FEASIBILITY ANALYSIS OF THE RYE, NY MARKET FOR ACTIVE ADULT (+55) HOUSING



Prepared for **ALFRED WEISSMAN REAL ESTATE, LLC**

NOVEMBER, 2014



This report and plan was prepared for **ALFRED WEISSMAN REAL ESTATE, LLC**

KEY STAFF

Mike Goman - President
Dusty McMahan - Senior Vice President

CONSULTANT TEAM

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Hai Nguyen - Director of Data Analytics
Dave Correia - Data Consultant

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EXECUTIVE SUMMARY

The Assignment

Goman+York Property Advisors LLC was engaged by Alfred Weissman Real Estate LLC to provide a preliminary study examining the market capacity and the for-sale and for-rent parameters for the development of approximately 135 new senior (+55) independent living luxury housing units in Rye, New York.

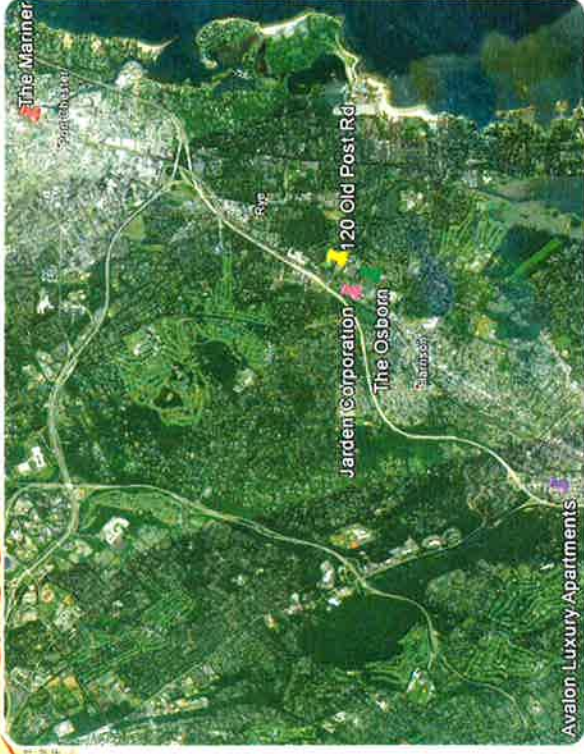
The following report is a market feasibility analysis of the proposed senior (+55) housing project in Rye, New York based upon the conceptual design and project scope as provided by Alfred Weissman Real Estate LLC and Tecton Architects.

This analysis should be viewed as a macro level review of the market feasibility of the conceptual development plan. Essentially, this analysis is intended to provide information adequate to assist the developer in deciding whether further work on the given project is warranted. More specifically, the analysis assists the developer in making a "go or no go" decision before expending substantially more time and effort on the next level of detailed development tasks, including design development, cost estimating, geotechnical and environmental analysis, detailed financial projections and similar development related work.

It is important to point out that this analysis is not intended to provide the detailed information necessary for the purpose of formally underwriting debt or equity investment with respect to the given project.

The Project

The proposed project, as presented in the conceptual plans from Tecton Architects dated April 25, 2014, envisions a three-story independent living facility targeted at active adults (+55). The proposed design contains 135 luxury residential units and includes a variety of amenities such as a cafe/bistro, theater, study/game room, natatorium and fitness center along with locker rooms, multipurpose room and several courtyard areas. The overall facility is proposed to be approximately 245,000 square ft. with parking for 186 vehicles. The project site is located at the northwest corner of Old Post Road and Play Land Access Drive in Rye, New York.



The Market

We established 3 discrete study areas for the project based upon drive time parameters of 5, 13 and 23 minutes. In our experience, study areas based upon driving times provide a more accurate and realistic picture than, for example, concentric rings. Essentially, this is simply saying that the particular study area consists of those residents who live within the given drive time parameter from the project site.

The 23 minute drive time study area should be viewed as the regional market (based on 2010 US DOT Federal Highway Administration Report) for the project. The average commute to work drive time for the US is approximately 23 minutes and we believe that it serves as a reasonable proxy for the largest study area. While the project is likely to attract some residents from outside that study area, the majority are likely to come from within it. The 5 minute drive time study area should be viewed as the immediate neighborhood market for the project. We would expect the project to receive very significant consideration from potential buyers who currently reside within this study area. The 13 minute drive time study area simply bisects the other two study areas and provides an additional way to view the market for this project.

The data for the residents living within all 3 study areas shows that the market possesses exceptionally attractive socioeconomic indicators. In particular, the 5 minute drive time trade area contains very high percentages of residents who are in the top socioeconomic segments in the US in terms of wealth, education and employment status. While the socioeconomic characteristics decline somewhat as the trade area size increases, the overall market remains remarkably strong. Ethnic diversity increases significantly along with the size of the study area. In summary, our analysis shows that the drive time trade area is ideally suited for the contemplated project.

The Competitive Environment

We conducted a review of available rental and for sale housing within the applicable study area. Our review identified several projects which we consider to be directly competitive and which we believe are reflective of the tenant profile being sought for the project. Rental rates and multi-family unit values within the reviewed projects are high while vacancy rates are low, relative to the averages. These conditions are positive indicators for a proposed new entrant to the market.

Given the prominent position it occupies within this study area, we paid particular attention to The Osborn development adjacent to the planned project. Goman+York personnel confidentially "shopped" The Osborn to determine unit availability, pricing and occupancy. The very low vacancy at The Osborn, combined with their focus on providing a comprehensive service offering including meal plans and other services not being contemplated as part of the proposed project leads us to conclude that there will be limited overlap between potential tenants for The Osborn and the proposed project. In fact, we think it is more likely that these two projects will complement each other as opposed to competing with each other.

Conclusion

Based upon our review of the study area characteristics and the competitive environment, we believe that the market response to the contemplated project will be very positive.

We recommend that further and more specific market research and testing be done once the project plans have been more fully developed, unit designs/layouts and features have been detailed, specific amenities can be described and a professional marketing campaign, along with appropriate collateral materials, are available.

STUDY METHODOLOGY

The Study prepared for **Rye, NY** provides an overview of the **Active Adult (+55) Housing Market**. The analysis will inform projections that will allow Rye, NY to accurately plan for its future development.

Potential Market

The potential market for active senior housing derives from the pool of households, aged 55 and older, who move within the market area in a given year, and those who move to the area from other counties and even other states.

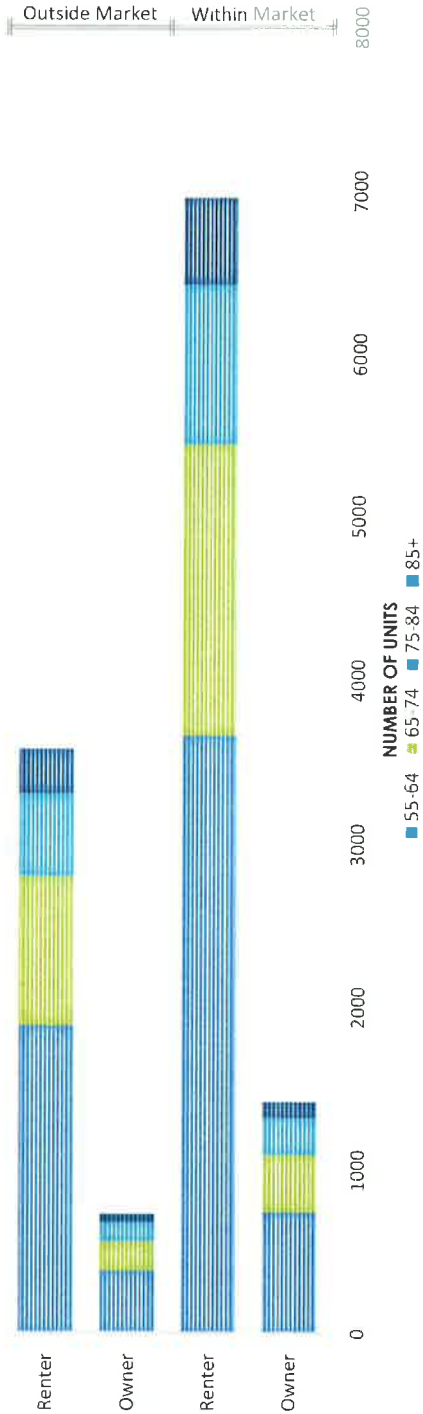
Mobility rates for seniors, who often prefer to age in place, are much lower than for younger households. Rates are, however, higher for seniors who rent rather than own their own homes. To estimate the size of the potential market, national

in-county mobility rates were used as a proxy for the rates at which seniors within various age cohorts are likely to relocate somewhere within the target market area. Table below shows that for seniors 55 and older already living within the 23-minute

radius of the proposed project, from which approximately 8,400 are likely to move in a given year based on 2010 Census data. More than 80% of those moving are expected to come from among the ranks of existing renters who are likely to prefer

rental units, as would many of those who might choose to downsize from homes they currently own.

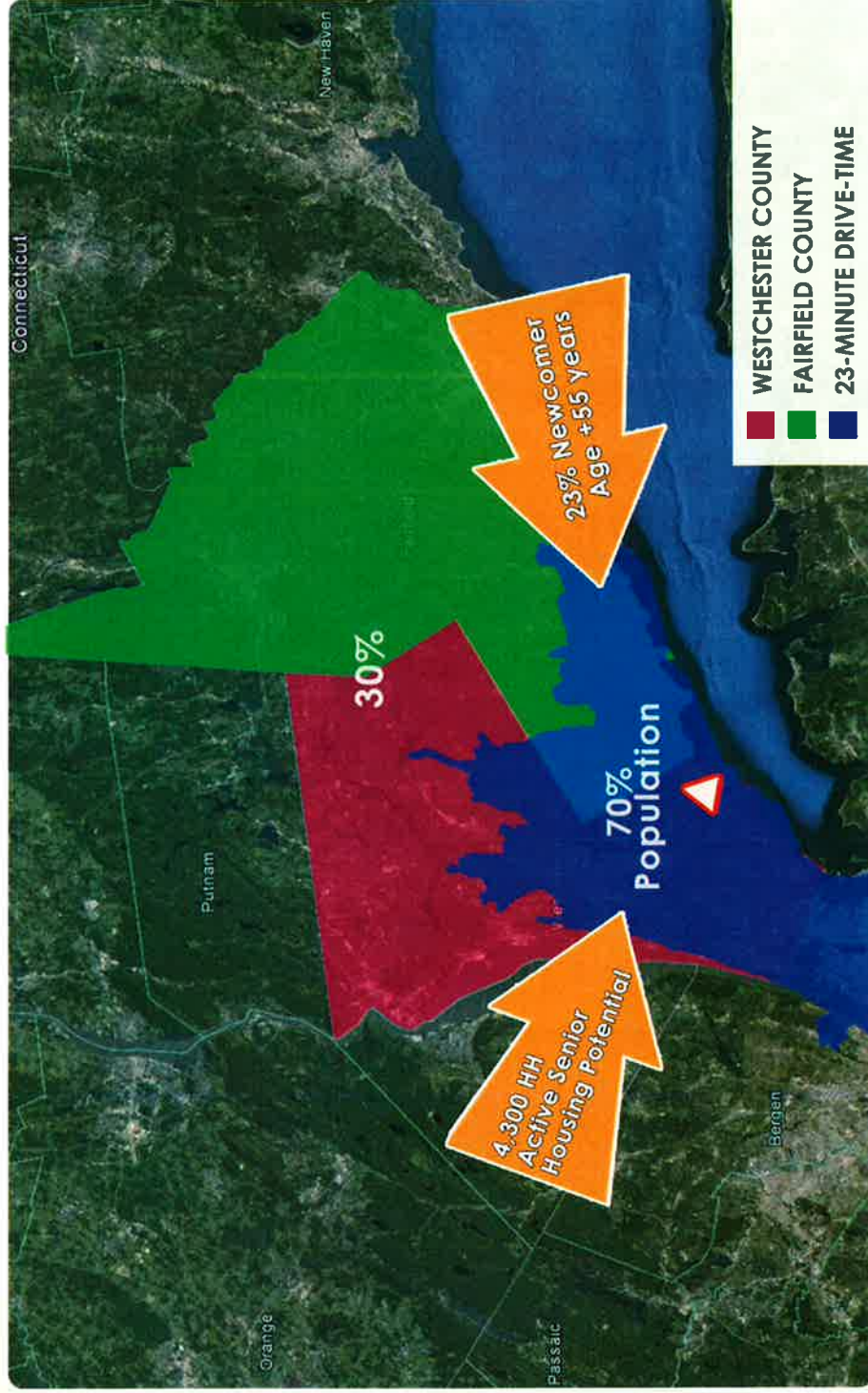
POTENTIAL DEMAND FOR ACTIVE +55 HOUSING



Population Migration

Households moving into the market area were assumed to have characteristics that are similar to current residents. Approximately 27,000 households moved into the two-county area of Westchester, NY and Fairfield, CT between 2009 and 2010, according to the latest IRS data. The 23-minute target market holds nearly 70% of the two-county population and will presumably attract a similar share of the new households. And reflecting the national migration patterns of households, about 23% of the newcomers are likely to be 55 and older. Consequently, about 4,300 households that move into the 23-minute target market each year are potential candidates for active senior housing.

Combining the 8,400 senior households that move within the market area each year with 4,300 in from outside produces a potential market for active senior housing of 12,000 households or more. That is an average of approximately 1,000 households monthly. However, these estimates should be narrowed further to adjust for characteristics, such as target income and age ranges, that are in keeping with the design and scope of this project.



DEMOGRAPHIC & SOCIOECONOMIC CHARACTERISTICS

To get a grasp of the social elements that make up the community, we explored the **Demographic and Socioeconomic characteristics** of the study area.

Demographic

The target markets surrounding the proposed Rye, NY active senior housing project are predominantly white, well-educated, and wealthy.

The majority of residents in all three study areas are white, with shares in 2013 ranging from 84%, 73% and 55% within the 5, 13 and 23 minute drive-times, respectively. The larger markets exhibit more racial and ethnic diversity with the black share of the population growing from just 2% within the 5-minute range to 24% within the 23-minute range.

Similarly, residents of Hispanic origin make up 27% of the population within the 23-minute market area but only 12% of the market at the 5-minute mark. All three markets are expected to become more diverse, largely as a result of a growing Hispanic population.

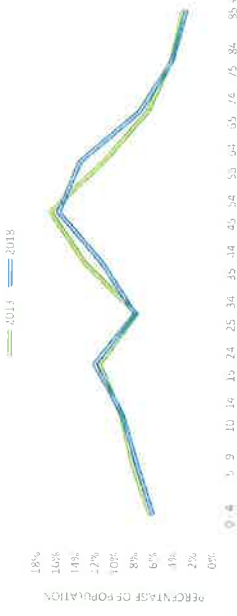
Within a 23-minute drive time, the median age of area residents matches the US average in 2013 of 38.5 years, but in the two smaller markets residents tend to be older. Seniors 55 and older represented about 27% of the population in the

two larger markets—a figure that is likely to top 29% by 2018.

Housing is evenly divided between owner and renter occupied units at the 23-minute drive time from the Rye, NY center point. But within closer radii, owner occupied units are in the majority—58% at the 5-minute mark, 53% within a 13-minute drive time.

Owner-occupied housing is expected to represent a slightly larger share of all three markets by 2018.

5 MIN AGE DISTRIBUTION



23 MIN AGE DISTRIBUTION



INCOME DISTRIBUTION OF RYE - 23 MINUTE

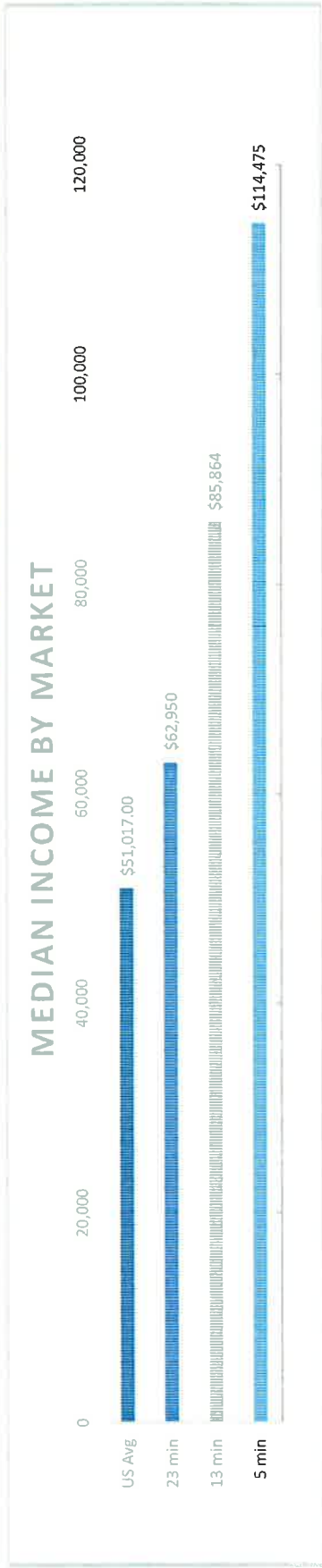
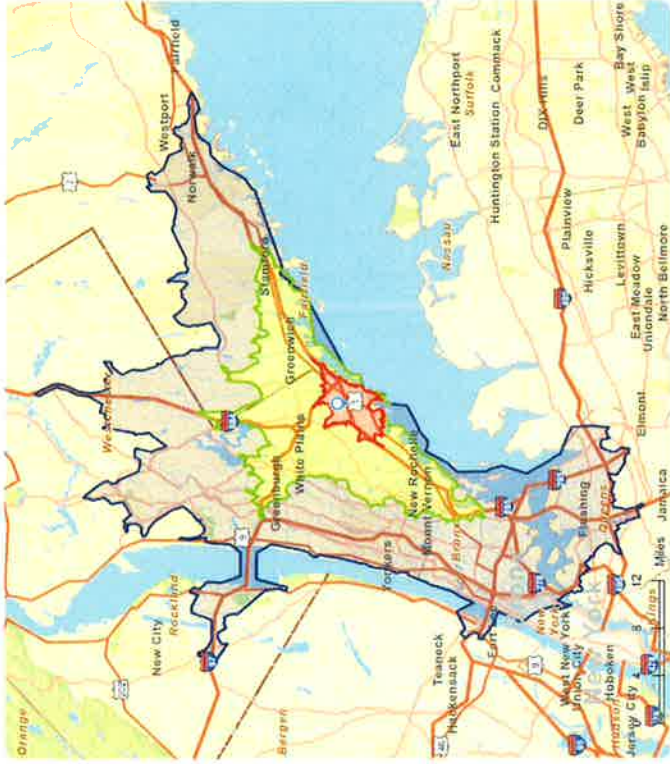


Education

Rye area residents are highly educated, with the share of the population 25 and older holding a Bachelor's degree or higher at 62%, 49% and 38% within a 5, 13 and 23-minute drive of Rye, respectively. The comparable US figure is just 32%. The employed population of the area works predominantly in the services sector and in white-collar occupations, earning exceptional levels of income.

Income

Median household income within a 5-minute drive time of Rye exceeds \$114,000, more than double the US median. Incomes are lower in the two broader market areas—\$86,000 and \$63,000 in the 13-minute and 23-minute rings, respectively—but still above the comparable US figure.



HOUSING OCCUPANCY

The target market is characterized by a relatively low vacancy rate, and a large share of **renter-occupied** as opposed to **owner-occupied** housing.

Vacancy Rates

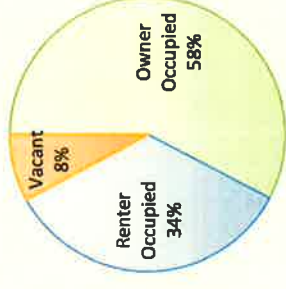
Vacancy rates within 23-minutes of the subject property were 6.1%, according to 2010 Census data. That compares favorably to a U.S. average rate of 11.4% the same year, and to rates of 9.7%, 7.9% and 9.5%, respectively in the states of New York, Connecticut and New Jersey.

Current (2013) vacancy rates in the 23-minute radius have inched up a bit since 2010 (to 6.3%) but they remain lower in this larger market than in the more narrowly defined drive time markets where they are 7.9% within a 5-minute area and 7.5% within the 13-minute area. The housing market is expected to remain tight for the foreseeable future, with projected 2018 vacancy rates of 6.2% within the 23-minute drive time and 7.2% within the 13-minute market. Even an anticipated 9.0% vacancy rate for the 5-minute drive time market in 2018 compares favorably to current national and regional rates.

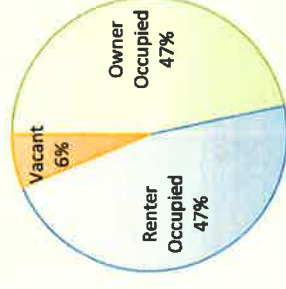
Rental Market Demand

The low vacancy rates in the local markets surrounding the proposed project are particularly noteworthy given the relatively high share of rental housing in the area. Within the 23-minute drive time market, housing is divided evenly between owner and rental occupied units at about 47% each. That represents a relatively large share of rental-occupied units which tend to have much higher vacancy rates than do owner-occupied units. Nationally, and in Connecticut and New Jersey, renter-occupied housing makes up 25% or less of the total number of housing units. New York's statewide renter occupancy rate is 37%.

2013 Housing Summary
- 5 minute



2013 Housing Summary
- 23 minute



COMPETITION ANALYSIS & PRICING- RENTAL

Our review included properties in Rye, as well as properties in markets immediately adjacent to Rye and properties in markets located same distance from Rye but which have similar demographic and socioeconomic characteristics. With respect to properties located in Rye, we looked closely at four apartment complexes: The Osborn in Rye, NY, 101 Park Place in Stamford, CT, Scarsdale Commons, Scarsdale, NY and The Avalon Bronxville in Bronxville, NY all built since 2005.

Comparison

They range in size from 336 to 100 units and offer both 1-bedroom, 1-bathroom and 2-bedroom, 2-bathroom options (see table below).

All three complexes can be described as luxury properties, offering unit amenities that include parking, full kitchens, washer/dryers, and central air. Community amenities include fitness centers, clubhouses, and picnic/barbecue areas.

Pricing- Rental

The accompanying scatter plot shows the monthly rental prices and square footage for three competitive projects. The smaller units, each around 800 square feet, are all 1-bedroom, 1-bathroom apartments; the larger units, each around 1,200 square feet, are all 2-bedroom, 2-bathroom units. Assuming area renters judge the amenities of the Rye project as significantly better than these apartments, an appropriate price for 1-bedroom units would be +/- \$2,800 and an appropriate price for 2-bedroom units would be +/- \$3,900.

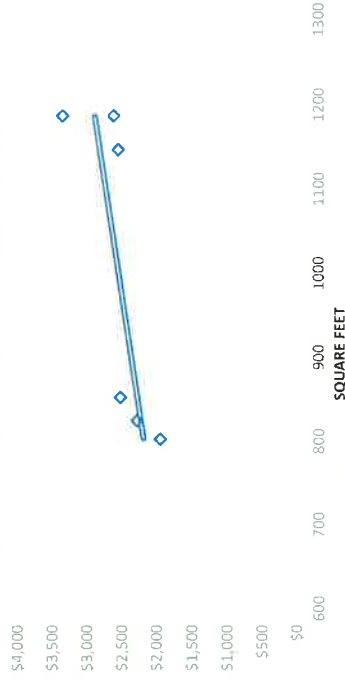


23-MINUTE DRIVE-TIME

CHARACTERISTICS OF COMPARABLE UNITS

	UNITS	BEDROOMS	BATHS	SQ. FT.	RENT	DISTANCE TO TRANSIT
THE OSBORN	138	1	1	756	\$5,400	3 min
		2	2	1186	\$3,356	
101 PARK PLACE	336	1	1	806	\$2,450	1 min
		2	2	1023	\$2,560	
SCARSDALE COMMONS	43	1	1	855	\$3,000	2 min
		2	2	1175	\$3,900	
THE AVALON BRONXVILLE	146	1	1	821	\$3,010	2 min
		2	2	985	\$4,125	

SIZE VERSUS RENT OF COMPETITORS



COMPETITION ANALYSIS & PRICING- SALE

Local Property Records served as the comparison for potential market value.

Comparison

We examined similar for-sale condominium properties in a variety of markets in Rye, several markets which are immediately proximate to Rye, and additional markets located some distance from Rye but which have similar demographic and socioeconomic characteristics.

It should be noted that in looking at comparable properties, our focus was on well-located luxury residential properties having a high level of finish and extensive in-suite features, and which offer a significant list of common facilities and amenities.

Pricing- Sale

The accompanying charts show sale prices and square footage for luxury properties in similar markets. Assuming potential buyers judge the level of finish, features and amenities of the Rye project to be equal to or better than these properties, appropriate prices for 1 bedroom units would be about \$385,600 or \$482 per square foot, and for 2 bedroom units would be about \$522,000 or \$475 per square foot.

RYE COMPARABLE SALES

UNIT TYPE	BEDROOMS	BATHS	SQFT	PRICE	\$/SQFT
CONDO	2	2	1104	\$521,088	\$472
APT	2	2	1261	\$616,667	\$492
CONDO	2	2	1371	\$572,479	\$417



■ 23-MINUTE DRIVE-TIME

PHASING AND IMPLEMENTATION

The analysis of **senior migration patterns** in the study area concluded that approximately 1,000 households could be in the market each month. Only some of these households, however, are likely to match the income and age profile that would make **living in an active senior community** either feasible or attractive.

Defining the Market

Given the proposed pricing structure, the target market for the units should include seniors with incomes of \$112,000 or more annually. (Industry rules-of-thumb suggest that income should be at least 40 times the monthly cost of housing.) According to current (2013) estimates, about 27.8% of senior (55+) households in the area meet this income criterion. It is likely, therefore, that only 278 of the 1,000 monthly, house-hunting, senior households would pass the income test for the proposed project.

However, active lifestyle arrangements are unlikely to appeal to the oldest senior cohort. And 16% of area seniors are 80 and older. Limiting the market to seniors between 55 and 79 reduces the target market of potential new tenants to about 233 per month.

Implementation

Assuming that all 135 of the proposed Rye units go on the market simultaneously and that the units are expected to be occupied within 90 days, the project would have to capture just over 15% of the market. Extending the marketing time would reduce the necessary capture rate. Over a 180-day period, for example, the Rye project would only have to capture less than 8% of the market. Alternatively, intensive pre-marketing or unit discounting would improve the chances of capturing a 15% market share within 90 days.

CONCLUSION - PRICING

Goman+York was asked to review the market feasibility of the proposed conversion of the subject property into a luxury, age-restricted (55+) residential development positioned at the upper end of the price spectrum. Our review included both rental and for-sale properties. The primary focus of our review was to assess the rents or sales prices which can be reasonably expected to be achieved if the redeveloped subject property is positioned at the upper end of the market.

A component of our work in this regard involved establishing several study areas based upon specific geographic parameters and subsequently conducting a review of residential projects having similar market positioning within those study areas. In broad terms, the study areas we established and examined included:

- a) the city of Rye,
- b) similar markets in close or immediate proximity to Rye, and,
- c) markets in the greater metropolitan New York City area having similar demographic and socioeconomic characteristics to those present in Rye but which are located some distance from Rye.

The estimates of achievable rents and sales pricing contained in these conclusions are conditioned upon certain specific assumptions about the redeveloped property, including:

1. that it is positioned as a luxury, age-restricted (55+) community,
2. that an experienced firm with a successful track record with similar luxury projects be engaged to market the project,
3. that individual units feature gourmet kitchens, luxury baths, and extensive entryway, trim, file and general levels of finish
4. the the property offers on-site amenities equal to or exceeding the best available at competitive luxury properties

Based upon the entirety of our review, we conclude that the redeveloped project can reasonably be expected to achieve rents of between \$3.25 and \$3.75 per square foot per month or approximately \$2,800 to \$3,200 per month for a 1 bedroom and from approximately \$3,900 to \$4,900 per month for a 2 bedroom. In the case of condominium units offered for sale, we conclude that the redeveloped project can reasonably be expected to achieve pricing between \$480 and \$550 per square foot or approximately \$425,000 to \$475,000 for a 1 bedroom and from approximately \$575,000 to \$715,000 for a 2 bedroom.



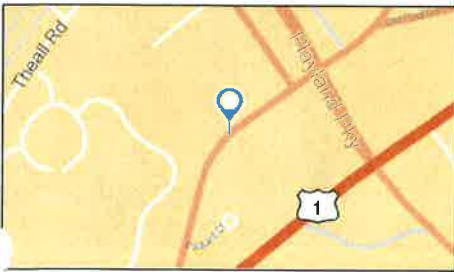
Site Map

120 old post rd
120 Old Post Rd, Rye, New York, 10580, 5, 13, 23 DT
Drive Time: 5, 13, 23 Minutes

Prepared by Robert Goman

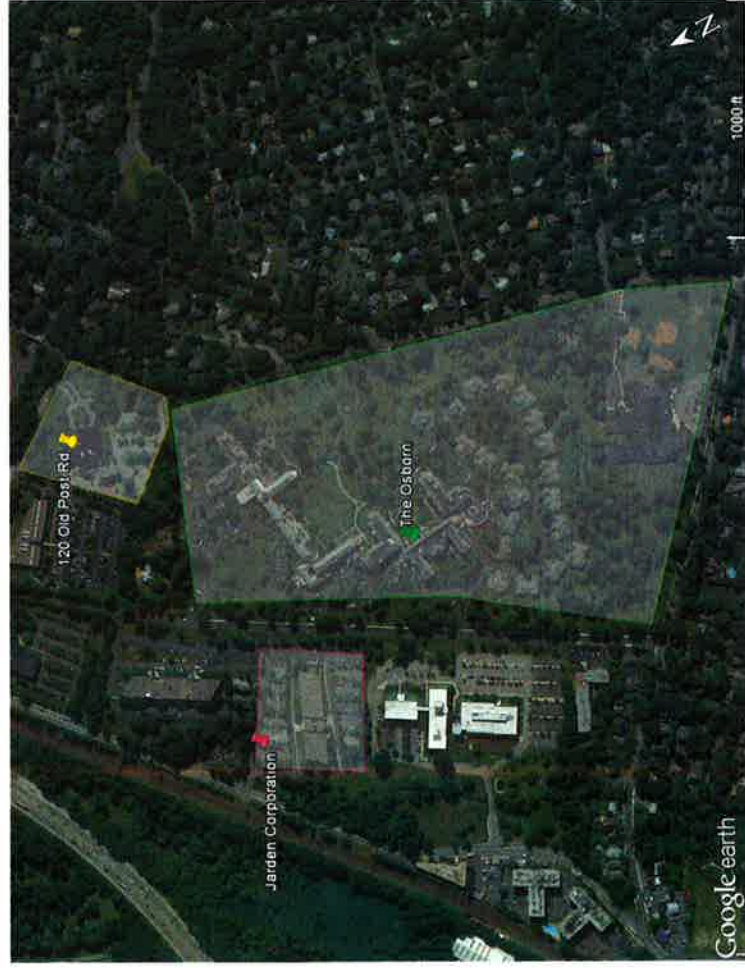
Latitude: 41.021933

Longitude: -73.696125



AERIAL OF COMPETITORS

The Osborn and The Mariner



AERIAL OF COMPETITORS

Avalon and Glenview House

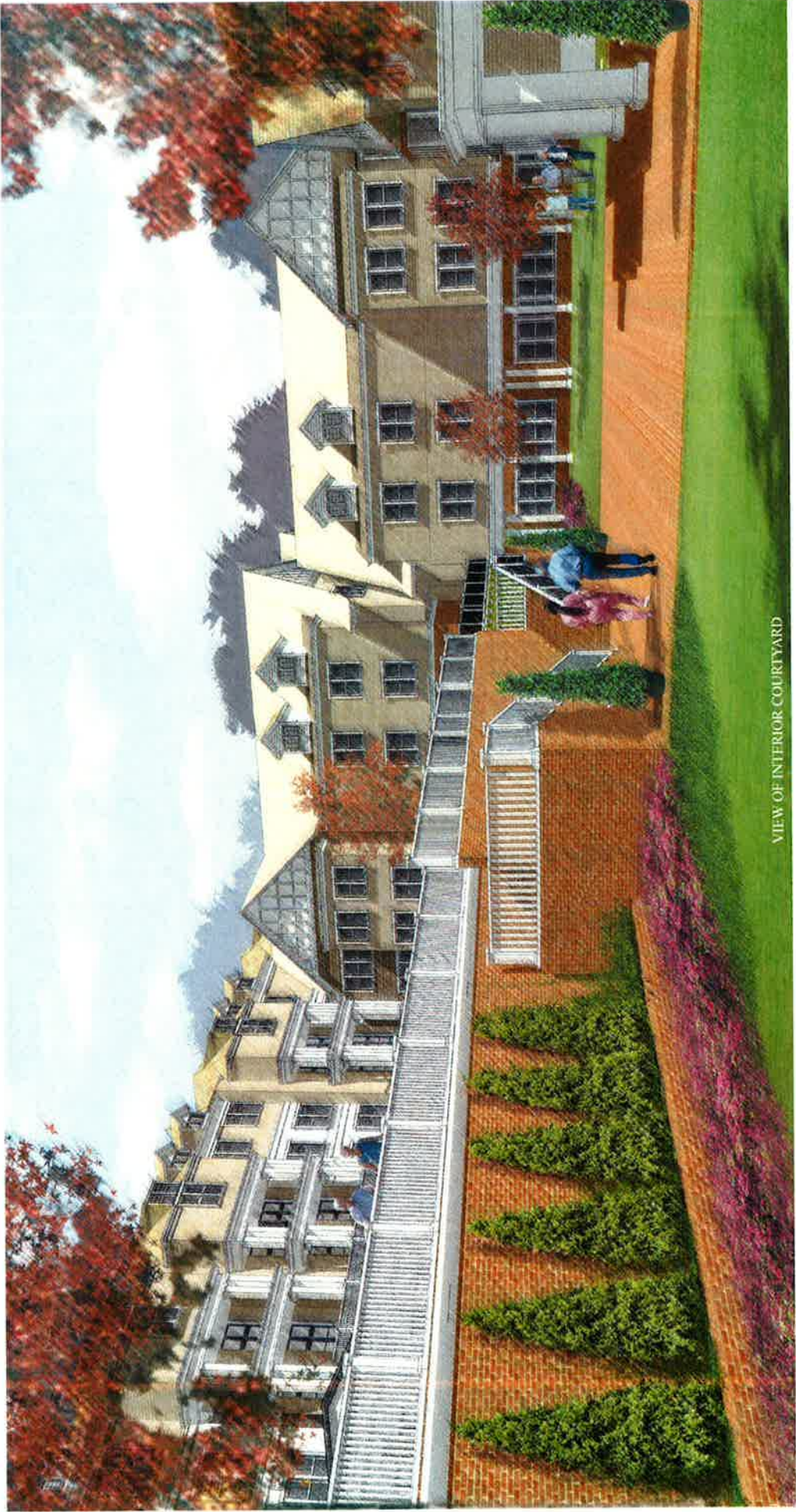


SITE AND FLOOR PLANS



VIEW FROM RESIDENTIAL OFF OLD POST ROAD

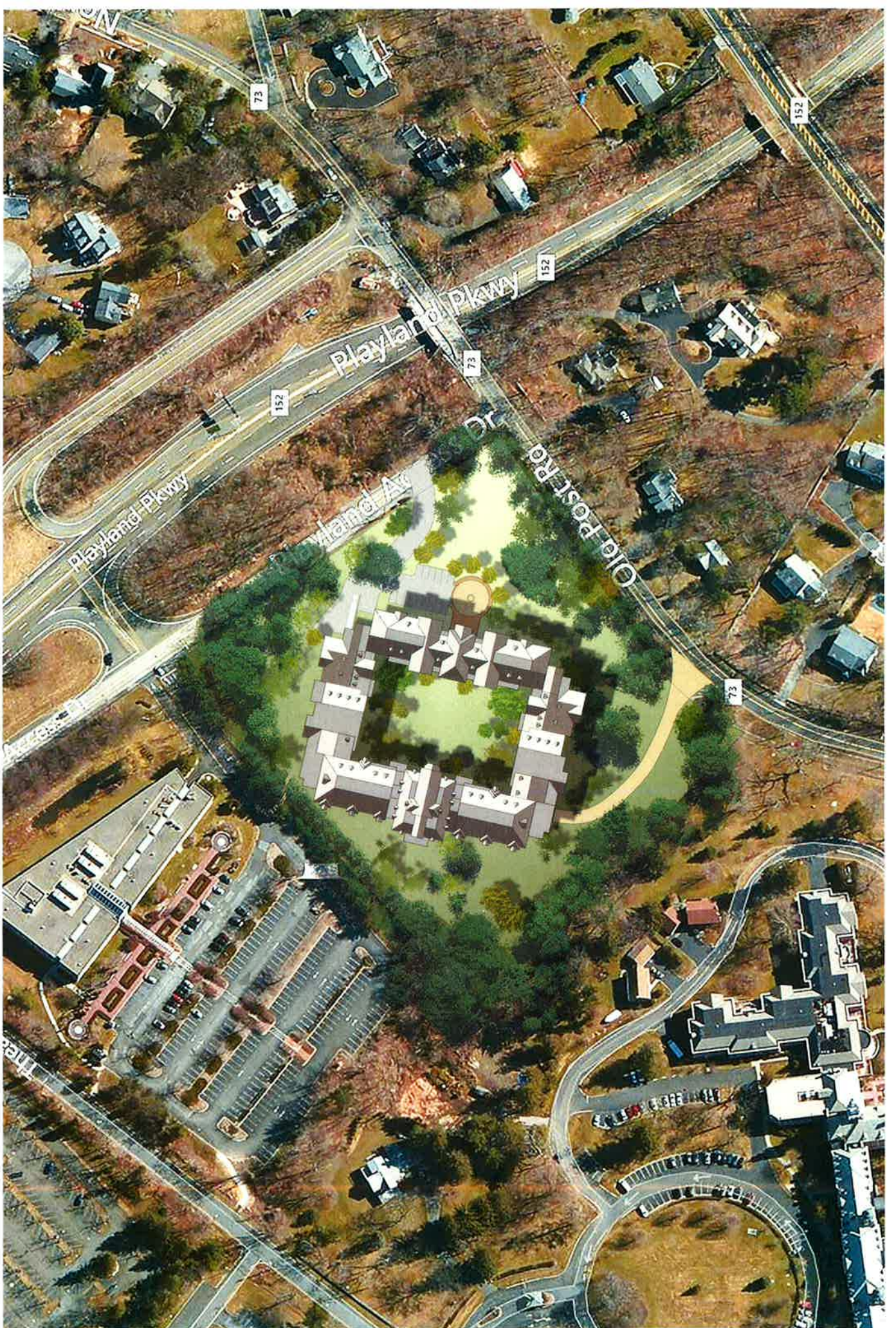
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VIEW OF INTERIOR COURTYARD

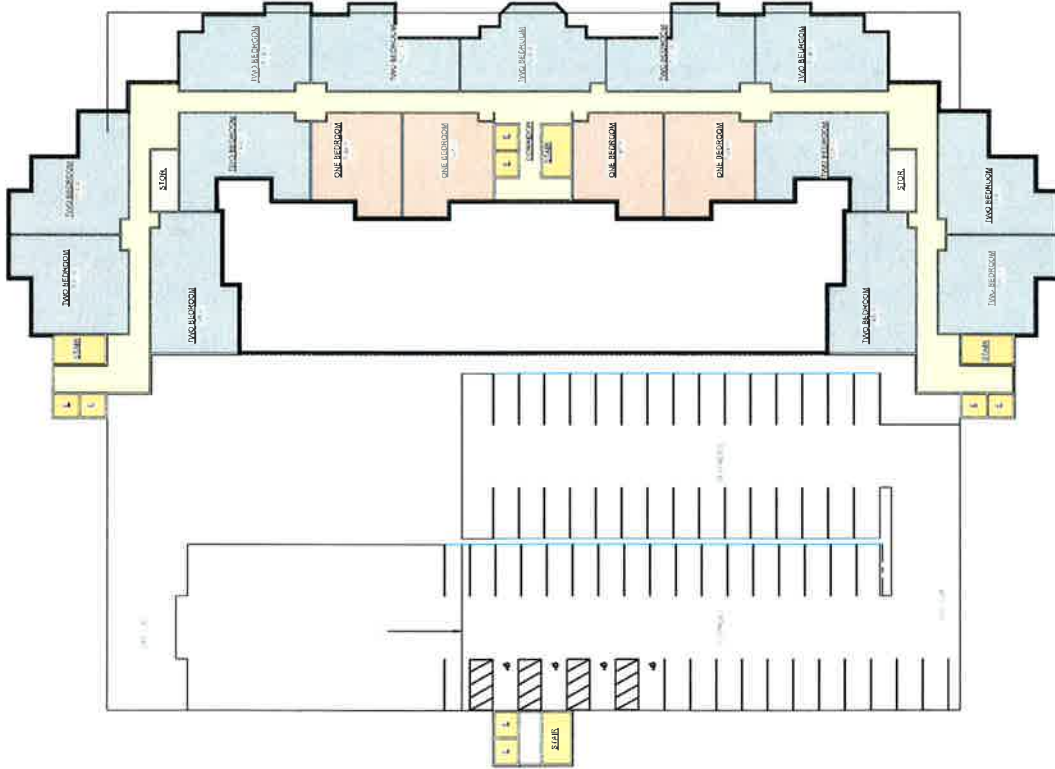
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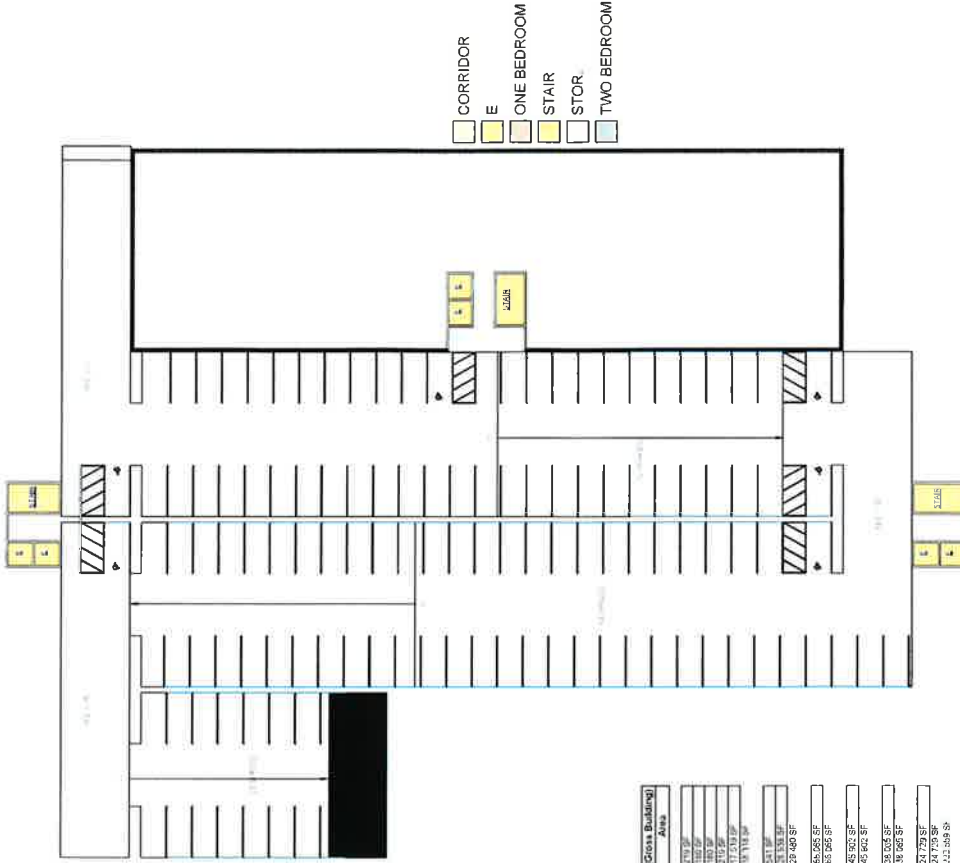
2ND FLOOR
1" = 20'-0"

ROOM AREAS	
Name	Area
01A BEDROOM	14,532 SF
02A BEDROOM	18,133 SF
3RD FLOOR ST	30,442 SF
01B BEDROOM	14,627 SF
02B BEDROOM	18,102 SF
3RD FLOOR ST	40,380 SF
01C BEDROOM	14,626 SF
02C BEDROOM	18,103 SF
4TH FLOOR ST	35,362 SF
01D BEDROOM	18,103 SF
02D BEDROOM	13,162 SF
5TH FLOOR ST	30,552 SF
01E BEDROOM	14,532 SF
02E BEDROOM	18,133 SF
6TH FLOOR ST	30,442 SF
Grand Total: 631,427 SF	

UNITS - ONE BEDROOM	
Level	Name
2ND FLOOR	ONE BEDROOM
3RD FLOOR	ONE BEDROOM
4TH FLOOR	ONE BEDROOM
5TH FLOOR	ONE BEDROOM
6TH FLOOR	ONE BEDROOM
7TH FLOOR	ONE BEDROOM

UNITS - TWO BEDROOM	
Level	Name
2ND FLOOR	TWO BEDROOM
3RD FLOOR	TWO BEDROOM
4TH FLOOR	TWO BEDROOM
5TH FLOOR	TWO BEDROOM
6TH FLOOR	TWO BEDROOM
7TH FLOOR	TWO BEDROOM

- CORRIDOR
- E
- ONE BEDROOM
- STAIR
- STOR.
- TWO BEDROOM



1ST FLOOR
1" = 20'-0"

Area Schedule (Prior Building)	
Level	Area
1ST FLOOR	179,779 SF
2ND FLOOR	188,517 SF
3RD FLOOR	210,515 SF
4TH FLOOR	171,519 SF
5TH FLOOR	154,138 SF
6TH FLOOR	154,268 SF
7TH FLOOR	154,268 SF
8TH FLOOR	154,268 SF
9TH FLOOR	154,268 SF
10TH FLOOR	154,268 SF
11TH FLOOR	154,268 SF
12TH FLOOR	154,268 SF
13TH FLOOR	154,268 SF
14TH FLOOR	154,268 SF
15TH FLOOR	154,268 SF
16TH FLOOR	154,268 SF
17TH FLOOR	154,268 SF
18TH FLOOR	154,268 SF
19TH FLOOR	154,268 SF
20TH FLOOR	154,268 SF
21ST FLOOR	154,268 SF
22ND FLOOR	154,268 SF
23RD FLOOR	154,268 SF
24TH FLOOR	154,268 SF
25TH FLOOR	154,268 SF
26TH FLOOR	154,268 SF
27TH FLOOR	154,268 SF
28TH FLOOR	154,268 SF
29TH FLOOR	154,268 SF
30TH FLOOR	154,268 SF
31ST FLOOR	154,268 SF
32ND FLOOR	154,268 SF
33RD FLOOR	154,268 SF
34TH FLOOR	154,268 SF
35TH FLOOR	154,268 SF
36TH FLOOR	154,268 SF
37TH FLOOR	154,268 SF
38TH FLOOR	154,268 SF
39TH FLOOR	154,268 SF
40TH FLOOR	154,268 SF
41ST FLOOR	154,268 SF
42ND FLOOR	154,268 SF
43RD FLOOR	154,268 SF
44TH FLOOR	154,268 SF
45TH FLOOR	154,268 SF
46TH FLOOR	154,268 SF
47TH FLOOR	154,268 SF
48TH FLOOR	154,268 SF
49TH FLOOR	154,268 SF
50TH FLOOR	154,268 SF
51ST FLOOR	154,268 SF
52ND FLOOR	154,268 SF
53RD FLOOR	154,268 SF
54TH FLOOR	154,268 SF
55TH FLOOR	154,268 SF
56TH FLOOR	154,268 SF
57TH FLOOR	154,268 SF
58TH FLOOR	154,268 SF
59TH FLOOR	154,268 SF
60TH FLOOR	154,268 SF
61ST FLOOR	154,268 SF
62ND FLOOR	154,268 SF
63RD FLOOR	154,268 SF
64TH FLOOR	154,268 SF
65TH FLOOR	154,268 SF
66TH FLOOR	154,268 SF
67TH FLOOR	154,268 SF
68TH FLOOR	154,268 SF
69TH FLOOR	154,268 SF
70TH FLOOR	154,268 SF
71ST FLOOR	154,268 SF
72ND FLOOR	154,268 SF
73RD FLOOR	154,268 SF
74TH FLOOR	154,268 SF
75TH FLOOR	154,268 SF
76TH FLOOR	154,268 SF
77TH FLOOR	154,268 SF
78TH FLOOR	154,268 SF
79TH FLOOR	154,268 SF
80TH FLOOR	154,268 SF
81ST FLOOR	154,268 SF
82ND FLOOR	154,268 SF
83RD FLOOR	154,268 SF
84TH FLOOR	154,268 SF
85TH FLOOR	154,268 SF
86TH FLOOR	154,268 SF
87TH FLOOR	154,268 SF
88TH FLOOR	154,268 SF
89TH FLOOR	154,268 SF
90TH FLOOR	154,268 SF
91ST FLOOR	154,268 SF
92ND FLOOR	154,268 SF
93RD FLOOR	154,268 SF
94TH FLOOR	154,268 SF
95TH FLOOR	154,268 SF
96TH FLOOR	154,268 SF
97TH FLOOR	154,268 SF
98TH FLOOR	154,268 SF
99TH FLOOR	154,268 SF
100TH FLOOR	154,268 SF

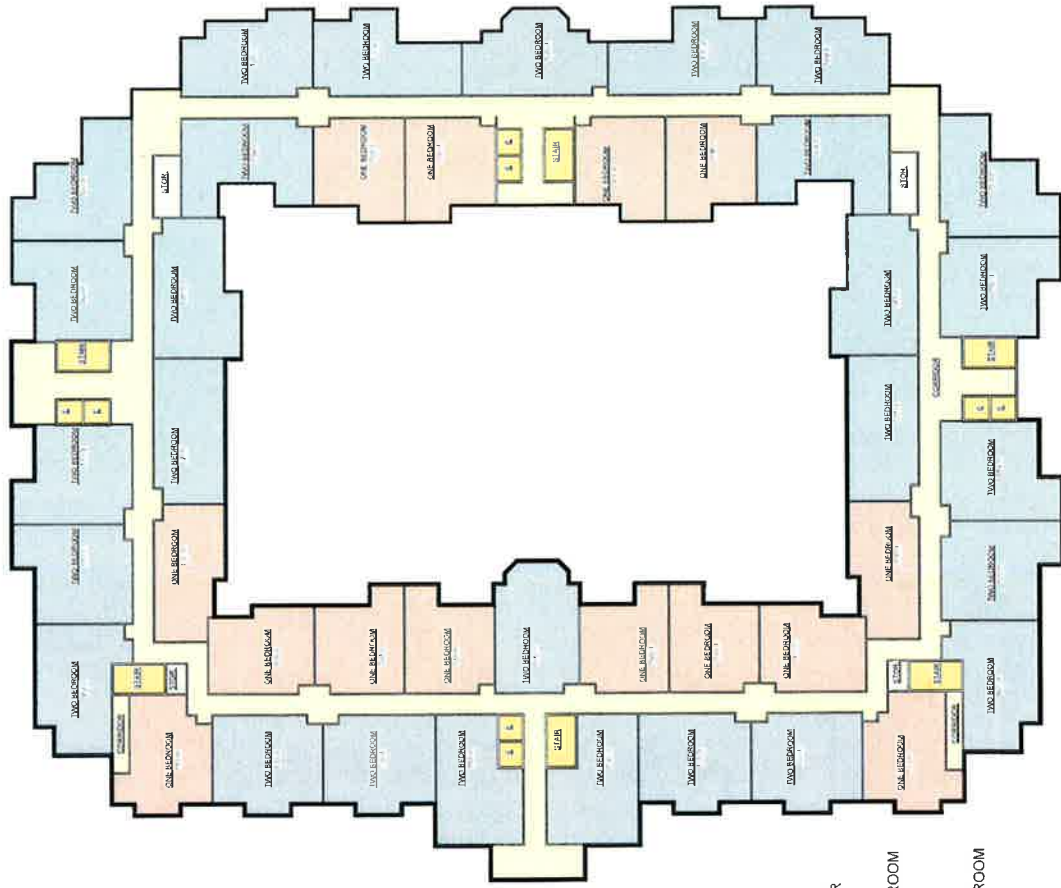
- CORRIDOR
- E
- ONE BEDROOM
- STAIR
- STOR.
- TWO BEDROOM

ROOM AREAS	
Name	Area
ONE BEDROOM	14,532 SF
TWO BEDROOM	14,310 SF
2ND FLOOR STAIR	73,447 SF
3RD FLOOR STAIR	14,527 SF
3RD FLOOR STAIR	14,300 SF
ONE BEDROOM	14,529 SF
TWO BEDROOM	14,310 SF
4TH FLOOR STAIR	37,823 SF
TWO BEDROOM	14,310 SF
5TH FLOOR STAIR	31,852 SF
ONE BEDROOM	14,310 SF
TWO BEDROOM	14,310 SF
6TH FLOOR STAIR	33,254 SF
ONE BEDROOM	14,310 SF
TWO BEDROOM	14,310 SF
7TH FLOOR STAIR	154,077 SF

UNITS - ONE BEDROOM	
Level	Name
2ND FLOOR	ONE BEDROOM
3RD FLOOR	ONE BEDROOM
4TH FLOOR	ONE BEDROOM
5TH FLOOR	ONE BEDROOM
6TH FLOOR	ONE BEDROOM
7TH FLOOR	ONE BEDROOM

UNITS - TWO BEDROOM	
Level	Name
2ND FLOOR	TWO BEDROOM
3RD FLOOR	TWO BEDROOM
4TH FLOOR	TWO BEDROOM
5TH FLOOR	TWO BEDROOM
6TH FLOOR	TWO BEDROOM
7TH FLOOR	TWO BEDROOM

Area Schedule (Gross Building)	
Level	Area
1ST FLOOR	4,172 SF
2ND FLOOR	146,810 SF
3RD FLOOR	146,810 SF
4TH FLOOR	146,810 SF
5TH FLOOR	146,810 SF
6TH FLOOR	146,810 SF
7TH FLOOR	146,810 SF
8TH FLOOR	146,810 SF
9TH FLOOR	146,810 SF
10TH FLOOR	146,810 SF
11TH FLOOR	146,810 SF
12TH FLOOR	146,810 SF
13TH FLOOR	146,810 SF
14TH FLOOR	146,810 SF
15TH FLOOR	146,810 SF
16TH FLOOR	146,810 SF
17TH FLOOR	146,810 SF
18TH FLOOR	146,810 SF
19TH FLOOR	146,810 SF
20TH FLOOR	146,810 SF
21ST FLOOR	146,810 SF
22ND FLOOR	146,810 SF
23RD FLOOR	146,810 SF
24TH FLOOR	146,810 SF
25TH FLOOR	146,810 SF
26TH FLOOR	146,810 SF
27TH FLOOR	146,810 SF
28TH FLOOR	146,810 SF
29TH FLOOR	146,810 SF
30TH FLOOR	146,810 SF
31ST FLOOR	146,810 SF
32ND FLOOR	146,810 SF
33RD FLOOR	146,810 SF
34TH FLOOR	146,810 SF
35TH FLOOR	146,810 SF
36TH FLOOR	146,810 SF
37TH FLOOR	146,810 SF
38TH FLOOR	146,810 SF
39TH FLOOR	146,810 SF
40TH FLOOR	146,810 SF
41ST FLOOR	146,810 SF
42ND FLOOR	146,810 SF
43RD FLOOR	146,810 SF
44TH FLOOR	146,810 SF
45TH FLOOR	146,810 SF
46TH FLOOR	146,810 SF
47TH FLOOR	146,810 SF
48TH FLOOR	146,810 SF
49TH FLOOR	146,810 SF
50TH FLOOR	146,810 SF
51ST FLOOR	146,810 SF
52ND FLOOR	146,810 SF
53RD FLOOR	146,810 SF
54TH FLOOR	146,810 SF
55TH FLOOR	146,810 SF
56TH FLOOR	146,810 SF
57TH FLOOR	146,810 SF
58TH FLOOR	146,810 SF
59TH FLOOR	146,810 SF
60TH FLOOR	146,810 SF
61ST FLOOR	146,810 SF
62ND FLOOR	146,810 SF
63RD FLOOR	146,810 SF
64TH FLOOR	146,810 SF
65TH FLOOR	146,810 SF
66TH FLOOR	146,810 SF
67TH FLOOR	146,810 SF
68TH FLOOR	146,810 SF
69TH FLOOR	146,810 SF
70TH FLOOR	146,810 SF
71ST FLOOR	146,810 SF
72ND FLOOR	146,810 SF
73RD FLOOR	146,810 SF
74TH FLOOR	146,810 SF
75TH FLOOR	146,810 SF
76TH FLOOR	146,810 SF
77TH FLOOR	146,810 SF
78TH FLOOR	146,810 SF
79TH FLOOR	146,810 SF
80TH FLOOR	146,810 SF
81ST FLOOR	146,810 SF
82ND FLOOR	146,810 SF
83RD FLOOR	146,810 SF
84TH FLOOR	146,810 SF
85TH FLOOR	146,810 SF
86TH FLOOR	146,810 SF
87TH FLOOR	146,810 SF
88TH FLOOR	146,810 SF
89TH FLOOR	146,810 SF
90TH FLOOR	146,810 SF
91ST FLOOR	146,810 SF
92ND FLOOR	146,810 SF
93RD FLOOR	146,810 SF
94TH FLOOR	146,810 SF
95TH FLOOR	146,810 SF
96TH FLOOR	146,810 SF
97TH FLOOR	146,810 SF
98TH FLOOR	146,810 SF
99TH FLOOR	146,810 SF
100TH FLOOR	146,810 SF



- CORRIDOR
- ONE BEDROOM
- TWO BEDROOM
- STAIR
- STOR.

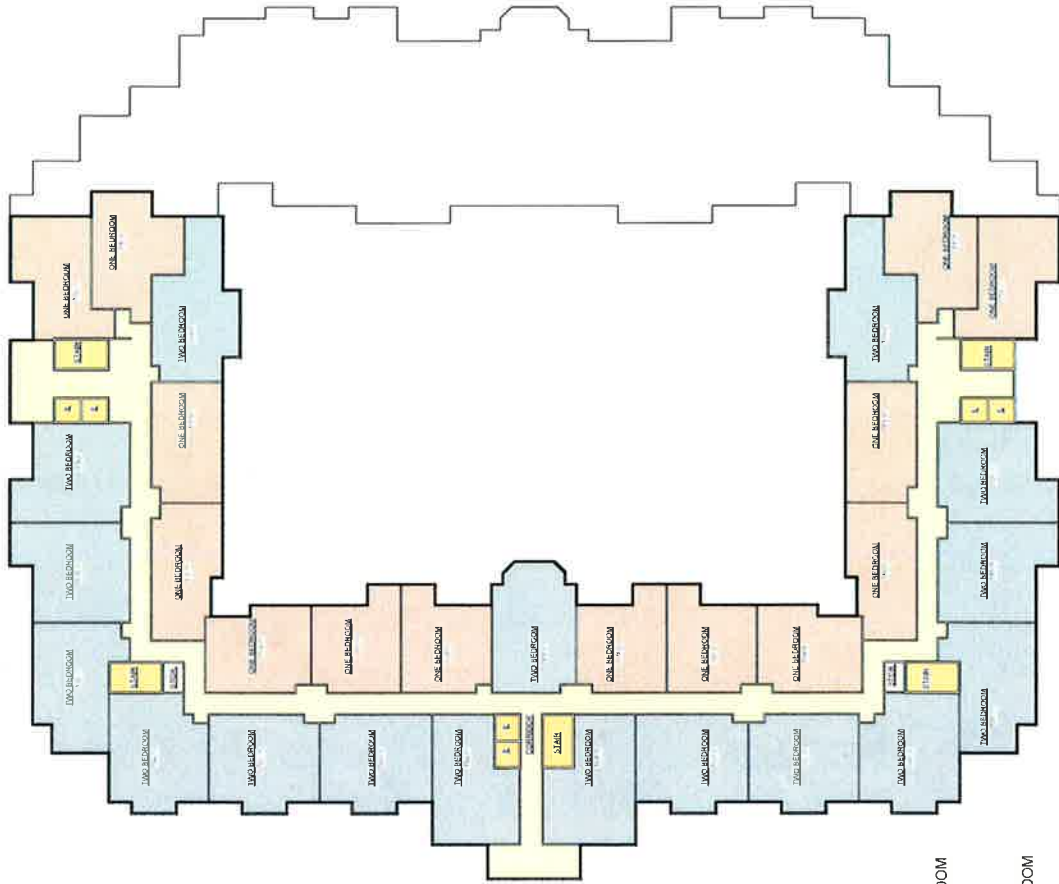
3RD FLOOR
1" = 32'-0"

ROOM AREAS	
Name	Area
ONE BEDROOM 14.131 SF	
TWO BEDROOM 16.733 SF	
2ND FLOOR 17 70.842 SF	
ONE BEDROOM 14.131 SF	
TWO BEDROOM 16.733 SF	
3RD FLOOR 42 49.365 SF	
ONE BEDROOM 14.131 SF	
TWO BEDROOM 16.733 SF	
4TH FLOOR 32 31.18 SF	
ONE BEDROOM 14.131 SF	
TWO BEDROOM 16.733 SF	
5TH FLOOR 24 23.15 SF	
ONE BEDROOM 14.131 SF	
TWO BEDROOM 16.733 SF	
6TH FLOOR 13 13.071 SF	
Grand Total 13 13.071 SF	

UNITS - ONE BEDROOM	
Level	Name
2ND FLOOR	ONE BEDROOM
3RD FLOOR	ONE BEDROOM
3RD FLOOR	ONE BEDROOM
4TH FLOOR	ONE BEDROOM
4TH FLOOR	ONE BEDROOM
5TH FLOOR	ONE BEDROOM
5TH FLOOR	ONE BEDROOM
6TH FLOOR	ONE BEDROOM
6TH FLOOR	ONE BEDROOM
Grand Total 13	13.071 SF

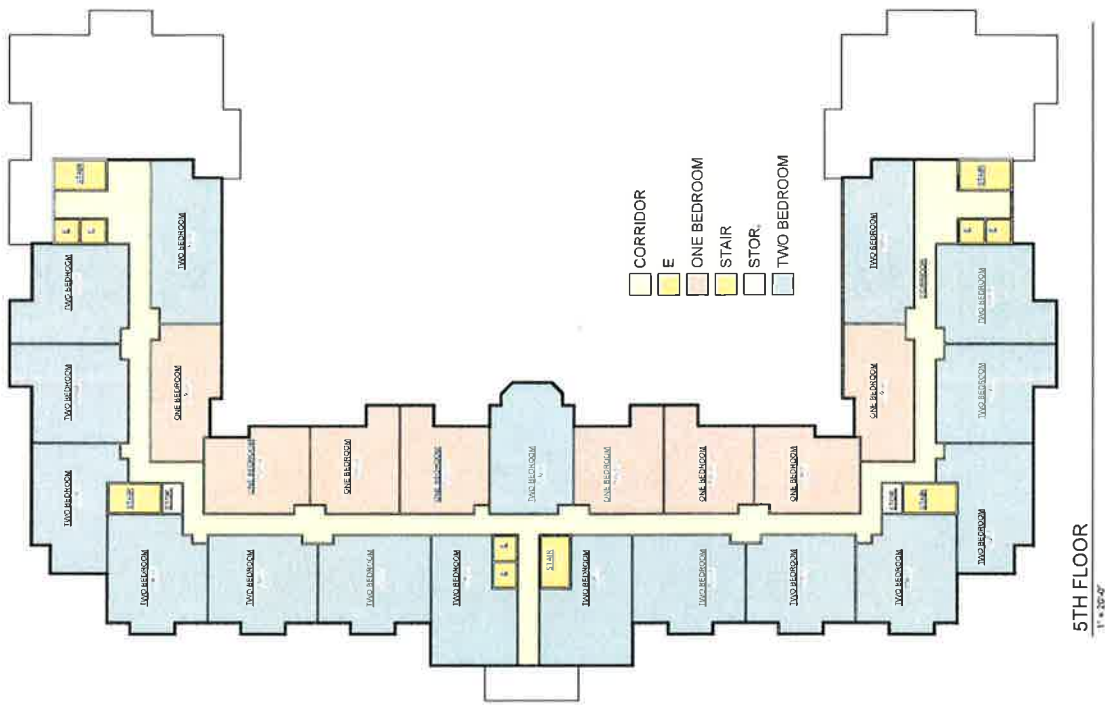
UNITS - TWO BEDROOM	
Level	Name
2ND FLOOR	TWO BEDROOM
3RD FLOOR	TWO BEDROOM
3RD FLOOR	TWO BEDROOM
4TH FLOOR	TWO BEDROOM
4TH FLOOR	TWO BEDROOM
5TH FLOOR	TWO BEDROOM
5TH FLOOR	TWO BEDROOM
6TH FLOOR	TWO BEDROOM
6TH FLOOR	TWO BEDROOM
Grand Total 13	13.071 SF

Area Schedule (Gross Building)	
Level	Area
1ST FLOOR	171.31 SF
2ND FLOOR	166.31 SF
3RD FLOOR	166.31 SF
4TH FLOOR	166.31 SF
5TH FLOOR	166.31 SF
6TH FLOOR	166.31 SF
7TH FLOOR	166.31 SF
8TH FLOOR	166.31 SF
9TH FLOOR	166.31 SF
10TH FLOOR	166.31 SF
11TH FLOOR	166.31 SF
12TH FLOOR	166.31 SF
13TH FLOOR	166.31 SF
14TH FLOOR	166.31 SF
15TH FLOOR	166.31 SF
16TH FLOOR	166.31 SF
17TH FLOOR	166.31 SF
18TH FLOOR	166.31 SF
19TH FLOOR	166.31 SF
20TH FLOOR	166.31 SF
21ST FLOOR	166.31 SF
22ND FLOOR	166.31 SF
23RD FLOOR	166.31 SF
24TH FLOOR	166.31 SF
25TH FLOOR	166.31 SF
26TH FLOOR	166.31 SF
27TH FLOOR	166.31 SF
28TH FLOOR	166.31 SF
29TH FLOOR	166.31 SF
30TH FLOOR	166.31 SF
31ST FLOOR	166.31 SF
32ND FLOOR	166.31 SF
33RD FLOOR	166.31 SF
34TH FLOOR	166.31 SF
35TH FLOOR	166.31 SF
36TH FLOOR	166.31 SF
37TH FLOOR	166.31 SF
38TH FLOOR	166.31 SF
39TH FLOOR	166.31 SF
40TH FLOOR	166.31 SF
41ST FLOOR	166.31 SF
42ND FLOOR	166.31 SF
43RD FLOOR	166.31 SF
44TH FLOOR	166.31 SF
45TH FLOOR	166.31 SF
46TH FLOOR	166.31 SF
47TH FLOOR	166.31 SF
48TH FLOOR	166.31 SF
49TH FLOOR	166.31 SF
50TH FLOOR	166.31 SF
51ST FLOOR	166.31 SF
52ND FLOOR	166.31 SF
53RD FLOOR	166.31 SF
54TH FLOOR	166.31 SF
55TH FLOOR	166.31 SF
56TH FLOOR	166.31 SF
57TH FLOOR	166.31 SF
58TH FLOOR	166.31 SF
59TH FLOOR	166.31 SF
60TH FLOOR	166.31 SF
61ST FLOOR	166.31 SF
62ND FLOOR	166.31 SF
63RD FLOOR	166.31 SF
64TH FLOOR	166.31 SF
65TH FLOOR	166.31 SF
66TH FLOOR	166.31 SF
67TH FLOOR	166.31 SF
68TH FLOOR	166.31 SF
69TH FLOOR	166.31 SF
70TH FLOOR	166.31 SF
71ST FLOOR	166.31 SF
72ND FLOOR	166.31 SF
73RD FLOOR	166.31 SF
74TH FLOOR	166.31 SF
75TH FLOOR	166.31 SF
76TH FLOOR	166.31 SF
77TH FLOOR	166.31 SF
78TH FLOOR	166.31 SF
79TH FLOOR	166.31 SF
80TH FLOOR	166.31 SF
81ST FLOOR	166.31 SF
82ND FLOOR	166.31 SF
83RD FLOOR	166.31 SF
84TH FLOOR	166.31 SF
85TH FLOOR	166.31 SF
86TH FLOOR	166.31 SF
87TH FLOOR	166.31 SF
88TH FLOOR	166.31 SF
89TH FLOOR	166.31 SF
90TH FLOOR	166.31 SF
91ST FLOOR	166.31 SF
92ND FLOOR	166.31 SF
93RD FLOOR	166.31 SF
94TH FLOOR	166.31 SF
95TH FLOOR	166.31 SF
96TH FLOOR	166.31 SF
97TH FLOOR	166.31 SF
98TH FLOOR	166.31 SF
99TH FLOOR	166.31 SF
100TH FLOOR	166.31 SF



- CORRIDOR
- STAIR
- ONE BEDROOM
- TWO BEDROOM
- STOR.

4TH FLOOR
1" = 20'-0"



5TH FLOOR
1" = 30'-0"

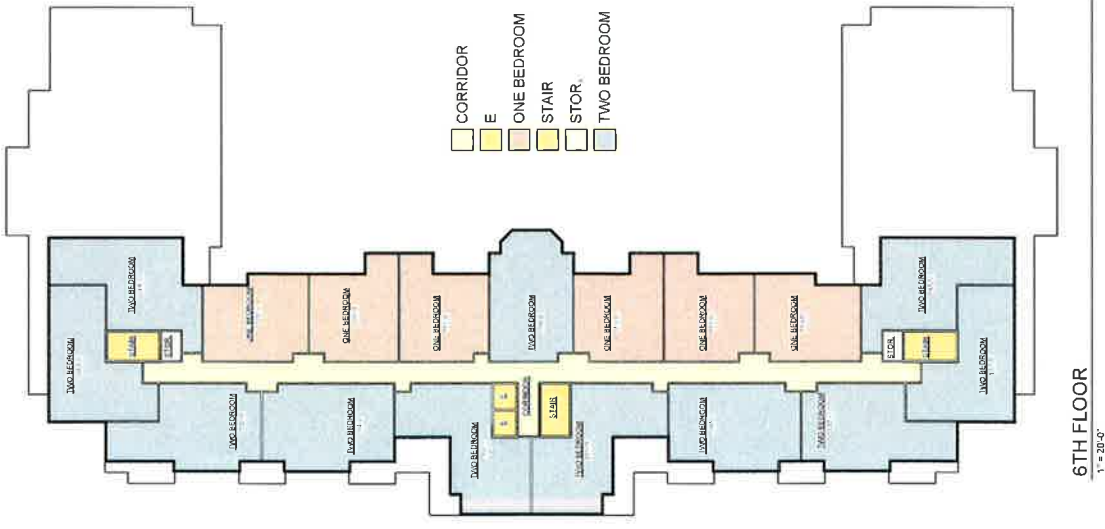
ROOM AREAS	
Name	Area
ONE BEDROOM	14,174 SF
TWO BEDROOM	18,310 SF
2ND FLOOR	39,482 SF
ONE BEDROOM	14,557 SF
TWO BEDROOM	18,702 SF
3RD FLOOR	48,259 SF
ONE BEDROOM	14,828 SF
TWO BEDROOM	17,134 SF
4TH FLOOR	42,962 SF
ONE BEDROOM	14,711 SF
TWO BEDROOM	17,152 SF
5TH FLOOR	79,221 SF
ONE BEDROOM	15,762 SF
TWO BEDROOM	14,535 SF
6TH FLOOR	15,725 SF
Grand Total	312,507.8 SF

UNITS - ONE BEDROOM	
Level	Name
2ND FLOOR	ONE BEDROOM
3RD FLOOR	ONE BEDROOM
4TH FLOOR	ONE BEDROOM
5TH FLOOR	ONE BEDROOM
6TH FLOOR	ONE BEDROOM
Grand Total	6

UNITS - TWO BEDROOM	
Level	Name
2ND FLOOR	TWO BEDROOM
3RD FLOOR	TWO BEDROOM
4TH FLOOR	TWO BEDROOM
5TH FLOOR	TWO BEDROOM
6TH FLOOR	TWO BEDROOM
Grand Total	6

Area Schedule (Gross Building)	
Level	Area
1ST FLOOR	117,279 SF
2ND FLOOR	18,310 SF
3RD FLOOR	48,259 SF
4TH FLOOR	42,962 SF
5TH FLOOR	79,221 SF
6TH FLOOR	15,725 SF
Grand Total	312,507.8 SF

2ND FLOOR	39,482 SF
3RD FLOOR	48,259 SF
4TH FLOOR	42,962 SF
5TH FLOOR	79,221 SF
6TH FLOOR	15,725 SF
Grand Total	225,651 SF



6TH FLOOR
1" = 30'-0"

APPENDIX



ACS Housing Summary

120 old post rd
120 Old Post Rd, Rye, New York, 10580, S. 13, 23 DT
Drive Time: 5 minutes

Prepared by Robert Goman

TOTALS	2005-2009 ACS Estimate	Percent	MOE (\$)	Reliability
Total Population	15,109		769	High
Total Households	5,328		242	High
Total Housing Units	5,860		254	High
OWNER-OCCUPIED HOUSING UNITS BY VALUE				
Total	3,562	100.0%	181	High
Less than \$10,000	4	0.1%	35	Low
\$10,000 to \$14,999	1	0.0%	20	Low
\$15,000 to \$24,999	0	0.0%	0	Low
\$25,000 to \$34,999	0	0.0%	0	Low
\$35,000 to \$49,999	9	0.3%	14	Low
\$50,000 to \$74,999	1	0.0%	14	Low
\$75,000 to \$99,999	5	0.1%	21	Low
\$100,000 to \$149,999	0	0.0%	0	Low
\$150,000 to \$174,999	0	0.0%	0	Low
\$175,000 to \$249,999	4	0.1%	15	Low
\$250,000 to \$499,999	9	0.3%	61	Low
\$500,000 to \$749,999	4	0.1%	15	Low
\$750,000 to \$999,999	0	0.0%	0	Low
\$1,000,000 or more	0	0.0%	0	Low
Medium Home Value	\$887,579		N/A	
Average Home Value	N/A		N/A	

OWNER-OCCUPIED HOUSING UNITS BY MORTGAGE STATUS

Total	3,562	100.0%	181	High
Housing units with a mortgage/contract to purchase/finer debt	2,419	67.9%	167	High
Second mortgage only	18	0.5%	10	Low
Home equity loan only	662	18.6%	89	Low
Both second mortgage and home equity loan	29	0.8%	32	Low
No second mortgage and no home equity loan	1,710	48.0%	163	High
Housing units without a mortgage	1,144	32.1%	130	High
AVERAGE VALUE BY MORTGAGE STATUS				
Housing units with a mortgage	N/A		N/A	
Housing units without a mortgage	N/A		N/A	

Source: U.S. Census Bureau, 2005-2009 American Community Survey

Reliability: High Medium Low

April 13, 2014



ACS Housing Summary

120 old post rd
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Drive Time: 5 minutes

Prepared by Robert Goman

RENTER-OCCUPIED HOUSING UNITS BY CONTRACT RENT	2005-2009 ACS Estimate	Percent	MOE (\$)	Reliability
Total	1,965	100.0%	200	High
With cash rent	1,837	93.5%	200	High
Less than \$100	0	0.0%	0	Low
\$100 to \$149	73	3.7%	59	Low
\$150 to \$199	51	2.6%	29	Low
\$200 to \$249	12	0.6%	44	Low
\$250 to \$299	68	3.5%	52	Low
\$300 to \$349	20	1.0%	20	Low
\$350 to \$399	19	1.0%	14	Low
\$400 to \$449	5	0.3%	34	Low
\$450 to \$499	0	0.0%	0	Low
\$500 to \$549	9	0.5%	14	Low
\$550 to \$599	4	0.2%	13	Low
\$600 to \$649	24	1.2%	68	Low
\$650 to \$699	11	0.6%	43	Low
\$700 to \$749	32	1.6%	10	Low
\$750 to \$799	52	2.6%	50	Low
\$800 to \$899	131	6.7%	57	Low
\$900 to \$999	72	3.7%	27	Low
\$1,000 to \$1,249	145	7.4%	85	Low
\$1,250 to \$1,499	395	20.1%	136	Low
\$1,500 to \$1,999	343	17.5%	82	Low
\$2,000 or more	372	18.9%	102	Low
No cash rent	128	6.5%	41	Low
Median Contract Rent	N/A		N/A	
Average Contract Rent	N/A		N/A	

RENTER-OCCUPIED HOUSING UNITS BY INCLUSION OF UTILITIES IN RENT

Total	1,965	100.0%	200	High
Pay extra for one or more utilities	1,655	84.2%	196	High
No extra payment for any utilities	310	15.8%	63	Low

HOUSING UNITS BY UNITS IN STRUCTURE

Total	5,860	100.0%	254	High
1, detached	3,004	51.4%	146	High
2, attached	485	8.3%	104	High
3 or 4	936	16.0%	149	High
5 to 9	128	2.2%	75	High
10 to 19	368	6.3%	111	High
20 to 49	168	2.9%	75	High
50 or more	753	12.9%	144	High
Mobile home	1	0.0%	14	Low
Boat, RV, van, etc.	11	0.2%	16	Low

Source: U.S. Census Bureau, 2005-2009 American Community Survey

Reliability: High Medium Low

April 13, 2014



ACS Housing Summary

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	2005-2009 ACS Estimate	Percent	MOE(±)	Reliability
HOUSING UNITS BY YEAR STRUCTURE BUILT				
Total	5,840	100.0%	254	High
Built 2005 or later	45	0.8%	22	High
Built 2000 to 2004	152	2.6%	60	High
Built 1990 to 1999	210	3.6%	41	High
Built 1980 to 1989	361	6.2%	77	High
Built 1970 to 1979	467	8.0%	112	High
Built 1960 to 1969	810	13.9%	122	High
Built 1950 to 1959	883	15.1%	122	High
Built 1940 to 1949	843	14.4%	131	High
Built 1939 or earlier	2,068	35.4%	224	High
Median Year Structure Built	1950		N/A	

OCCUPIED HOUSING UNITS BY YEAR HOUSEHOLDER MOVED INTO UNIT

	2005-2009 ACS Estimate	Percent	MOE(±)	Reliability
Total	5,528	100.0%	242	High
Owner occupied				
Moved in 2005 or later	509	9.2%	116	High
Moved in 2000 to 2004	796	14.4%	115	High
Moved in 1990 to 1999	940	17.0%	110	High
Moved in 1980 to 1989	534	9.7%	65	High
Moved in 1970 to 1979	397	7.2%	75	High
Moved in 1969 or earlier	386	7.0%	67	High
Renter occupied				
Moved in 2005 or later	731	13.2%	147	High
Moved in 2000 to 2004	702	12.7%	147	High
Moved in 1990 to 1999	286	5.2%	69	High
Moved in 1980 to 1989	142	2.6%	84	High
Moved in 1970 to 1979	63	1.1%	27	High
Moved in 1969 or earlier	42	0.8%	37	High
Median Year Householder Moved Into Unit	2000		N/A	

OCCUPIED HOUSING UNITS BY HOUSE HEATING FUEL

	2005-2009 ACS Estimate	Percent	MOE(±)	Reliability
Total	5,528	100.0%	252	High
Utility gas	3,317	60.0%	229	High
Bottled, tank, or LP gas	126	2.3%	40	High
Electricity	257	4.6%	55	High
Fuel oil, kerosene, etc.	1,796	32.5%	177	High
Coal or coke	0	0.0%	0	Low
Wood	1	0.0%	14	Low
Solar energy	0	0.0%	0	Low
Other fuel	0	0.0%	0	Low
No fuel used	32	0.6%	35	Low

Source: U.S. Census Bureau, 2005-2009 American Community Survey

Reliability: High Low

April 13, 2014



ACS Housing Summary

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Drive Time: 5 minutes

Prepared by Robert Goman

	2005-2009 ACS Estimate	Percent	MOE(±)	Reliability
OCCUPIED HOUSING UNITS BY VEHICLES AVAILABLE				
Total	5,528	100.0%	242	High
Owner occupied				
No vehicle available	152	2.7%	66	High
1 vehicle available	843	15.2%	96	High
2 vehicles available	1,807	32.7%	162	High
3 vehicles available	553	10.0%	86	High
4 vehicles available	165	3.0%	37	High
5 or more vehicles available	43	0.8%	35	High
Renter occupied				
No vehicle available	316	5.7%	72	High
1 vehicle available	1,102	19.9%	178	High
2 vehicles available	491	8.9%	126	High
3 vehicles available	42	0.8%	24	High
4 vehicles available	3	0.1%	15	High
5 or more vehicles available	11	0.2%	18	High
Average Number of Vehicles Available	N/A		N/A	

Data Note: N/A means not available.

2005-2009 ACS Estimates: The American Community Survey (ACS) replaces census sample data. ESRI is releasing the 2005-2009 ACS estimates, five-year period data collected monthly from January 1, 2005 through December 31, 2009. Although the ACS includes many of the subjects previously covered by the decennial census sample, there are significant differences between the two surveys including fundamental differences in survey design and methodology.

Margin of error (MOE): The MOE is a measure of the variability of the estimate due to sampling error. MOEs enable the data user to measure the range of uncertainty for each estimate with 90 percent confidence. The range of uncertainty is called the confidence interval, and it is calculated by taking the estimate +/- the MOE. For example, if the ACS reports an estimate of 100 with an MOE of +/- 20, then you can be 90 percent certain the value for the whole population falls between 80 and 120.

Reliability: These symbols represent threshold values that ESRI has established from the Coefficients of Variation (CV) to designate the usability of the estimates. The CV measures the amount of sampling error relative to the size of the estimate, expressed as a percentage.

High Reliability: Small CVs (less than or equal to 12 percent) are flagged green to indicate that the sampling error is small relative to the estimate and the estimate is reasonably reliable.

Medium Reliability: Estimates with CVs between 12 and 40 are flagged yellow—use with caution.

Low Reliability: Large CVs (over 40 percent) are flagged red to indicate that the sampling error is large relative to the estimate. The estimate is considered very unreliable.

Source: U.S. Census Bureau, 2005-2009 American Community Survey

Reliability: High Low

April 13, 2014



ACS Housing Summary

120 Old Post Rd
120 Old Post Rd, Rye, New York, 10580, S, 13, 23 DT
Drive Time: 13 minutes

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ACS Housing Summary

120 Old Post Rd
120 Old Post Rd, Rye, New York, 10580, S, 13, 23 DT
Drive Time: 13 minutes

Prepared by Robert Goman

	2005-2009 ACS Estimate	Percent	MOR (±)	Reliability
TOTALS	193,147		4,135	UU
Total Population	72,174		1,445	UU
Total Households	76,616		1,170	UU
Total Housing Units				
OWNER-OCCUPIED HOUSING UNITS BY VALUE				
Total	45,394	100.0%	942	UU
Less than \$10,000	96	0.2%	16	UU
\$10,000 to \$14,999	30	0.0%	15	UU
\$15,000 to \$24,999	46	0.1%	21	UU
\$25,000 to \$34,999	24	0.1%	53	UU
\$35,000 to \$49,999	19	0.1%	26	UU
\$50,000 to \$74,999	45	0.1%	12	UU
\$75,000 to \$99,999	41	0.1%	30	UU
\$100,000 to \$149,999	155	0.3%	81	UU
\$150,000 to \$249,999	96	0.2%	65	UU
\$250,000 to \$499,999	144	0.3%	97	UU
\$500,000 to \$999,999	155	0.3%	55	UU
\$1,000,000 to \$1,249,999	110	0.2%	60	UU
\$1,250,000 to \$1,499,999	580	1.3%	150	UU
\$1,500,000 to \$1,749,999	658	1.4%	196	UU
\$1,750,000 to \$1,999,999	831	1.8%	179	UU
\$2,000,000 to \$2,499,999	700	1.5%	169	UU
\$2,500,000 to \$2,999,999	2,033	4.5%	277	UU
\$3,000,000 to \$3,999,999	1,316	2.9%	235	UU
\$4,000,000 to \$4,999,999	3,508	7.7%	360	UU
\$5,000,000 to \$9,999,999	4,124	9.1%	396	UU
\$10,000,000 to \$24,999,999	10,699	23.6%	579	UU
\$25,000,000 to \$99,999,999	7,839	17.3%	471	UU
\$1,000,000 or more	12,138	26.7%	469	UU
Median Home Value	N/A		N/A	
Average Home Value	N/A		N/A	
OWNER-OCCUPIED HOUSING UNITS BY MORTGAGE STATUS				
Total	45,394	100.0%	942	UU
Housing units with a mortgage/contract to purchase/similar debt	30,227	66.6%	890	UU
Second mortgage only	729	1.6%	157	UU
Home equity loan only	7,853	17.3%	456	UU
Both second mortgage and home equity loan	269	0.6%	113	UU
No second mortgage and no home equity loan	21,375	47.1%	824	UU
Housing units without a mortgage	15,167	33.4%	619	UU
AVERAGE VALUE BY MORTGAGE STATUS				
Housing units with a mortgage	N/A		N/A	
Housing units without a mortgage	N/A		N/A	

Source: U.S. Census Bureau, 2005-2009 American Community Survey

Reliability: ■ high ■ medium ■ low

April 13, 2014

	2005-2009 ACS Estimate	Percent	MOR (±)	Reliability
RENTER-OCCUPIED HOUSING UNITS BY CONTRACT RENT				
Total	26,781	100.0%	943	UU
With cash rent	25,677	95.9%	928	UU
Less than \$100	146	0.5%	72	UU
\$100 to \$149	253	0.9%	110	UU
\$150 to \$199	397	1.5%	113	UU
\$200 to \$249	423	1.6%	142	UU
\$250 to \$299	237	0.9%	91	UU
\$300 to \$349	269	1.0%	127	UU
\$350 to \$399	290	1.1%	97	UU
\$400 to \$449	409	1.5%	130	UU
\$450 to \$499	361	1.3%	147	UU
\$500 to \$549	349	1.3%	136	UU
\$550 to \$599	386	1.4%	122	UU
\$600 to \$649	736	2.7%	194	UU
\$650 to \$699	660	2.5%	173	UU
\$700 to \$749	524	2.0%	128	UU
\$750 to \$799	484	1.8%	143	UU
\$800 to \$899	1,716	6.4%	289	UU
\$900 to \$999	1,382	5.2%	255	UU
\$1,000 to \$1,249	3,755	14.0%	429	UU
\$1,250 to \$1,499	4,268	15.9%	474	UU
\$1,500 to \$1,999	4,671	17.4%	458	UU
\$2,000 or more	3,960	14.8%	433	UU
No cash rent	1,103	4.1%	241	UU
Median Contract Rent	N/A		N/A	
Average Contract Rent	N/A		N/A	
RENTER-OCCUPIED HOUSING UNITS BY INCLUSION OF UTILITIES IN RENT				
Total	26,781	100.0%	943	UU
Pay extra for one or more utilities	22,675	84.7%	891	UU
No extra payment for any utilities	4,102	15.3%	443	UU
HOUSING UNITS BY UNITS IN STRUCTURE				
Total	76,616	100.0%	1,170	UU
1, detached	35,400	43.6%	773	UU
1, attached	4,591	6.0%	423	UU
2	6,787	11.3%	617	UU
2 or 4	6,364	8.3%	349	UU
3 to 4	3,859	4.7%	337	UU
5 to 9	2,899	3.7%	244	UU
10 to 49	3,613	4.7%	241	UU
50 or more	1,115	1.5%	552	UU
No structure	17	0.1%	16	UU
Boat, RV, van, etc.	11	0.0%	16	UU

Source: U.S. Census Bureau, 2005-2009 American Community Survey

Reliability: ■ high ■ medium ■ low

April 13, 2014



ACS Housing Summary

120 old post rd
120 Old Post Rd, Rye, New York, 10580, S. 13, 23 DT
Drive Time: 13 minutes

Prepared by Robert Goman

	2005-2009 ACS Estimate	Percent	MOE (±)	Reliability
HOUSING UNITS BY YEAR STRUCTURE BUILT				
Total	76,616	100.0%	1,170	U
Built: 2005 or later	1,174	1.5%	209	U
Built: 2000 to 2004	2,466	3.2%	303	U
Built: 1990 to 1999	4,010	5.2%	358	U
Built: 1980 to 1989	6,134	8.0%	439	U
Built: 1970 to 1979	6,588	8.6%	504	U
Built: 1960 to 1969	10,656	13.9%	623	U
Built: 1950 to 1959	14,273	18.6%	684	U
Built: 1940 to 1949	7,241	9.5%	536	U
Built: 1939 or earlier	24,075	31.4%	905	U
Median Year Structure Built	1955		N/A	

OCCUPIED HOUSING UNITS BY YEAR HOUSEHOLDER MOVED INTO UNIT

Total	72,174	100.0%	1,145	U
Owner occupied				
Moved in: 2005 or later	6,062	8.4%	490	U
Moved in: 2000 to 2004	10,299	14.3%	576	U
Moved in: 1990 to 1999	11,959	16.6%	600	U
Moved in: 1980 to 1989	6,512	9.0%	427	U
Moved in: 1970 to 1979	4,717	6.5%	362	U
Moved in: 1969 or earlier	5,844	8.1%	417	U
Renter occupied				
Moved in: 2005 or later	10,783	14.9%	691	U
Moved in: 2000 to 2004	8,606	11.9%	556	U
Moved in: 1990 to 1999	4,227	5.9%	253	U
Moved in: 1980 to 1989	1,452	2.1%	88	U
Moved in: 1970 to 1979	938	1.3%	178	U
Moved in: 1969 or earlier	734	1.0%	176	U
Median Year Householder Moved Into Unit	N/A		N/A	

OCCUPIED HOUSING UNITS BY HOUSE HEATING FUEL

Total	72,174	100.0%	1,145	U
Utility gas	40,585	56.2%	1,053	U
Bottled, tank, or LP gas	1,770	2.4%	170	U
Electricity	5,267	7.3%	462	U
Fuel oil, kerosene, etc	24,758	34.3%	594	U
Coal or coke	12	0.0%	12	U
Wood	59	0.1%	40	U
Solar energy	17	0.0%	20	U
Other fuel	352	0.5%	115	U
No fuel used	180	0.2%	70	U

Source: U.S. Census Bureau, 2005-2009 American Community Survey

Reliability: U high, U medium, U low

April 13, 2014



ACS Housing Summary

120 old post rd
120 Old Post Rd, Rye, New York, 10580, S. 13, 23 DT
Drive Time: 13 minutes

Prepared by Robert Goman

	2005-2009 ACS Estimate	Percent	MOE (±)	Reliability
HOUSING UNITS BY YEAR STRUCTURE BUILT				
Total	76,616	100.0%	1,170	U
Built: 2005 or later	1,174	1.5%	209	U
Built: 2000 to 2004	2,466	3.2%	303	U
Built: 1990 to 1999	4,010	5.2%	358	U
Built: 1980 to 1989	6,134	8.0%	439	U
Built: 1970 to 1979	6,588	8.6%	504	U
Built: 1960 to 1969	10,656	13.9%	623	U
Built: 1950 to 1959	14,273	18.6%	684	U
Built: 1940 to 1949	7,241	9.5%	536	U
Built: 1939 or earlier	24,075	31.4%	905	U
Median Year Structure Built	1955		N/A	

OCCUPIED HOUSING UNITS BY YEAR HOUSEHOLDER MOVED INTO UNIT

Total	72,174	100.0%	1,145	U
Owner occupied				
Moved in: 2005 or later	6,062	8.4%	490	U
Moved in: 2000 to 2004	10,299	14.3%	576	U
Moved in: 1990 to 1999	11,959	16.6%	600	U
Moved in: 1980 to 1989	6,512	9.0%	427	U
Moved in: 1970 to 1979	4,717	6.5%	362	U
Moved in: 1969 or earlier	5,844	8.1%	417	U
Renter occupied				
Moved in: 2005 or later	10,783	14.9%	691	U
Moved in: 2000 to 2004	8,606	11.9%	556	U
Moved in: 1990 to 1999	4,227	5.9%	253	U
Moved in: 1980 to 1989	1,452	2.1%	88	U
Moved in: 1970 to 1979	938	1.3%	178	U
Moved in: 1969 or earlier	734	1.0%	176	U
Median Year Householder Moved Into Unit	N/A		N/A	

OCCUPIED HOUSING UNITS BY HOUSE HEATING FUEL

Total	72,174	100.0%	1,145	U
Utility gas	40,585	56.2%	1,053	U
Bottled, tank, or LP gas	1,770	2.4%	170	U
Electricity	5,267	7.3%	462	U
Fuel oil, kerosene, etc	24,758	34.3%	594	U
Coal or coke	12	0.0%	12	U
Wood	59	0.1%	40	U
Solar energy	17	0.0%	20	U
Other fuel	352	0.5%	115	U
No fuel used	180	0.2%	70	U

Source: U.S. Census Bureau, 2005-2009 American Community Survey

Reliability: U high, U medium, U low

April 13, 2014



ACS Housing Summary

Prepared by Robert Goman

120 Old Post Rd
120 Old Post Rd, Rye, New York, 10580, S, 13, 23 DT
Drive Time: 23 minutes

	2005-2009 ACS Estimate	Percent	MOE(z)	Reliability
TOTALS				
Total Population	1,269,719		1,485	UU
Total Households	470,798		3,018	UU
Total Housing Units	501,069		3,003	UU
OWNER-OCCUPIED HOUSING UNITS BY VALUE				
Total	252,892	100.0%	2,424	UU
Less than \$10,000	1,249	0.5%	713	UU
\$10,000 to \$14,999	1,395	0.5%	216	UU
\$15,000 to \$19,999	546	0.2%	192	UU
\$20,000 to \$24,999	582	0.2%	155	UU
\$25,000 to \$29,999	486	0.2%	163	UU
\$30,000 to \$34,999	394	0.2%	147	UU
\$35,000 to \$39,999	739	0.3%	97	UU
\$40,000 to \$49,999	1,658	0.7%	179	UU
\$50,000 to \$59,999	1,795	0.7%	329	UU
\$60,000 to \$69,999	1,672	0.7%	249	UU
\$70,000 to \$79,999	1,649	0.7%	310	UU
\$80,000 to \$89,999	1,599	0.6%	340	UU
\$90,000 to \$99,999	4,651	1.8%	255	UU
\$100,000 to \$124,999	3,933	1.6%	480	UU
\$125,000 to \$149,999	5,758	2.3%	513	UU
\$150,000 to \$174,999	4,314	1.7%	459	UU
\$175,000 to \$209,999	11,131	4.4%	677	UU
\$200,000 to \$249,999	6,757	3.5%	631	UU
\$250,000 to \$299,999	30,997	12.3%	1,135	UU
\$300,000 to \$399,999	37,108	14.7%	1,206	UU
\$400,000 to \$499,999	65,979	26.5%	1,489	UU
\$500,000 to \$749,999	27,811	11.0%	952	UU
\$750,000 to \$999,999	36,902	14.6%	908	UU
\$1,000,000 or more				
Median Home Value	N/A		N/A	
Average Home Value	N/A		N/A	

	2005-2009 ACS Estimate	Percent	MOE(z)	Reliability
OWNER-OCCUPIED HOUSING UNITS BY MORTGAGE STATUS				
Total	252,892	100.0%	2,424	UU
Housing units with a mortgage/contract to purchase/second debt	156,566	65.9%	2,231	UU
Second mortgage only	5,863	2.3%	487	UU
Home equity loan only	36,608	14.5%	1,121	UU
Both second mortgage and home equity loan	2,069	0.8%	326	UU
No second mortgage and no home equity loan	122,008	48.2%	2,059	UU
Housing units without a mortgage	86,324	34.1%	1,626	UU
AVERAGE VALUE BY MORTGAGE STATUS				
Housing units with a mortgage	N/A		N/A	
Housing units without a mortgage	N/A		N/A	

Source: U.S. Census Bureau, 2005-2009 American Community Survey

Reliability: UU High U medium L low

April 13, 2014



ACS Housing Summary

Prepared by Robert Goman

120 Old Post Rd
120 Old Post Rd, Rye, New York, 10580, S, 13, 23 DT
Drive Time: 23 minutes

	2005-2009 ACS Estimate	Percent	MOE(z)	Reliability
RENTER-OCCUPIED HOUSING UNITS BY CONTRACT RENT				
Total	217,907	100.0%	2,632	UU
With cash rent	211,634	97.1%	2,611	UU
Less than \$100	2,034	0.9%	227	UU
\$100 to \$149	3,949	1.8%	421	UU
\$150 to \$199	4,305	2.0%	457	UU
\$200 to \$249	2,281	1.0%	323	UU
\$250 to \$299	2,808	1.3%	349	UU
\$300 to \$349	2,341	1.1%	353	UU
\$350 to \$399	3,486	1.6%	418	UU
\$400 to \$449	3,079	1.4%	353	UU
\$450 to \$499	5,154	2.4%	516	UU
\$500 to \$549	4,072	1.9%	478	UU
\$550 to \$599	6,886	3.2%	593	UU
\$600 to \$649	7,415	3.4%	611	UU
\$650 to \$699	8,407	3.9%	681	UU
\$700 to \$749	3,385	1.5%	386	UU
\$750 to \$799	21,218	9.7%	1,016	UU
\$800 to \$899	23,723	10.9%	1,108	UU
\$900 to \$999	39,443	17.9%	1,734	UU
\$1,000 to \$1,249	35,443	16.3%	1,697	UU
\$1,250 to \$1,499	22,702	10.4%	1,137	UU
\$1,500 to \$1,999	11,462	5.3%	739	UU
\$2,000 or more	6,272	2.9%	569	UU
No cash rent				
Median Contract Rent	N/A		N/A	
Average Contract Rent	N/A		N/A	

	2005-2009 ACS Estimate	Percent	MOE(z)	Reliability
UTILITIES IN RENT				
Total	217,907	100.0%	2,632	UU
Pay extra for one or more utilities	174,076	79.9%	2,464	UU
No extra payment for any utilities	43,831	20.1%	1,281	UU
HOUSING UNITS BY UNITS IN STRUCTURE				
Total	501,069	100.0%	3,003	UU
1- detached	167,394	33.4%	1,958	UU
1- attached	31,375	6.3%	1,100	UU
2	56,525	11.3%	1,623	UU
3 or 4	48,130	9.6%	1,511	UU
5 to 9	25,122	5.0%	1,076	UU
10 to 19	20,426	4.1%	964	UU
20 to 49	48,758	9.7%	1,422	UU
50 or more	100,482	20.1%	1,650	UU
Mobile home	734	0.1%	219	UU
Boat, RV, van, etc	125	0.0%	97	L

Source: U.S. Census Bureau, 2005-2009 American Community Survey

Reliability: UU High U medium L low

April 13, 2014



ACS Housing Summary

120 old post rd
120 Old Post Rd, Rye, New York, 10580, S. 13, 23 DT
Drive Time: 23 minutes

Prepared by Robert Goman

	2005-2009 ACS Estimate	Percent	MOE(±)	Reliability
HOUSING UNITS BY YEAR STRUCTURE BUILT				
Total	501,069	100.0%	3,003	High
Built 2005 or later	5,192	1.0%	482	High
Built 2000 to 2004	12,782	2.6%	730	High
Built 1990 to 1999	18,329	3.7%	861	High
Built 1980 to 1989	27,716	5.5%	1,080	High
Built 1970 to 1979	43,218	8.6%	1,365	High
Built 1960 to 1959	73,598	14.7%	1,732	High
Built 1950 to 1949	103,759	20.7%	2,005	High
Built 1940 to 1939	59,934	12.0%	1,627	High
Built 1939 or earlier	156,541	31.2%	2,373	High
Median Year Structure Built	N/A		N/A	

OCCUPIED HOUSING UNITS BY YEAR HOUSEHOLDER MOVED INTO UNIT

	2005-2009 ACS Estimate	Percent	MOE(±)	Reliability
Total	470,798	100.0%	3,018	High
Owner occupied				
Moved in 2005 or later	32,491	6.9%	1,182	High
Moved in 2000 to 2004	56,552	12.0%	1,480	High
Moved in 1990 to 1999	68,031	14.5%	1,583	High
Moved in 1980 to 1989	36,964	7.9%	1,153	High
Moved in 1970 to 1979	28,892	6.1%	1,015	High
Moved in 1969 or earlier	29,962	6.4%	1,006	High
Renter occupied				
Moved in 2005 or later	73,200	15.5%	1,904	High
Moved in 2000 to 2004	65,455	13.9%	1,820	High
Moved in 1990 to 1999	42,736	9.1%	1,426	High
Moved in 1980 to 1989	15,960	3.4%	889	High
Moved in 1970 to 1979	13,923	3.0%	760	High
Moved in 1969 or earlier	6,633	1.4%	515	High
Median Year Householder Moved Into Unit	N/A		N/A	

OCCUPIED HOUSING UNITS BY HOUSE HEATING FUEL

	2005-2009 ACS Estimate	Percent	MOE(±)	Reliability
Total	470,798	100.0%	3,018	High
Utility gas	209,989	44.6%	2,394	High
Bottled, tank, or LP gas	7,033	1.5%	538	High
Electricity	45,576	9.7%	1,341	High
Fuel oil, kerosene, etc.	202,529	43.0%	2,603	High
Coal or coke	409	0.1%	159	High
Wood	493	0.1%	131	High
Solar energy	36	0.0%	33	High
Other fuel	2,734	0.6%	308	High
No fuel used	1,999	0.4%	302	High

Source: U.S. Census Bureau, 2005-2009 American Community Survey

Reliability: High Low

April 13, 2014



ACS Housing Summary

120 old post rd
120 Old Post Rd, Rye, New York, 10580, S. 13, 23 DT
Drive Time: 23 minutes

Prepared by Robert Goman

	2005-2009 ACS Estimate	Percent	MOE(±)	Reliability
OCCUPIED HOUSING UNITS BY VEHICLES AVAILABLE				
Total	470,798	100.0%	3,018	High
Owner occupied				
No vehicle available	22,621	4.8%	985	High
1 vehicle available	85,284	18.1%	1,762	High
2 vehicles available	99,472	21.1%	1,781	High
3 vehicles available	33,304	7.1%	1,074	High
4 vehicles available	9,081	1.9%	582	High
5 or more vehicles available	3,130	0.7%	351	High
Renter occupied				
No vehicle available	85,909	18.2%	1,834	High
1 vehicle available	93,457	19.9%	2,075	High
2 vehicles available	32,336	6.9%	1,291	High
3 vehicles available	4,952	1.1%	521	High
4 vehicles available	948	0.2%	232	High
5 or more vehicles available	406	0.1%	123	High
Average Number of Vehicles Available	N/A		N/A	

Data Note: N/A means not available.

2005-2009 ACS Estimates: The American Community Survey (ACS) replaces census sample data. Esri is releasing the 2005-2009 ACS estimates, five-year period data collected monthly from January 1, 2005 through December 31, 2009. Although the ACS includes many of the subjects surveyed by the decennial census sample, there are significant differences between the two surveys including fundamental differences in survey design and residency rules.

Margin of error (MOE): The MOE is a measure of the variability of the estimate due to sampling error. MOEs enable the data user to measure the range of uncertainty for each estimate with 90 percent confidence. The range of uncertainty is called the confidence interval, and it is calculated by taking the estimate +/- the MOE. For example, if the ACS reports an estimate of 100 with an MOE of +/- 20, then you can be 90 percent certain the value for the whole population falls between 80 and 120.

Reliability: These symbols represent threshold values that Esri has established from the Coefficients of Variation (CV) to designate the usability of the estimates. The CV measures the amount of sampling error relative to the size of the estimate, expressed as a percentage.

High Reliability: Small CVs (less than or equal to 12 percent) are flagged green to indicate that the sampling error is small relative to the estimate and the estimate is reasonably reliable.

Medium Reliability: Estimates with CVs between 12 and 40 are flagged yellow—use with caution.

Low Reliability: Large CVs (over 40 percent) are flagged red to indicate that the sampling error is large relative to the estimate. The estimate is considered very unreliable.

Source: U.S. Census Bureau, 2005-2009 American Community Survey

Reliability: High Low

April 13, 2014



Age 55+ Profile

120 Old Post Rd
120 Old Post Rd, Rye, New York, 10580,
Drive Time: 5 minutes

Prepared by Robert Goman



Age 55+ Profile

120 Old Post Rd
120 Old Post Rd, Rye, New York, 10580,
Drive Time: 5 minutes

Prepared by Robert Goman

120 Old Post Rd
120 Old Post Rd, Rye, New York, 10580,
Drive Time: 5 minutes

Demographic Summary		Census 2010	2013	2013-2018 Change	2013 Annual Rate
Total Population		15,771	15,886	119	0.15%
Population 55+		3,896	4,096	480	1.55%
Median Age		40.0	40.5	0.6	0.29%
Households		5,896	5,925	53	0.18%
% Householders 55+		42.8%	45.6%	4.0	1.70%
Owner/Renter Ratio		1.7	1.7	0.1	1.15%
Median Home Value		-	\$703,332	\$227,221	5.76%
Average Home Value		-	\$760,373	\$179,878	4.33%
Median Household Income		-	\$114,475	\$16,471	2.73%
Median Household Income for Householder 55+		-	\$93,166	\$24,284	4.74%

Population by Age and Sex		2010		2013	
	Number	% of 55+	Number	% of 55+	% of 55+
Male Population					
Total (55+)	1,653	100.0%	1,806	100.0%	100.0%
55-59	400	24.2%	506	28.0%	29.3%
60-64	345	20.9%	361	20.0%	22.2%
65-69	266	16.1%	286	15.8%	15.4%
70-74	193	11.7%	214	11.8%	11.9%
75-79	158	9.6%	156	8.6%	8.5%
80-84	141	8.5%	129	7.1%	5.7%
85+	150	9.1%	154	8.5%	7.0%
Female					
Total (55+)	2,243	100.0%	2,290	100.0%	100.0%
55-59	449	20.0%	515	22.5%	25.3%
60-64	386	17.2%	407	17.8%	19.2%
65-69	306	13.6%	319	13.9%	14.9%
70-74	255	11.4%	266	11.6%	11.4%
75-79	209	9.3%	213	9.3%	8.9%
80-84	259	11.5%	200	8.7%	7.1%
85+	379	16.9%	370	16.2%	13.1%

Total Population		Census 2010	% of Total Pop	2013	% of Total Pop
Total (55+)	3,896	32.4%	4,095	34.5%	37.0%
55-59	849	5.4%	1,021	6.5%	7.9%
60-64	731	4.6%	768	4.9%	6.0%
65-69	573	3.6%	604	3.9%	4.4%
70-74	449	2.8%	480	3.1%	3.4%
75-79	367	2.3%	369	2.4%	2.5%
80-84	400	2.5%	329	2.1%	1.9%
85+	529	3.4%	524	3.3%	3.0%
65+	2,318	14.7%	2,306	14.7%	15.1%
75+	1,296	8.2%	1,222	7.8%	7.4%

2013 Households by Income and Age of Householder 55+		2018 Households by Income and Age of Householder 55+					
Income	55-64	65-74	75+	Income	55-64	65-74	75+
Total	1,100	100%	697	100%	1,323	100%	837
<\$15,000	55	5.0%	53	7.6%	49	3.7%	51
\$15,000-\$24,999	36	3.3%	37	5.3%	26	2.0%	30
\$25,000-\$34,999	30	2.7%	15	2.2%	28	2.1%	15
\$35,000-\$49,999	70	6.4%	69	9.9%	63	4.8%	58
\$50,000-\$74,999	122	11.1%	120	17.2%	94	7.1%	94
\$75,000-\$99,999	115	10.5%	71	10.2%	148	11.2%	102
\$100,000-\$149,999	189	17.2%	92	13.2%	249	18.8%	109
\$150,000-\$199,999	130	11.8%	66	9.5%	189	14.3%	65
\$200,000+	352	32.0%	175	25.1%	476	36.0%	148
Median HH Income	\$127,740		\$93,253		\$150,000+		\$76,031
Average HH Income	\$180,883		\$151,297		\$106,550		\$137,150

2018 Households by Income and Age of Householder 55+		2013 Households by Income and Age of Householder 55+					
Income	55-64	65-74	75+	Income	55-64	65-74	75+
Total	1,323	100%	837	100%	1,100	100%	697
<\$15,000	49	3.7%	51	6.5%	55	5.0%	53
\$15,000-\$24,999	26	2.0%	30	3.8%	36	3.3%	37
\$25,000-\$34,999	28	2.1%	15	1.9%	30	2.7%	15
\$35,000-\$49,999	63	4.8%	58	7.4%	70	6.4%	69
\$50,000-\$74,999	94	7.1%	94	12.1%	122	11.1%	120
\$75,000-\$99,999	148	11.2%	102	15.1%	115	10.5%	71
\$100,000-\$149,999	249	18.8%	109	15.1%	189	17.2%	92
\$150,000-\$199,999	189	14.3%	65	7.8%	130	11.8%	66
\$200,000+	476	36.0%	148	29.4%	352	32.0%	175
Median HH Income	\$150,781		\$117,555		\$127,740		\$93,253
Average HH Income	\$227,433		\$194,414		\$180,883		\$151,297

2013 Households by Income and Age of Householder 55+		2018 Households by Income and Age of Householder 55+					
Income	55-64	65-74	75+	Income	55-64	65-74	75+
Total	1,100	100%	697	100%	1,323	100%	837
<\$15,000	55	5.0%	53	7.6%	49	3.7%	51
\$15,000-\$24,999	36	3.3%	37	5.3%	26	2.0%	30
\$25,000-\$34,999	30	2.7%	15	2.2%	28	2.1%	15
\$35,000-\$49,999	70	6.4%	69	9.9%	63	4.8%	58
\$50,000-\$74,999	122	11.1%	120	17.2%	94	7.1%	94
\$75,000-\$99,999	115	10.5%	71	10.2%	148	11.2%	102
\$100,000-\$149,999	189	17.2%	92	13.2%	249	18.8%	109
\$150,000-\$199,999	130	11.8%	66	9.5%	189	14.3%	65
\$200,000+	352	32.0%	175	25.1%	476	36.0%	148
Median HH Income	\$93,166		\$60,679		\$150,781		\$117,450
Average HH Income	\$148,760		\$106,550		\$227,433		\$192,973

Total Population		Census 2010	% of Total Pop	2013	% of Total Pop
Total (55+)	3,896	32.4%	4,095	34.5%	37.0%
55-59	849	5.4%	1,021	6.5%	7.9%
60-64	731	4.6%	768	4.9%	6.0%
65-69	573	3.6%	604	3.9%	4.4%
70-74	449	2.8%	480	3.1%	3.4%
75-79	367	2.3%	369	2.4%	2.5%
80-84	400	2.5%	329	2.1%	1.9%
85+	529	3.4%	524	3.3%	3.0%
65+	2,318	14.7%	2,306	14.7%	15.1%
75+	1,296	8.2%	1,222	7.8%	7.4%

Data Note: Income is reported for July 1, 2013 and represents annual income for the preceding year, expressed in current (2013) dollars, including an adjustment for inflation. Income is reported for July 1, 2018 and represents annual income for the preceding year, expressed in current (2017) dollars, including an adjustment for inflation.

Data Note: A "*" indicates that the variable was not collected in the 2010 Census. Source: U.S. Census Bureau, Census 2010 Summary File 1. Est. forecasts for 2013 and 2018.



November 25, 2014



Age 55+ Profile

Prepared by Robert Goman
120 Old Post Rd
120 Old Post Rd, Rye, New York, 10580,
Drive Time: 5 minutes

2013 Population 55+ by Race	Number	Percent	% Pop
Total	5,422	100.0%	34.6%
White Alone	4,968	91.6%	37.6%
Black Alone	112	2.1%	30.6%
American Indian Alone	6	0.1%	17.1%
Asian Alone	203	3.7%	17.9%
Pacific Islander Alone	0	0.0%	0.0%
Some Other Race Alone	86	1.6%	14.4%
Two or More Races	47	0.9%	13.5%
Hispanic Origin (Any Race)	364	6.7%	18.7%

Census 2010 Households and Age of Householder

	Number	Percent	% Total HHS
Total	2,525	100.0%	42.8%
Family Households	1,440	57.0%	24.4%
Householder Age 55-64	692	27.4%	11.7%
Householder Age 65-74	392	15.5%	6.6%
Householder Age 75-84	246	9.7%	4.2%
Householder Age 85+	110	4.4%	1.9%
Nonfamily Households	1,085	43.0%	18.4%
Householder Age 55-64	270	10.7%	4.6%
Householder Age 65-74	257	10.2%	4.4%
Householder Age 75-84	277	11.0%	4.7%
Householder Age 85+	281	11.1%	4.8%

Census 2010 Occupied Housing Units by Age of Householder

	Number	Percent	% Total HHS
Total	2,526	100.0%	42.8%
Owner Occupied Housing Units	1,798	71.2%	30.5%
Householder Age 55-64	715	28.3%	12.1%
Householder Age 65-74	507	20.1%	8.6%
Householder Age 75-84	378	15.0%	6.4%
Householder Age 85+	198	7.8%	3.4%
Renter Occupied Housing Units	728	28.8%	12.3%
Householder Age 55-64	248	9.8%	4.2%
Householder Age 65-74	142	5.6%	2.4%
Householder Age 75-84	145	5.7%	2.5%
Householder Age 85+	193	7.6%	3.3%

Data Note: A family is defined as a householder and one or more other people living in the same household who are related to the householder by birth, marriage, or adoption. Nonfamily households consist of people living alone and households that do not contain any members who are related to the householder. The base for % Pop is specific to the row. A Nonrelative is not related to the householder by birth, marriage, or adoption.

Source: U.S. Census Bureau, Census 2010 Summary File 1. Esri forecasts for 2013 and 2016

November 25, 2014



Age 55+ Profile

Prepared by Robert Goman
120 Old Post Rd
120 Old Post Rd, Rye, New York, 10580,
Drive Time: 13 minutes

Demographic Summary	2013	2010	2013-2018 Change	2013-2018 Annual Rate
Total Population	194,677	194,677	198,781	3,639
Population 55+	50,632	50,632	58,623	5,397
Median Age	39.3	39.3	40.5	0.6
Households	72,575	72,575	74,093	1,368
% Householders 55+	43.1%	43.1%	48.2%	3.0
Owner/Renter Ratio	1.4	1.4	0.0	0.00%
Median Home Value	\$629,865	\$629,865	\$852,654	\$222,789
Average Home Value	\$706,169	\$706,169	\$844,621	\$138,452
Median Household Income	\$85,864	\$85,864	\$100,543	\$14,679
Median Household Income for Householder 55+	\$75,797	\$75,797	\$91,667	\$15,870

Population by Age and Sex

Male Population	2010	2013	% of 55+	2013	% of 55+
Total (55+)	21,956	23,442	100.0%	26,351	100.0%
55-59	5,687	6,207	25.9%	6,789	25.8%
60-64	4,697	5,067	21.4%	5,754	21.8%
65-69	3,472	3,827	15.8%	4,599	17.5%
70-74	2,556	2,789	11.6%	3,353	12.7%
75-79	2,201	2,122	10.0%	2,348	8.9%
80-84	1,754	1,738	8.0%	1,687	6.4%
85+	1,589	1,692	7.2%	1,821	6.9%

Female	2010	2013	% of 55+	2013	% of 55+
Total (55+)	28,676	29,784	100.0%	32,272	100.0%
55-59	6,249	6,781	21.8%	7,305	22.6%
60-64	5,436	5,744	19.0%	6,365	19.7%
65-69	4,235	4,581	14.8%	5,300	16.4%
70-74	3,422	3,629	11.9%	4,192	13.0%
75-79	3,031	2,953	10.6%	3,157	9.8%
80-84	2,926	2,616	10.2%	2,453	7.6%
85+	3,377	3,480	11.8%	3,500	10.8%

Total Population	2010	2013	% of Total Pop	2013	% of Total
Total (55+)	50,630	53,225	33.4%	58,623	36.6%
55-59	11,935	12,988	6.1%	14,094	7.1%
60-64	10,133	10,810	5.2%	12,119	6.1%
65-69	7,707	8,408	4.0%	9,899	5.0%
70-74	5,978	6,418	3.1%	7,544	3.8%
75-79	5,232	5,075	2.7%	5,505	2.8%
80-84	4,680	4,354	2.4%	4,140	2.1%
85+	4,965	5,172	2.6%	5,322	2.7%
65+	28,562	29,427	14.7%	32,410	16.3%
75+	14,877	14,601	7.6%	14,967	7.5%

Data Note: A "-" indicates that the variable was not collected in the 2010 Census Source: U.S. Census Bureau, Census 2010 Summary File 1. Esri forecasts for 2013 and 2016



Age 55+ Profile

120 Old Post Rd
120 Old Post Rd, Rye, New York, 10580,
Drive Time: 13 minutes

Prepared by Robert Goman

	2013 Households by Income and Age of Householder 55+			Total	Percent
	55-64	65-74	75+		
Total	13,819	9,202	9,647	32,668	100%
<\$15,000	873	590	1,388	2,851	8.7%
\$15,000-\$24,999	632	466	1,388	2,721	8.3%
\$25,000-\$34,999	845	616	1,221	2,815	8.6%
\$35,000-\$49,999	1,219	1,060	1,151	3,430	10.4%
\$50,000-\$74,999	1,622	1,429	1,430	4,481	13.6%
\$75,000-\$99,999	1,426	1,036	894	3,317	10.1%
\$100,000-\$149,999	2,354	1,288	890	4,532	13.8%
\$150,000-\$199,999	1,441	1,046	536	2,663	8.1%
\$200,000+	3,407	1,576	1,074	6,057	18.4%
Median HH Income	\$104,339	\$73,698	\$48,335	\$75,797	
Average HH Income	\$153,984	\$122,517	\$90,290	\$126,093	

	2018 Households by Income and Age of Householder 55+			Total	Percent
	55-64	65-74	75+		
Total	15,045	10,702	9,988	35,735	100%
<\$15,000	803	536	1,326	2,725	7.6%
\$15,000-\$24,999	487	326	957	2,179	6.1%
\$25,000-\$34,999	728	486	1,067	2,555	7.1%
\$35,000-\$49,999	1,156	776	1,069	3,296	9.2%
\$50,000-\$74,999	1,422	1,391	1,225	4,038	11.3%
\$75,000-\$99,999	1,754	1,321	1,186	4,261	11.9%
\$100,000-\$149,999	2,802	1,713	1,116	5,631	15.8%
\$150,000-\$199,999	1,868	1,020	726	3,614	10.1%
\$200,000+	4,025	2,113	1,295	7,433	20.8%
Median HH Income	\$116,298	\$88,863	\$59,332	\$91,667	
Average HH Income	\$186,697	\$152,307	\$113,651	\$156,066	

Data Note: Income is reported for July 1, 2013 and represents annual income for the preceding year, assessed in current (2012) dollars, including an adjustment for inflation. Income is reported for July 1, 2018 and represents annual income for the preceding year, expressed in current (2017) dollars, including an adjustment for inflation.

Source: U.S. Census Bureau, Census 2010 Summary File 1. Est. forecasts for 2013 and 2018

November 25, 2014



Age 55+ Profile

120 Old Post Rd
120 Old Post Rd, Rye, New York, 10580,
Drive Time: 13 minutes

Prepared by Robert Goman

	2013 Population 55+ by Race			Number	Percent	% Pop
	Total	White Alone	Black Alone			
Total	68,040	56,442	5,087	68,040	100.0%	34.9%
White Alone	56,442	56,442	0	56,442	83.0%	39.7%
Black Alone	5,087	0	5,087	5,087	7.5%	34.2%
American Indian Alone	143	0	143	143	0.2%	18.4%
Asian Alone	2,756	0	2,756	2,756	4.1%	23.3%
Pacific Islander Alone	11	0	11	11	0.0%	9.6%
Some Other Race Alone	2,635	0	2,635	2,635	3.9%	13.9%
Two or More Races	966	1	965	966	1.4%	15.6%
Hispanic Origin (Any Race)	8,972	13	8,959	8,972	13.2%	17.9%
Total	31,283	18,101	8,685	31,283	100.0%	43.1%
Family Households	18,101	10,528	7,573	18,101	57.9%	24.9%
Householder Age 55-64	8,685	5,028	3,657	8,685	27.8%	12.0%
Householder Age 65-74	5,028	3,233	1,795	5,028	16.1%	6.9%
Householder Age 75-84	3,233	1,155	2,078	3,233	10.3%	4.5%
Householder Age 85+	1,155	138	1,017	1,155	3.7%	1.6%
Nonfamily Households	13,182	4,112	9,070	13,182	42.1%	18.2%
Householder Age 55-64	4,112	3,447	665	4,112	13.1%	5.7%
Householder Age 65-74	3,447	3,389	58	3,447	11.0%	4.7%
Householder Age 75-84	3,389	2,234	1,155	3,389	10.6%	4.7%
Householder Age 85+	2,234	1,101	1,133	2,234	7.1%	3.1%

	Census 2010 Occupied Housing Units by Age of Householder			Number	Percent	% Total HHs
	Total	Owner Occupied Housing Units	Renter Occupied Housing Units			
Total	31,281	22,169	9,112	31,281	100.0%	43.1%
Owner Occupied Housing Units	22,169	22,169	0	22,169	70.9%	30.5%
Householder Age 55-64	8,905	8,905	0	8,905	26.5%	12.3%
Householder Age 65-74	6,144	6,144	0	6,144	19.6%	8.5%
Householder Age 75-84	4,833	4,833	0	4,833	15.5%	6.7%
Householder Age 85+	2,287	2,287	0	2,287	7.3%	3.2%
Renter Occupied Housing Units	9,112	0	9,112	9,112	29.1%	12.6%
Householder Age 55-64	3,892	0	3,892	3,892	12.4%	5.4%
Householder Age 65-74	2,331	0	2,331	2,331	7.5%	3.2%
Householder Age 75-84	1,788	0	1,788	1,788	5.7%	2.5%
Householder Age 85+	1,101	0	1,101	1,101	3.5%	1.5%

Data Note: A family is defined as a householder and one or more other people living in the same household who are related to the householder by birth, marriage, or adoption. Nonfamily households consist of people living alone and households that do not contain any members who are related to the householder. The base for "% Pop" is specific to the row. A Nonrelative is not related to the householder by birth, marriage, or adoption.

Source: U.S. Census Bureau, Census 2010 Summary File 1. Est. forecasts for 2013 and 2018

GOMAN + YORK

NOVEMBER 2014



Age 55+ Profile

120 Old Post Rd
120 Old Post Rd, Rye, New York, 10580,
Drive Time: 23 minutes

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120 Old Post Rd,
Rye, New York, 10580,
Drive Time: 23 minutes



Age 55+ Profile

120 Old Post Rd,
Rye, New York, 10580,
Drive Time: 23 minutes

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Demographic Summary

Total Population	1,280,138	1,285,824	1,313,850	28,025	2,000%
Population 55+	327,938	346,633	383,997	37,364	11.4%
Median Age	38.5	38.9	39.4	0.5	0.26%
Households	480,532	482,959	493,813	10,854	0.45%
% Householders 55+	42.0%	44.0%	47.1%	3.1	1.37%
Owner/Renter Ratio	1.0	1.0	1.0	0.0	0.00%
Median Home Value	-	\$479,179	\$650,510	\$171,331	6.30%
Average Home Value	-	\$568,406	\$686,423	\$118,017	3.85%
Median Household Income	-	\$62,950	\$76,657	\$13,707	4.02%
Median Household Income for Householder 55+	-	\$57,134	\$69,130	\$11,996	3.89%

Population by Age and Sex

	Census 2010		2013		2018		2018	
	Number	% of 55+	Number	% of 55+	Number	% of 55+	Number	% of 55+
Male Population								
Total (55+)	139,502	100.0%	149,114	100.0%	167,319	100.0%	167,319	100.0%
55-59	36,286	26.0%	39,041	26.2%	41,761	25.0%	41,761	25.0%
60-64	30,956	22.2%	33,226	22.3%	36,691	21.9%	36,691	21.9%
65-69	22,612	16.2%	25,051	16.8%	29,744	17.8%	29,744	17.8%
70-74	16,645	11.9%	18,223	12.2%	22,419	13.4%	22,419	13.4%
75-79	13,563	9.7%	13,548	9.1%	15,592	9.3%	15,592	9.3%
80-84	10,459	7.5%	10,353	6.9%	10,516	6.3%	10,516	6.3%
85+	8,981	6.4%	9,572	6.5%	10,596	6.3%	10,596	6.3%
Female Population								
Total (55+)	237,453	100.0%	197,519	100.0%	216,678	100.0%	216,678	100.0%
55-59	42,429	17.9%	45,084	22.8%	47,600	22.0%	47,600	22.0%
60-64	37,244	15.7%	39,843	20.2%	43,138	19.9%	43,138	19.9%
65-69	28,713	12.1%	31,469	15.9%	37,024	17.1%	37,024	17.1%
70-74	22,876	9.6%	24,534	12.4%	29,448	13.6%	29,448	13.6%
75-79	19,701	8.3%	19,599	9.9%	22,058	10.2%	22,058	10.2%
80-84	17,538	7.4%	16,415	8.3%	16,253	7.5%	16,253	7.5%
85+	19,935	8.4%	20,575	10.4%	21,157	9.8%	21,157	9.8%

Total Population

	Census 2010	% of Total	2013	% of Total Pop	2018	% of Total
Total (55+)	420,226	32.8%	346,631	34.3%	383,998	36.0%
55-59	78,715	6.1%	84,125	6.5%	89,361	6.8%
60-64	68,200	5.3%	73,069	5.7%	79,830	6.1%
65-69	51,325	4.0%	56,519	4.4%	66,768	5.1%
70-74	39,521	3.1%	42,756	3.3%	51,867	3.9%
75-79	33,264	2.6%	33,147	2.6%	37,650	2.9%
80-84	27,997	2.2%	26,768	2.1%	26,769	2.0%
85+	28,916	2.3%	30,247	2.4%	31,753	2.4%
65+	181,023	14.1%	189,437	14.7%	214,807	16.3%
75+	90,177	7.0%	90,162	7.0%	96,172	7.3%

Data Note - A "*" indicates that the variable was not collected in the 2010 Census

Source: U.S. Census Bureau, Census 2010 Summary File 1. Esri forecasts for 2013 and 2018

November 25, 2014

2013 Households by Income and Age of Householder 55+

	55-64	Percent	65-74	Percent	75+	Percent	Total	Percent
Total	92,994	100%	61,180	100%	58,445	100%	212,619	100%
<\$15,000	9,714	10.4%	6,005	9.8%	10,193	17.4%	25,912	12.2%
\$15,000-\$24,999	5,645	6.1%	5,753	9.4%	8,652	15.1%	20,250	9.5%
\$25,000-\$34,999	7,041	7.6%	6,587	10.8%	7,022	12.0%	20,650	9.7%
\$35,000-\$49,999	10,995	11.8%	9,074	14.8%	7,379	12.6%	27,448	12.9%
\$50,000-\$74,999	13,840	14.9%	10,145	16.6%	8,972	15.4%	32,957	15.5%
\$75,000-\$99,999	10,321	11.1%	6,398	10.5%	5,348	9.2%	22,067	10.4%
\$100,000-\$149,999	14,875	16.0%	7,793	12.7%	4,959	8.5%	27,627	13.0%
\$150,000-\$199,999	7,560	8.1%	3,639	5.9%	2,277	3.9%	13,476	6.3%
\$200,000+	13,001	14.0%	5,786	9.5%	3,443	5.9%	22,230	10.5%
Median HH Income	\$73,179		\$55,920		\$40,316		\$57,134	
Average HH Income	\$113,965		\$92,666		\$69,820		\$95,701	

2018 Households by Income and Age of Householder 55+

	55-64	Percent	65-74	Percent	75+	Percent	Total	Percent
Total	98,857	100%	72,140	100%	61,816	100%	232,813	100%
<\$15,000	9,401	9.5%	6,661	9.2%	10,606	17.2%	26,668	11.5%
\$15,000-\$24,999	4,433	4.5%	5,387	7.5%	7,150	11.6%	16,970	7.3%
\$25,000-\$34,999	6,462	6.5%	7,147	9.9%	6,854	11.1%	20,463	8.8%
\$35,000-\$49,999	10,593	10.7%	9,737	13.5%	7,378	11.9%	27,706	11.9%
\$50,000-\$74,999	11,988	12.1%	9,975	13.8%	8,117	13.1%	30,080	12.9%
\$75,000-\$99,999	12,941	13.1%	8,947	12.4%	7,431	12.0%	29,319	12.6%
\$100,000-\$149,999	18,062	18.3%	10,869	15.1%	6,688	10.8%	35,619	15.3%
\$150,000-\$199,999	9,808	9.9%	5,522	7.7%	3,258	5.3%	18,598	8.0%
\$200,000+	15,170	15.3%	7,895	10.9%	4,325	7.0%	27,390	11.8%
Median HH Income	\$85,945		\$66,085		\$47,214		\$69,130	
Average HH Income	\$136,200		\$111,712		\$84,884		\$114,987	

Data Note: Income is reported for July 1, 2013 and represents annual income for the preceding year, expressed in current (2012) dollars, including an adjustment for inflation. Income is reported for July 1, 2018 and represents annual income for the preceding year, expressed in current (2017) dollars, including an adjustment for inflation.

Source: U.S. Census Bureau, Census 2010 Summary File 1. Esri forecasts for 2013 and 2018



Age 55+ Profile

120 Old Post Rd
120 Old Post Rd, Rye, New York, 10580,
Drive Time: 23 minutes

Prepared by Robert Goman

2013 Population 55+ by Race

	Number	Percent	% Pop
Total	441,145	100.0%	34.3%
White Alone	285,754	64.8%	40.6%
Black Alone	100,257	22.7%	32.2%
American Indian Alone	1,384	0.3%	19.8%
Asian Alone	21,128	4.8%	25.9%
Pacific Islander Alone	142	0.0%	20.6%
Some Other Race Alone	23,183	5.3%	17.1%
Two or More Races	9,297	2.1%	20.1%
Hispanic Origin (Any Race)	74,484	16.9%	21.5%

Census 2010 Households and Age of Householder

	Number	Percent	% Total HHs
Total	201,619	100.0%	42.0%
Family Households	114,945	57.0%	23.9%
Householder Age 55-64	56,958	28.3%	11.9%
Householder Age 65-74	32,378	16.1%	6.7%
Householder Age 75-84	19,283	9.6%	4.0%
Householder Age 85+	6,326	3.1%	1.3%
Nonfamily Households	86,674	43.0%	18.0%
Householder Age 55-64	30,146	15.0%	6.3%
Householder Age 65-74	23,734	11.8%	4.9%
Householder Age 75-84	20,543	10.2%	4.3%
Householder Age 85+	12,251	6.1%	2.5%

Census 2010 Occupied Housing Units by Age of Householder

	Number	Percent	% Total HHs
Total	201,619	100.0%	42.0%
Owner Occupied Housing Units	123,716	61.4%	25.7%
Householder Age 55-64	52,066	25.8%	10.8%
Householder Age 65-74	35,049	17.4%	7.3%
Householder Age 75-84	25,716	12.5%	5.4%
Householder Age 85+	10,885	5.4%	2.3%
Renter Occupied Housing Units	77,903	38.6%	16.2%
Householder Age 55-64	35,037	17.4%	7.3%
Householder Age 65-74	21,063	10.4%	4.4%
Householder Age 75-84	14,111	7.0%	2.9%
Householder Age 85+	7,692	3.8%	1.6%

Data Note: A family is defined as a householder and one or more other people living in the same household who are related to the householder by birth, marriage, or adoption. Nonfamily households consist of people living alone and households that do not contain any members who are related to the householder. The base for "% Pop" is specific to the CTR. A Nonrelative is not related to the householder by birth, marriage, or adoption.

Source: U.S. Census Bureau, Census 2010 Summary File 1. Est. forecasts for 2013 and 2015.

November 25, 2014



Housing Profile

120 old post rd
120 Old Post Rd, Rye, New York, 10580, 5, 13, 23 DT
Drive Time: 5 minutes

Prepared by Robert Goman

Population	
2010 Total Population	15,771
2013 Total Population	15,686
2018 Total Population	15,605
2013-2018 Annual Rate	0.13%

Households	
2013 Median Household Income	\$114,475
2018 Median Household Income	\$130,946
2013-2018 Annual Rate	2.73%

Housing Units by Occupancy Status and Tenure	Census 2010		2013		2018	
	Number	Percent	Number	Percent	Number	Percent
Total Housing Units	6,412	100.0%	6,379	100.0%	6,508	100.0%
Occupied	5,895	92.0%	5,872	92.1%	5,925	91.0%
Owner	3,726	58.1%	3,676	57.6%	3,840	59.0%
Renter	2,170	33.8%	2,196	34.4%	2,085	32.0%
Vacant	516	8.0%	507	7.9%	583	9.0%

Owner Occupied Housing Units by Value	2013		2018	
	Number	Percent	Number	Percent
Total	3,675	100.0%	3,840	100.0%
<\$50,000	4	0.1%	0	0.0%
\$50,000-\$99,999	30	0.8%	1	0.0%
\$100,000-\$149,999	57	1.6%	8	0.2%
\$150,000-\$199,999	74	2.0%	33	0.9%
\$200,000-\$249,999	84	2.3%	58	1.5%
\$250,000-\$299,999	133	3.6%	56	1.5%
\$300,000-\$399,999	368	10.0%	70	1.8%
\$400,000-\$499,999	395	10.7%	179	4.7%
\$500,000-\$749,999	852	23.2%	366	9.5%
\$750,000-\$999,999	589	16.0%	1,592	41.5%
\$1,000,000+	1,090	29.7%	1,477	38.5%

Median Value \$703,332
Average Value \$760,373
\$930,553
\$599,678

Source: U.S. Census Bureau, Census 2010 Summary File 1, Esri forecasts for 2013 and 2018.

April 13, 2014



Housing Profile

120 old post rd
120 Old Post Rd, Rye, New York, 10580, 5, 13, 23 DT
Drive Time: 5 minutes

Prepared by Robert Goman

Census 2010 Owner Occupied Housing Units by Mortgage Status	
Total	3,726
Owned with a Mortgage/Loan	2,480
Owned Free and Clear	1,246

Census 2010 Vacant Housing Units by Status	
Total	516
For Rent	155
Renters - Not Occupied	8
For Sale Only	53
Sold - Not Occupied	37
Seasonal/Recreational/Occasional Use	57
For Migrant Workers	0
Other Vacant	134

Census 2010 Occupied Housing Units by Age of Householder and Home Ownership

	Occupied Units		Owner Occupied Units	
	Number	% of Occupied	Number	% of Occupied
Total	5,898	53.2%	3,726	63.2%
15-24	76	1.1%	11	14.5%
25-34	560	30.0%	168	30.0%
35-44	1,241	69.7%	697	56.2%
45-54	1,495	10.9%	1,094	70.5%
55-64	963	74.2%	715	74.2%
65-74	649	50.7%	507	78.1%
75-84	523	22.3%	378	72.3%
85+	351	5.9%	195	50.6%

Census 2010 Occupied Housing Units by Race/Ethnicity of Householder and Home Ownership

	Occupied Units		Owner Occupied Units	
	Number	% of Occupied	Number	% of Occupied
Total	5,896	63.2%	3,726	63.2%
White Alone	5,703	97.0%	3,515	94.3%
Black/African American	133	2.3%	35	26.3%
American Indian/Alaska	11	0.2%	3	27.3%
Asian Alone	328	5.6%	113	34.5%
Pacific Islander Alone	1	0.0%	0	0.0%
Other Race Alone	145	2.5%	31	21.4%
Two or More Races	75	1.3%	29	38.7%
Hispanic Origin	497	8.4%	160	32.2%

Census 2010 Occupied Housing Units by Size and Home Ownership

	Occupied Units		Owner Occupied Units	
	Number	% of Occupied	Number	% of Occupied
Total	5,897	63.2%	3,726	63.2%
1-Person	1,595	27.0%	760	47.6%
2-Person	1,529	26.0%	1,044	68.3%
3-Person	904	15.3%	588	65.0%
4-Person	1,087	18.4%	735	67.6%
5-Person	554	9.4%	427	77.1%
6-Person	165	2.8%	128	77.6%
7+ Person	63	1.1%	44	69.8%

Data Note: Bureau of Economic Analysis may use of any race.
Source: U.S. Census Bureau, Census 2010 Summary File 1.

April 13, 2014

120 old post rd
120 Old Post Rd, Rye, New York, 10580, 5, 13, 23 DT
Drive Time: 13 minutes

Prepared by Robert Goman

Population		Households	
2010 Total Population	194,677	2013 Median Household Income	\$85,664
2013 Total Population	195,142	2018 Median Household Income	\$100,543
2018 Total Population	198,781	2013-2018 Annual Rate	3.21%
2013-2018 Annual Rate	0.37%		

Housing Units by Occupancy Status and Tenure	Census 2010		2013		2018	
	Number	Percent	Number	Percent	Number	Percent
Total Housing Units	78,349	100.0%	78,660	100.0%	79,864	100.0%
Occupied	72,574	92.6%	72,726	92.5%	74,093	92.8%
Owner	42,649	54.4%	41,999	53.4%	43,813	54.9%
Renter	29,925	38.2%	30,727	39.1%	30,280	37.9%
Vacant	5,774	7.4%	5,935	7.5%	5,771	7.2%

Owner Occupied Housing Units by Value	2013		2018	
	Number	Percent	Number	Percent
Total	41,997	100.0%	43,813	100.0%
<\$50,000	100	0.2%	10	0.0%
\$50,000-\$99,999	496	1.2%	54	0.1%
\$100,000-\$149,999	774	1.8%	133	0.3%
\$150,000-\$199,999	1,274	3.0%	578	1.2%
\$200,000-\$249,999	1,487	3.5%	1,044	2.4%
\$250,000-\$299,999	1,950	4.6%	1,350	3.1%
\$300,000-\$399,999	4,471	10.6%	2,058	4.7%
\$400,000-\$499,999	5,174	12.3%	3,673	8.4%
\$500,000-\$749,999	10,148	24.2%	7,400	16.9%
\$750,000-\$999,999	5,231	12.5%	13,774	31.4%
\$1,000,000+	10,892	25.9%	13,789	31.5%
Median Value	\$629,665		\$852,654	
Average Value	\$706,169		\$844,621	

Source: U.S. Census Bureau, Census 2010 Summary File 1. Est. forecasts for 2013 and 2018

120 old post rd
120 Old Post Rd, Rye, New York, 10580, 5, 13, 23 DT
Drive Time: 13 minutes

Prepared by Robert Goman

Census 2010 Owner Occupied Housing Units by Mortgage Status		
Total	Number	Percent
Owned with a Mortgage/Loan	42,649	100.0%
Owned Free and Clear	28,737	67.4%
	13,912	32.6%

Census 2010 Vacant Housing Units by Status		
Total	Number	Percent
For Rent	5,774	100.0%
Renters: Not Occupied	1,966	34.0%
For Sale Only	126	2.2%
Sold - Not Occupied	1,051	18.2%
Seasonal/Recreational/Occasional Use	229	4.0%
For Migrant Workers	845	14.6%
Other Vacant	1	0.0%
	1,563	27.1%

Census 2010 Occupied Housing Units by Age of Householder and Home Ownership

	Occupied Units		Owner Occupied Units	
	Number	% of Occupied	Number	% of Occupied
Total	72,576	100.0%	42,650	58.8%
15-24	1,301	1.8%	142	10.9%
25-34	9,357	12.9%	2,803	30.0%
35-44	14,386	19.8%	7,328	50.9%
45-54	16,250	22.5%	10,208	62.8%
55-64	12,797	17.6%	8,905	69.6%
65-74	8,475	11.7%	6,144	72.5%
75-84	6,621	9.1%	4,833	73.0%
85+	3,388	4.7%	2,297	67.5%

Census 2010 Occupied Housing Units by Race/Ethnicity of Householder and Home Ownership

	Occupied Units		Owner Occupied Units	
	Number	% of Occupied	Number	% of Occupied
Total	72,576	100.0%	42,650	58.8%
White Alone	57,264	78.9%	32,915	66.2%
Black/African American	5,705	7.9%	1,748	30.6%
American Indian/Alaska	191	0.3%	169	22.5%
Asian Alone	3,590	4.9%	1,696	47.2%
Pacific Islander Alone	29	0.0%	4	13.8%
Other Race Alone	4,317	5.9%	786	18.4%
Two or More Races	1,480	2.0%	450	30.4%
Hispanic Origin	12,195	16.8%	3,167	26.0%

Census 2010 Occupied Housing Units by Size and Home Ownership

	Occupied Units		Owner Occupied Units	
	Number	% of Occupied	Number	% of Occupied
Total	72,576	100.0%	42,650	58.8%
1-Person	20,823	28.8%	10,607	50.9%
2-Person	20,707	28.5%	13,321	64.3%
3-Person	11,301	15.6%	6,733	59.6%
4-Person	10,926	15.1%	6,912	63.3%
5-Person	5,402	7.4%	3,447	63.8%
6-Person	1,991	2.7%	1,069	53.7%
7+ Person	1,426	1.9%	561	39.3%

Data Note: Percent of Hispanic Origin may be of any race.
Source: U.S. Census Bureau, Census 2010 Summary File 1



Housing Profile

120 old post rd
120 Old Post Rd, Rye, New York, 10580, S. 13, 23 DT
Drive Time: 23 minutes

Prepared by Robert Gorman

Population		Households	
2010 Total Population	1,280,138	2013 Median Household Income	\$62,950
2013 Total Population	1,285,824	2018 Median Household Income	\$76,657
2018 Total Population	1,313,850	2013-2018 Annual Rate	4.02%
2013-2018 Annual Rate	0.43%		

Housing Units by Occupancy Status and Tenure	Census 2010		2013		2018	
	Number	Percent	Number	Percent	Number	Percent
Total Housing Units	511,672	100.0%	515,655	100.0%	526,582	100.0%
Occupied	480,532	93.9%	482,959	93.7%	493,814	93.8%
Owner	242,638	47.4%	240,160	46.6%	252,421	47.9%
Renter	237,894	46.5%	242,799	47.1%	241,393	45.8%
Vacant	31,140	6.1%	32,696	6.3%	32,749	6.2%

Owner Occupied Housing Units by Value	2013		2018	
	Number	Percent	Number	Percent
Total	240,051	100.0%	252,298	100.0%
<\$50,000	1,410	0.6%	190	0.1%
\$50,000-\$99,999	6,567	2.7%	1,342	0.5%
\$100,000-\$149,999	6,306	2.6%	1,840	0.7%
\$150,000-\$199,999	8,407	3.5%	7,879	3.1%
\$200,000-\$249,999	10,573	4.4%	9,863	3.9%
\$250,000-\$299,999	14,379	6.0%	11,576	4.6%
\$300,000-\$399,999	39,260	16.4%	23,583	9.3%
\$400,000-\$499,999	41,834	17.4%	33,603	13.3%
\$500,000-\$749,999	59,270	24.7%	60,250	23.9%
\$750,000-\$999,999	19,574	8.2%	60,481	24.0%
\$1,000,000+	32,471	13.5%	41,691	16.5%

Median Value: \$479,179
Average Value: \$588,406

Source: U.S. Census Bureau, Census 2010 Summary File 1, ERI forecasts for 2013 and 2018

April 13, 2014



Housing Profile

120 old post rd
120 Old Post Rd, Rye, New York, 10580, S. 13, 23 DT
Drive Time: 23 minutes

Prepared by Robert Gorman

Census 2010 Owner Occupied Housing Units by Mortgage Status	
Total	242,638
Owned with a Mortgage/Loan	167,449
Owned Free and Clear	75,189

Census 2010 Vacant Housing Units by Status	
Total	31,140
For Rent	12,413
Renter- Not Occupied	797
For Sale Only	4,528
Sold - Not Occupied	1,086
Seasonal/Recreational/Occasional Use	3,301
For Migrant Workers	5
Other Vacant	9,029

Census 2010 Occupied Housing Units by Age of Householder and Home Ownership

	Occupied Units	Owner Occupied Units
Total	480,531	242,637
15-24	10,797	1,293
25-34	66,123	17,073
35-44	79,295	24,446
45-54	107,667	36,107
55-64	87,113	32,066
65-74	54,416	25,716
75-84	30,837	10,885
85+	18,577	5,868

Census 2010 Occupied Housing Units by Race/Ethnicity of Householder and Home Ownership

	Occupied Units	Owner Occupied Units
Total	480,532	242,638
White Alone	285,600	177,262
Black/African American	117,481	39,851
American Indian/Alaska	2,072	525
Asian Alone	24,091	12,223
Pacific Islander Alone	203	50
Other Races Alone	36,470	8,550
Two or More Races	12,615	4,177
Hispanic Origin	101,165	27,189

Census 2010 Occupied Housing Units by Size and Home Ownership

	Occupied Units	Owner Occupied Units
Total	480,531	242,638
1-Person	140,255	58,207
2-Person	134,804	73,259
3-Person	79,960	40,738
4-Person	68,520	39,343
5-Person	34,130	19,454
6-Person	13,165	6,959
7+ Person	9,697	4,638

Data Note: Percent of Hispanic Origin may be of any race
Source: U.S. Census Bureau, Census 2010 Summary File 1

April 13, 2014

GOMAN+YORK
NOVEMBER 2014



Lifestyle Report

Prepared by Robert Goman
120 Old Post Rd
Rye, New York, 10580, 5, 13, 23 DT
Drive Time: 23 minutes

Top 10 Tapestry Segments



Top 10 Tapestry Segments:

20. City Lights
The City Lights segment is composed of diverse neighborhoods situated primarily in the Northeast. This dense urban market is a mixture of housing, household types, and culture that all share the same city space. Households include families and singles, similar to the U.S. distribution by household type. With a median age of 38.5 years, the population is slightly older than that of the U.S. population, there are fewer children and slightly more people aged 75 or older. The ethnic or racial diversity is slightly higher than the U.S. level, with higher ratios of Asian, Hispanic, and multiracial populations. City Lights residents earn a good living working in white collar and service occupations. For additional information on this lifestyle, click here:
http://www.esri.com/~media/files/pdfs/data/esri_data/pdfs/tapestry-singles/20_city_lights.pdf

45. City Strivers
Residents of this young, relatively diverse urban market have a median age of 33.8 years and a 66 percent mix of family types, such as married couples (54 percent), single parents (24 percent), and public assistance income. Education attainment levels are below those of the U.S., approximately 84 percent of residents aged 25 years and older have attended college. Approximately half of employed residents work in the service and health care industry sectors in the city. Twenty-two percent of the residents who are employed are government workers, employed primarily by the local government. For additional information on this lifestyle, click here:
http://www.esri.com/~media/files/pdfs/data/esri_data/pdfs/tapestry-singles/45_city_strivers.pdf

01. Top Ring
Residents of Top Ring neighborhoods are mature, married, highly educated, and wealthy. The median age is 45.0 years; one-third of the residents are in their peak earning years of 45-64. More than 77 percent of these households are composed of married couples; half of them have children. Except for the presence of children, this is a low-diversity, monoclassic market. Top Ring, the wealthiest consumer market, represents less than 1 percent of the population in the area, but its median income of \$173,174 is more than nine-and-one-half times that of the U.S. median. For additional information on this lifestyle, click here:
http://www.esri.com/~media/files/pdfs/data/esri_data/pdfs/tapestry-singles/01_top_ring.pdf

61. High Rise Renters
High Rise Renters residents are a diverse mix of race and ethnicity. More than half of the residents are Hispanic, mainly from Puerto Rico or the Dominican Republic. Forty percent of the residents are black, 21 percent are white, and 7 percent are of two or more races. A higher-than-average proportion (28 percent) of other races is also represented. Many residents speak a language other than English. Household types are mainly single parent and single person; however, a higher-than-average proportion of other family households is also present. Their median age of 31.9 years is younger than the U.S. median. For additional information on this lifestyle, click here:
http://www.esri.com/~media/files/pdfs/data/esri_data/pdfs/tapestry-singles/61_high_rise_renters.pdf

Data Note: This report identifies neighborhood segments in the area, and describes the socioeconomic quality of the immediate neighborhood. The index is a comparison of the percent of households or population in the area, by Tapestry segment, to the percent of households or population in the United States, by segment. An index of 100 represents the U.S. average.
Source: Esri

April 13, 2014



Lifestyle Report

Prepared by Robert Goman
120 Old Post Rd
Rye, New York, 10580, 5, 13, 23 DT
Drive Time: 23 minutes

35. International Marketplace

Located primarily in cities in "gateway" states on both U.S. coasts, International Marketplace neighborhoods are developing urban markets with a rich blend of ethnic and cultural diversity. The median age is 37 years, and 77 percent of the households are married. Although diversity is negligible, Connoisseurs are second in affluence only to the Top Ring segment. This market is well educated; 63 percent of the population aged 25 years and older hold a bachelor's or graduate degree. Employed residents earn wages from high-paying management, professional, and sales jobs. Many are self-employed; the rate is twice that of the national average. For additional information on this lifestyle, click here:
http://www.esri.com/~media/files/pdfs/data/esri_data/pdfs/tapestry-singles/35_international_marketplace.pdf

09. Urban Chic

Urban Chic residents are professionals who live a sophisticated, exclusive lifestyle. More than half of these households are married-couple families, similar to the U.S. proportion. Fewer than half of them have children. Unlike the United States, there is a smaller proportion of single parents and a higher proportion of singles and shared households. The median age is 43 years; the diversity index is 48. A median household income of \$91,299 is higher than the national average. More than 80 percent of the population aged 25 years and older hold a bachelor's or graduate degree. For additional information on this lifestyle, click here:
http://www.esri.com/~media/files/pdfs/data/esri_data/pdfs/tapestry-singles/09_urban_chic.pdf

03. Connoisseurs

Residents of Connoisseur neighborhoods are somewhat older, with a median age of 47.7 years. Approximately 70 percent of the population is married. Although diversity is negligible, Connoisseurs are second in affluence only to the Top Ring segment. This market is well educated; 63 percent of the population aged 25 years and older hold a bachelor's or graduate degree. Employed residents earn wages from high-paying management, professional, and sales jobs. Many are self-employed; the rate is twice that of the national average. For additional information on this lifestyle, click here:
http://www.esri.com/~media/files/pdfs/data/esri_data/pdfs/tapestry-singles/03_connoisseurs.pdf

44. Urban Melting Pot

Recently settled immigrants live in ethnically rich Urban Melting Pot neighborhoods. More than half of the population is foreign born; half of these have come to the U.S. in the last 10 years. The median age is 36.4 years, slightly younger than the U.S. median of 37.3. Distinctly diverse, more than one in four are Hispanic. Whites represent 47 percent of the population; Asians, 30 percent; and 6 percent are multiracial. Household types are equally diverse: 45 percent are married couple families; 30 percent are singles who live alone; single parents, other family types, and shared households also live in these neighborhoods. For additional information on this lifestyle, click here:
http://www.esri.com/~media/files/pdfs/data/esri_data/pdfs/tapestry-singles/44_urban_melting_pot.pdf

05. Wealthy Seaboard Suburbs

Wealthy Seaboard Suburbs are older, established, affluent neighborhoods characteristic of U.S. coastal metropolitan areas. Two-thirds of the population aged 15+ years is married; more than half of the married couples have no children. The median age is 43.3 years. Ethnic diversity is low; most residents are white. Wealthy Seaboard Suburbs neighborhoods are affluent; the median household income is \$99,852. Income is derived from a variety of sources; approximately 60 percent of the households receive supplemental income from interest, dividends, and rental properties; 23 percent collect retirement income. More than half of those who work hold professional or management positions. For additional information on this lifestyle, click here:
http://www.esri.com/~media/files/pdfs/data/esri_data/pdfs/tapestry-singles/05_wealthy_seaboard_suburbs.pdf

30. Retirement Communities

Most of the households in Retirement Communities neighborhoods are single seniors who live alone; a fourth is married couples with no children living at home. This older market has a median age of 64.0 years. Over half of the population is white. Most of the residents are white. The median household income for Retirement Communities is \$46,319, slightly below the U.S. median. Nearly half of the households earn income from interest, dividends, and rental properties; 45 percent receive Social Security benefits; and 26 percent receive retirement income. For additional information on this lifestyle, click here:
http://www.esri.com/~media/files/pdfs/data/esri_data/pdfs/tapestry-singles/30_retirement_communities.pdf

Data Note: This report identifies neighborhood segments in the area, and describes the socioeconomic quality of the immediate neighborhood. The index is a comparison of the percent of households or population in the area, by Tapestry segment, to the percent of households or population in the United States, by segment. An index of 100 represents the U.S. average.
Source: Esri

April 13, 2014

Top 10 Tapestry Segments



Top 10 Tapestry Segments:

01. Top Ring
Residents of Top Ring neighborhoods are mature, married, highly educated, and wealthy. The median age is 45.0 years; one-third of the residents are in their peak earning years of 45-64. More than 77 percent of these households are composed of married couples; half of them have children. Except for the presence of children, this is a low-diversity, monochromatic market. Top Ring, the wealthiest consumer market, represents less than 1 percent of all U.S. households. The median household income is \$173,172 is more than three-and-one-half times that of the U.S. median. For additional information on this lifestyle, click here:
http://www.esri.com/~media/Files/Pdfs/data/esri_data/pdfs/tapestry-singles/01_top_ring.pdf

09. Urban Chic
Urban Chic residents are professionals who live a sophisticated, exclusive lifestyle. More than half of these households are married-couple families, similar to the U.S. proportion. Fewer than half of them have children. Unlike the United States, there is a smaller proportion of single parents and a higher proportion of singles and shared households. The median age is 43 years; the diversity index is 48. A median household income of \$91,298 enables residents of Urban Chic neighborhoods to live in style. They are well educated; more than half of residents aged 25 years and older hold a bachelor's or graduate degree; 80 percent have attended college. For additional information on this lifestyle, click here:
http://www.esri.com/~media/Files/Pdfs/data/esri_data/pdfs/tapestry-singles/09_urban_chic.pdf

20. City Lights
The City Lights segment is composed of diverse neighborhoods situated primarily in the Northeast. This diverse urban market is a mixture of housing, from high-rise apartments to single-family homes. City Lights includes the highest proportion of young professionals in the U.S. population, and slightly more people aged 75 or older. The ethnic or racial diversity is slightly higher than the U.S. level, with higher ratios of Asian, Hispanic, and multi-racial populations. City Lights residents earn a good living working in white collar and service occupations. For additional information on this lifestyle, click here:
http://www.esri.com/~media/Files/Pdfs/data/esri_data/pdfs/tapestry-singles/20_city_lights.pdf

03. Connaisseurs
Residents of Connaisseurs neighborhoods are somewhat older, with a median age of 47.7 years. Approximately 70 percent of the population is married. Although residents appear closer to retirement than their earning age, 30 percent of the households are married couples with children living at home. Ethnic diversity in this lifestyle segment is second in affluence only to the Top Ring segment. This market is well educated; 63 percent of residents aged 25 and older have a bachelor's or graduate degree. Many are self-employed; the rate is twice that of the national average. For additional information on this lifestyle, click here:
http://www.esri.com/~media/Files/Pdfs/data/esri_data/pdfs/tapestry-singles/03_connaisseurs.pdf

Data Note: This report identifies neighborhood segments in the area, and describes the socioeconomic quality of the immediate neighborhood. The index is a comparison of the households or population in the area by Tapestry Segment, to the percent of households or population in the United States, by segment. An index of 100 is the US average.
Source: Esri

35. International Marketplace

Located primarily in cities in "gateway" states on both U.S. coasts, International Marketplace neighborhoods are developing urban markets with a rich blend of cultures and household types. The population is young, diverse, and multicultural. The average family size is 3.7. International Marketplace is the second most diverse of the Tapestry segments. More than half of the total population is Hispanic; 11.8 percent is Asian, and 7 percent is of two or more races. A high proportion of immigrants, including recent arrivals, live in these neighborhoods. For additional information on this lifestyle, click here:
http://www.esri.com/~media/Files/Pdfs/data/esri_data/pdfs/tapestry-singles/35_international_marketplace.pdf

23. Trendsetters

On the cutting edge of urban style, Trendsetters residents are young, diverse, and mobile. More than half the households are singles who live alone or share the rent with a roommate. Families comprise the remainder. With a median age of 34.8 years, this segment is slightly younger than the U.S. median. More than 60 percent of the residents are Asian and 23 percent are Hispanic; both percentages are well above those of the U.S. population. These residents are educated, with 60 percent having earned a bachelor's degree, and 73 percent have attended college. For additional information on this lifestyle, click here:
http://www.esri.com/~media/Files/Pdfs/data/esri_data/pdfs/tapestry-singles/23_trendsetters.pdf

05. Wealthy Seaboard Suburbs

Wealthy Seaboard Suburbs are older, established, affluent neighborhoods characteristic of U.S. coastal metropolitan areas. Two-thirds of the population aged 15+ years is married; more than half of the married couples have no children. The median age is 43.2 years. Ethnic diversity is low; most residents are white. Wealthy Seaboard Suburbs neighborhoods are affluent; the median household income is \$98,652. Income is derived from a variety of sources; approximately 40 percent of the households receive supplemental income from interest, dividends, and rental properties. 23 percent of residents are retired. More than half of those who work hold professional or management positions. For additional information on this lifestyle, click here:
http://www.esri.com/~media/Files/Pdfs/data/esri_data/pdfs/tapestry-singles/05_wealthy_seaboard_suburbs.pdf

44. Urban Melting Pot

Recently settled immigrants live in ethnically rich Urban Melting Pot neighborhoods. More than half of the population is foreign born; half of these have come to the U.S. in the last 10 years. The median age is 36.4 years, slightly younger than the U.S. median of 37.3. Distinctly diverse, more than one in four are Hispanic. Whites represent 47 percent of the population; Asians, 30 percent; and 6 percent are multiracial. Household types are equally diverse: 45 percent are married couple families; 30 percent are singles who live alone; single parents, other family types, and shared households also live in these neighborhoods. For additional information on this lifestyle, click here:
http://www.esri.com/~media/Files/Pdfs/data/esri_data/pdfs/tapestry-singles/44_urban_melting_pot.pdf

22. Metropolitan

Residents of Metropolitan communities prefer to live in older city neighborhoods. Approximately half of these households are singles who live alone or with others; 40 percent are married-couple families. One in four of the residents is aged 20-34 years; the median age is 37.1 years. Diversity is low; most of the population is white. Half of the residents who are employed work in professional or managerial positions. More than 77 percent of the population aged 25 years and older have attended college or completed a degree program. Thirty percent have earned a bachelor's degree, and 22 percent hold a graduate degree. The median household income is \$54,926. For additional information on this lifestyle, click here:
http://www.esri.com/~media/Files/Pdfs/data/esri_data/pdfs/tapestry-singles/22_metropolitan.pdf

30. Retirement Communities

Most of the households in Retirement Communities neighborhoods are single seniors who live alone; a fourth is married couples with no children living at home. This older market has a median age of 59.5 years. One-third of the population is aged 75 years or older. Most of the residents are white. The median household income for Retirement Communities is \$48,319, slightly below the U.S. median. Nearly half of the households earn income from interest, dividends, and rental properties; 45 percent receive Social Security benefits; and 26 percent receive retirement income. For additional information on this lifestyle, click here:
http://www.esri.com/~media/Files/Pdfs/data/esri_data/pdfs/tapestry-singles/30_retirement_communities.pdf

Data Note: This report identifies neighborhood segments in the area, and describes the socioeconomic quality of the immediate neighborhood. The index is a comparison of the households or population in the area by Tapestry Segment, to the percent of households or population in the United States, by segment. An index of 100 is the US average.
Source: Esri



Lifestyle Report

120 old post rd
120 Old Post Rd, Rye, New York, 10580, S. 13, 23 DT
Drive Time: 5 minutes

Prepared by Robert Goman

Top 10 Tapestry Segments



Top 10 Tapestry Segments:

01. Top Runy
Residents of Top Runy neighborhoods are mature, married, highly educated, and wealthy. The median age is 45.5 years; one-third of the residents are in their peak earning years of 45-64. More than 77 percent of these households are composed of married couples; half of them have children. Except for the presence of children, this is a low-diversity, monochromatic market. Top Runy, the wealthiest consumer market, represents less than 1 percent of all U.S. households. The median household income of \$173,172 is more than three-and-one-half times that of the U.S. median. For additional information on this lifestyle, click here:
http://www.esri.com/~media/Files/Pdfs/data/esri_data/pdfs/tapestry-singles/01_top_runy.pdf

09. Urban Chic
Urban Chic residents are professionals who live a sophisticated, exclusive lifestyle. More than half of these households are married-couple families, similar to the U.S. proportion. Fewer than half of them have children. Unlike the United States, there is a smaller proportion of single parents and a higher proportion of singles and shared households. The median age is 43 years; the diversity index is 48. A median household income of \$91,298 enables residents of Urban Chic neighborhoods to live in style. They are well educated; more than half of residents aged 25 years and older hold a bachelor's or graduate degree; 80 percent have attended college. For additional information on this lifestyle, click here:
http://www.esri.com/~media/Files/Pdfs/data/esri_data/pdfs/tapestry-singles/09_urban_chic.pdf

03. Commuters
Residents of Commuters neighborhoods are somewhat older, with a median age of 47.7 years. Approximately 70 percent of the population is married, and 85 percent are self-employed. Commuters are affluent, with a median household income of \$100,000. They are well educated; 63 percent of the population aged 25 years and older hold a bachelor's or graduate degree. Employed residents earn wages from high-paying management, professional, and sales jobs. Many are self-employed; the rate is twice that of the national average. For additional information on this lifestyle, click here:
http://www.esri.com/~media/Files/Pdfs/data/esri_data/pdfs/tapestry-singles/03_commuters.pdf

23. Trendsetters
On the cutting edge of urban style, Trendsetters residents are young, diverse, and mobile. More than half the households are singles who live alone or share the rent with a roommate. Families comprise the remainder. With a median age of 34.8 years, this segment is slightly younger than the U.S. median. ethnically diverse, 13.7 percent of the residents are Asian and 23 percent are Hispanic; both percentages are well above those of the U.S. median. Residents are educated professionals who work in substantive jobs. More than 70 percent have attended college. For additional information on this lifestyle, click here:
http://www.esri.com/~media/Files/Pdfs/data/esri_data/pdfs/tapestry-singles/23_trendsetters.pdf

Data Note: This report identifies neighborhood segments in the area, and describes the socioeconomic quality of the immediate neighborhood. The index is a comparison of the percent of households or population in the area by Tapestry segment, to the percent of households or population in the United States, by segment. An index of 100 is the US average.
Source: Esri

April 13, 2014



Lifestyle Report

120 old post rd
120 Old Post Rd, Rye, New York, 10580, S. 13, 23 DT
Drive Time: 5 minutes

Prepared by Robert Goman

20. City Lights

The City Lights segment is composed of diverse neighborhoods situated primarily in the Northeast. This dense urban market is a mixture of housing, household types, and cultures that all share the same city space. Households include families and singles, similar to the U.S. distribution by household type. With a median age of 36.5 years, the population is slightly older than that of the U.S. Compared to the U.S. population, there are fewer children and slightly more people aged 75 or older. The ethnic or racial diversity is slightly higher than the U.S. level, with higher ratios of Asian, Hispanic, and multiracial populations. City Lights residents earn a good living working in white collar and service occupations. For additional information on this lifestyle, click here:
http://www.esri.com/~media/Files/Pdfs/data/esri_data/pdfs/tapestry-singles/20_city_lights.pdf

35. International Marketplace

Located primarily in cities in "gateway" states on both U.S. coasts, International Marketplace neighborhoods are developing urban markets with a rich blend of cultures and household types. The population is young, with a median age of only 32 years. Approximately 70 percent of the households are headed by young adults, aged 18 to 34. The population is ethnically diverse, with a high proportion of Hispanic, Asian, and Black residents. A high proportion of immigrants, including recent arrivals, live in these neighborhoods. For additional information on this lifestyle, click here:
http://www.esri.com/~media/Files/Pdfs/data/esri_data/pdfs/tapestry-singles/35_international_marketplace.pdf

44. Urban Melting Pot

Recently settled immigrants live in ethnically rich Urban Melting Pot neighborhoods. More than half of the population is foreign born; half of these have come to the U.S. in the last 10 years. The median age is 36.4 years, slightly younger than the U.S. median of 37.3. Distinctly diverse, more than one-eighth are Hispanic, Whites represent 47 percent of the population; Asians, 30 percent; and 6 percent are multiracial. Household types are equally diverse: 45 percent are married couple families; 30 percent are singles who live alone; single parents, other family types, and shared households. The population is ethnically diverse, with a high proportion of Hispanic, Asian, and Black residents. For additional information on this lifestyle, click here:
http://www.esri.com/~media/Files/Pdfs/data/esri_data/pdfs/tapestry-singles/44_urban_melting_pot.pdf

Data Note: This report identifies neighborhood segments in the area, and describes the socioeconomic quality of the immediate neighborhood. The index is a comparison of the percent of households or population in the area by Tapestry segment, to the percent of households or population in the United States, by segment. An index of 100 is the US average.
Source: Esri

April 13, 2014



Market Profile

120 old post rd
120 Old Post Rd, Rye, New York, 10580, 5, 13, 23 DT
Drive Time: 5, 13, 23 minutes

Prepared by Robert Goman

	0 - 5 minutes	0 - 13 minutes	0 - 23 minutes
Population Summary			
2000 Total Population	15,024	186,613	1,244,533
2010 Total Population	15,771	194,677	1,280,138
2013 Total Population	15,686	195,142	1,285,824
2013 Group Quarters	158	4,418	29,898
2018 Total Population	15,605	198,781	1,313,850
2013-2018 Annual Rate	0.15%	0.37%	0.43%
Household Summary			
2000 Households	5,743	71,508	469,699
2010 Average Household Size	2.60	2.60	2.60
2010 Households	5,896	72,575	480,532
2010 Average Household Size	2.65	2.62	2.60
2013 Households	5,872	72,725	482,959
2013 Average Household Size	2.84	2.82	2.60
2018 Households	5,925	74,093	493,613
2018 Average Household Size	3.06	3.06	2.80
2013-2018 Annual Rate	0.18%	0.27%	0.45%
2019 Average Family Size	4.089	4.732	5.302
2019 Average Family Size	3.26	3.23	3.23
2013 Families	4,060	47,654	316,078
2013 Average Family Size	3.26	3.22	3.22
2018 Families	4,071	48,461	321,151
2018 Average Family Size	3.26	3.23	3.23
2013-2018 Annual Rate	0.05%	0.25%	0.32%
Housing Unit Summary			
2000 Housing Units	5,980	73,982	490,221
Owner Occupied Housing Units	61.8%	56.4%	48.2%
Renter Occupied Housing Units	34.1%	40.2%	47.6%
Vacant Housing Units	4.1%	3.3%	4.2%
2010 Housing Units	6,412	78,349	511,672
Owner Occupied Housing Units	58.1%	54.4%	47.4%
Renter Occupied Housing Units	33.8%	38.2%	46.5%
Vacant Housing Units	8.0%	7.4%	6.1%
2013 Housing Units	6,379	78,600	515,655
Owner Occupied Housing Units	37.6%	33.4%	27.6%
Renter Occupied Housing Units	25.3%	27.5%	27.1%
Vacant Housing Units	3.9%	3.5%	4.1%
2018 Housing Units	6,504	79,864	526,562
Owner Occupied Housing Units	59.0%	54.9%	47.9%
Renter Occupied Housing Units	32.0%	37.9%	45.8%
Vacant Housing Units	9.0%	7.2%	6.2%
Median Household Income			
2013	\$114,475	\$85,864	\$62,950
2018	\$130,946	\$100,543	\$76,657
Median Home Value			
2013	\$703,312	\$629,865	\$479,179
2018	\$930,553	\$852,654	\$650,510
Per Capita Income			
2013	\$64,544	\$50,803	\$38,559
2018	\$76,101	\$61,562	\$45,805
Median Age			
2010	40.0	39.3	38.5
2013	40.3	38.8	38.5
2018	41.1	40.5	39.4

Data Notes: Household population includes persons not residing in group quarters. Average Household Size is the household population divided by total households. Persons in families includes the householder and persons related to the householder by birth, marriage, or adoption. Per Capita Income represents the income received by all persons aged 15 years and over divided by the total population.

Source: U.S. Census Bureau, Census 2010 Summary File 1. Est. forecasts for 2013 and 2018. Est. converted Census 2000 data into 2010 geography.

April 13, 2014



Market Profile

120 old post rd
120 Old Post Rd, Rye, New York, 10580, 5, 13, 23 DT
Drive Time: 5, 13, 23 minutes

Prepared by Robert Goman

	0 - 5 minutes	0 - 13 minutes	0 - 23 minutes
2013 Households by Income			
Household Income Base			
<\$15,000	5,872	72,725	482,959
\$15,000 - \$24,999	4.2%	6.6%	7.1%
\$25,000 - \$34,999	2.9%	4.7%	6.0%
\$35,000 - \$49,999	7.1%	9.8%	12.6%
\$50,000 - \$74,999	13.0%	13.5%	15.7%
\$75,000 - \$99,999	10.1%	10.9%	11.2%
\$100,000 - \$149,999	16.6%	15.8%	14.6%
\$150,000 - \$199,999	10.5%	8.7%	6.8%
\$200,000 +	29.0%	20.0%	11.2%
Average Household Income	\$168,314	\$135,087	\$101,518
2018 Households by Income			
Household Income Base			
<\$15,000	5,925	74,093	493,613
\$15,000 - \$24,999	5.2%	6.2%	10.1%
\$25,000 - \$34,999	2.9%	4.9%	6.1%
\$35,000 - \$49,999	2.5%	6.3%	8.1%
\$50,000 - \$74,999	5.7%	8.5%	11.5%
\$75,000 - \$99,999	9.3%	11.1%	13.1%
\$100,000 - \$149,999	11.4%	12.6%	13.3%
\$150,000 - \$199,999	18.6%	17.7%	16.9%
\$200,000 +	31.8%	21.9%	12.4%
Average Household Income	\$207,993	\$163,973	\$120,756
2013 Owner Occupied Housing Units by Value			
Total	3,676	41,998	240,032
<\$50,000	0.1%	0.2%	0.6%
\$50,000 - \$99,999	0.8%	1.2%	2.7%
\$100,000 - \$149,999	1.6%	1.8%	2.6%
\$150,000 - \$199,999	2.0%	3.0%	3.5%
\$200,000 - \$249,999	2.3%	3.5%	4.4%
\$250,000 - \$299,999	3.6%	4.6%	6.0%
\$300,000 - \$399,999	10.0%	10.6%	16.4%
\$400,000 - \$499,999	10.7%	12.3%	17.4%
\$500,000 - \$749,999	23.2%	24.2%	24.7%
\$750,000 - \$999,999	16.0%	17.5%	8.2%
\$1,000,000 +	29.7%	25.9%	13.5%
Average Home Value	\$760,373	\$706,169	\$568,406
2018 Owner Occupied Housing Units by Value			
Total	3,840	43,813	252,300
<\$50,000	0.0%	0.1%	0.1%
\$50,000 - \$99,999	0.0%	0.3%	0.5%
\$100,000 - \$149,999	0.2%	0.7%	1.2%
\$150,000 - \$199,999	0.9%	1.2%	3.1%
\$200,000 - \$249,999	1.5%	2.4%	3.9%
\$250,000 - \$299,999	1.5%	3.1%	4.6%
\$300,000 - \$399,999	1.8%	4.7%	9.3%
\$400,000 - \$499,999	4.7%	8.4%	13.3%
\$500,000 - \$749,999	9.5%	16.9%	23.9%
\$750,000 - \$999,999	41.5%	31.4%	24.0%
\$1,000,000 +	38.5%	31.5%	16.5%
Average Home Value	\$939,878	\$844,621	\$686,423

Data Notes: Income represents the preceding year, expressed in current dollars. Household income includes wage and salary earnings, interest dividends, net rents, pensions, SSI and welfare payments, child support, and alimony.

Source: U.S. Census Bureau, Census 2010 Summary File 1. Est. forecasts for 2013 and 2018. Est. converted Census 2000 data into 2010 geography.

April 13, 2014



Market Profile

120 Old Post Rd
120 Old Post Rd, Rye, New York, 10580, 5, 13, 23 DT
Drive Time: 5, 13, 23 minutes

Prepared by Robert Goman

2010 Population by Age

	0 - 5 minutes	0 - 13 minutes	0 - 23 minutes
Total	15,771	194,676	1,280,137
0 - 4	7.0%	6.2%	6.3%
5 - 9	8.9%	6.7%	6.4%
10 - 14	9.0%	6.8%	6.6%
15 - 24	9.9%	11.7%	12.9%
25 - 34	8.5%	13.2%	14.1%
35 - 44	15.3%	14.6%	14.9%
45 - 54	16.8%	15.3%	11.3%
55 - 64	10.0%	7.0%	7.1%
65 - 74	6.5%	5.1%	4.8%
75 - 84	4.9%	2.6%	2.3%
85 +	3.4%	2.6%	2.3%
18 +	70.1%	76.1%	76.5%

2013 Population by Age

	0 - 5 minutes	0 - 13 minutes	0 - 23 minutes
Total	15,685	195,142	1,285,822
0 - 4	6.4%	5.9%	6.0%
5 - 9	8.2%	6.6%	6.4%
10 - 14	9.5%	7.1%	6.7%
15 - 24	11.7%	12.2%	13.0%
25 - 34	7.9%	12.1%	12.9%
35 - 44	13.3%	13.8%	13.4%
45 - 54	16.8%	15.1%	14.6%
55 - 64	11.4%	12.2%	12.2%
65 - 74	6.9%	7.6%	7.7%
75 - 84	4.5%	4.8%	4.7%
85 +	3.3%	2.7%	2.4%
18 +	70.8%	76.4%	76.9%

2018 Population by Age

	0 - 5 minutes	0 - 13 minutes	0 - 23 minutes
Total	15,807	198,781	1,313,849
0 - 4	6.1%	5.8%	5.9%
5 - 9	7.8%	6.4%	6.2%
10 - 14	9.3%	7.1%	6.8%
15 - 24	12.2%	11.8%	12.5%
25 - 34	8.1%	11.7%	12.7%
35 - 44	11.5%	13.3%	13.0%
45 - 54	16.0%	14.4%	13.6%
55 - 64	13.8%	13.2%	12.9%
65 - 74	7.7%	8.8%	9.0%
75 - 84	4.4%	4.9%	4.9%
85 +	3.0%	2.7%	2.4%
18 +	71.6%	76.5%	77.2%

2010 Population by Sex

	0 - 5 minutes	0 - 13 minutes	0 - 23 minutes
Males	7,557	94,606	606,410
Females	8,204	100,071	673,728

2013 Population by Sex

	0 - 5 minutes	0 - 13 minutes	0 - 23 minutes
Males	7,564	95,201	610,686
Females	8,122	99,941	675,138

2018 Population by Sex

	0 - 5 minutes	0 - 13 minutes	0 - 23 minutes
Males	7,657	97,492	626,258
Females	8,148	101,289	687,592

Source: U.S. Census Bureau, Census 2010 Summary File 1. Est. forecasts for 2013 and 2018. Est. converted Census 2000 data into 2010 geography.

April 13, 2014



Market Profile

120 Old Post Rd
120 Old Post Rd, Rye, New York, 10580, 5, 13, 23 DT
Drive Time: 5, 13, 23 minutes

Prepared by Robert Goman

2010 Population by Race/Ethnicity

	0 - 5 minutes	0 - 13 minutes	0 - 23 minutes
Total	15,771	194,676	1,280,137
White Alone	85.2%	74.3%	55.6%
Black Alone	2.3%	7.5%	24.3%
American Indian Alone	0.2%	0.4%	0.5%
Asian Alone	6.8%	5.8%	6.0%
Pacific Islander Alone	0.0%	0.1%	0.1%
Some Other Race Alone	3.5%	9.0%	10.1%
Two or More Races	2.0%	3.0%	3.3%
Hispanic Origin	11.3%	23.9%	25.6%
Diversity Index	41.6	64.3	77.0

2013 Population by Race/Ethnicity

	0 - 5 minutes	0 - 13 minutes	0 - 23 minutes
Total	15,685	195,143	1,285,823
White Alone	84.2%	72.9%	54.7%
Black Alone	2.3%	7.6%	24.2%
American Indian Alone	0.2%	0.4%	0.5%
Asian Alone	7.2%	6.1%	6.3%
Pacific Islander Alone	0.0%	0.1%	0.1%
Some Other Race Alone	3.8%	9.7%	10.5%
Two or More Races	2.2%	3.2%	3.6%
Hispanic Origin	12.4%	25.7%	26.9%
Diversity Index	44.1	66.5	78.0

2018 Population by Race/Ethnicity

	0 - 5 minutes	0 - 13 minutes	0 - 23 minutes
Total	15,804	198,782	1,313,849
White Alone	82.5%	70.8%	53.3%
Black Alone	2.4%	7.8%	24.1%
American Indian Alone	0.2%	0.4%	0.6%
Asian Alone	8.0%	6.6%	6.9%
Pacific Islander Alone	0.0%	0.1%	0.1%
Some Other Race Alone	4.4%	10.8%	11.2%
Two or More Races	2.5%	3.5%	3.9%
Hispanic Origin	14.6%	28.8%	29.3%
Diversity Index	48.4	69.8	79.7

2010 Population by Relationship and Household Type

	0 - 5 minutes	0 - 13 minutes	0 - 23 minutes
Total	15,771	194,677	1,280,138
In Households	99.0%	97.7%	97.7%
In Family Households	86.1%	82.1%	82.2%
Householder	25.4%	24.6%	24.6%
Spouse	21.4%	19.1%	16.4%
Child	35.6%	30.7%	32.5%
Other relative	2.3%	4.9%	6.0%
Nonrelative	1.4%	2.9%	2.7%
In Nonfamily Households	12.9%	15.5%	15.5%
In Group Quarters	1.0%	2.3%	2.3%
Institutionalized Population	0.8%	0.6%	1.0%
Noninstitutionalized Population	0.2%	1.7%	1.3%

Data Note: Persons of Hispanic Origin may be of any race. The Diversity Index measures the probability that two people from the same area will be from different racial/ethnic groups.

Source: U.S. Census Bureau, Census 2010 Summary File 1. Est. forecasts for 2013 and 2018. Est. converted Census 2000 data into 2010 geography.

April 13, 2014

Market Profile

120 old post rd
120 Old Post Rd, Rye, New York, 10580, 5, 13, 23 DT
Drive Time: 5, 13, 23 minutes

Prepared by Robert Goman

2013 Population 25+ by Educational Attainment

	0 - 5 minutes	0 - 13 minutes	0 - 23 minutes
Total	10,069	133,304	872,305
Less than 9th Grade	2.1%	7.2%	7.6%
9th - 12th Grade, No Diploma	4.0%	5.0%	7.6%
High School Graduate	15.3%	21.2%	24.7%
Some College, No Degree	10.6%	12.3%	15.3%
Associate Degree	6.4%	5.3%	6.5%
Bachelor's Degree	33.7%	24.9%	20.7%
Graduate/Professional Degree	27.9%	24.1%	17.6%

2013 Population 15+ by Marital Status

Total	11,502	157,048	1,040,002
Never Married	24.7%	30.8%	36.1%
Married	61.8%	54.8%	48.5%
Widowed	7.3%	6.6%	6.8%
Divorced	6.2%	7.7%	8.6%

2013 Civilian Population 16+ in Labor Force

Civilian Employed	90.4%	91.1%	90.0%
Civilian Unemployed	9.6%	8.9%	10.0%

2013 Employed Population 16+ by Industry

Total	6,666	95,209	591,245
Agriculture/Mining	0.2%	0.1%	0.1%
Construction	6.4%	6.6%	5.6%
Manufacturing	3.2%	4.9%	4.2%
Wholesale Trade	2.3%	2.5%	2.0%
Retail Trade	8.5%	9.2%	9.8%
Transportation/Utilities	2.6%	3.1%	4.6%
Information	4.8%	2.6%	2.5%
Finance/Insurance/Real Estate	21.5%	13.6%	11.2%
Services	48.2%	54.8%	56.4%
Public Administration	2.2%	2.6%	3.4%

2013 Employed Population 16+ by Occupation

Total	6,664	95,210	591,244
White Collar	78.8%	67.5%	64.1%
Management/Business/Financial	28.1%	21.2%	16.8%
Professional	26.3%	23.9%	23.5%
Sales	15.8%	11.6%	10.8%
Administrative Support	8.6%	10.8%	13.0%
Services	13.4%	20.0%	22.1%
Blue Collar	7.8%	12.5%	13.8%
Farming/Forestry/Fishing	0.0%	0.1%	0.1%
Construction/Extraction	3.2%	5.3%	4.7%
Installation/Maintenance/Repair	1.5%	1.4%	2.0%
Production	0.5%	2.6%	2.6%
Transportation/Material Moving	2.7%	3.2%	4.4%

Source: U.S. Census Bureau, Census 2010 Summary File 1. Est. forecasts for 2013 and 2018. Est. converted Census 2000 data into 2010 geography.

Market Profile

120 old post rd
120 Old Post Rd, Rye, New York, 10580, 5, 13, 23 DT
Drive Time: 5, 13, 23 minutes

Prepared by Robert Goman

2010 Households by Type

	0 - 5 minutes	0 - 13 minutes	0 - 23 minutes
Total	5,897	72,576	480,531
Households with 1 Person	27.0%	28.7%	29.2%
Households with 2+ People	73.0%	71.3%	70.8%
Family Households	69.3%	65.0%	65.6%
Husband-wife Families	58.5%	51.1%	43.7%
With Related Children	34.3%	26.1%	21.7%
Other Family (No Spouse Present)	10.8%	14.8%	21.9%
With Related Children	2.8%	4.0%	5.0%
Other Family with Female Householder	1.3%	1.8%	2.3%
With Related Children	8.1%	10.8%	16.9%
Nonfamily Households	3.6%	5.3%	10.1%
All Households with Children	40.3%	34.2%	34.4%

2010 Households by Sex

Total	5,896	72,576	480,533
1 person Household	27.1%	28.7%	29.2%
2 person Household	25.9%	28.5%	28.1%
3 person Household	15.3%	15.6%	15.6%
4 person Household	18.4%	15.1%	14.3%
5 person Household	9.4%	7.4%	7.1%
6 person Household	2.8%	2.7%	2.7%
7+ person Household	1.1%	2.0%	2.0%

2010 Households by Tenure and Mortgage Status

Total	5,896	72,574	480,532
Owner Occupied	63.2%	58.8%	50.3%
Owned with a Mortgage/Loan	42.1%	39.6%	34.6%
Owned Free and Clear	21.1%	19.2%	15.6%
Renter Occupied	36.8%	41.2%	49.5%

Data Note: Households with children includes all households with people under age 18, related or not. Multigenerational households are families with 3 or more parent-child relationships. Unmarried partner households are usually classified as nonfamily households unless there is another member of the household related to the householder. Multigenerational and unmarried partner households are reported only to the tract level. Est. converted Census 2000 data into 2010 geography. Sources: U.S. Census Bureau, Census 2010 Summary File 1. Est. forecasts for 2013 and 2018. Est. converted Census 2000 data into 2010 geography.

Market Profile

120 old post rd
170 Old Post Rd, Rye, New York, 10580, S, 13, 23 DT
Drive Time: 5, 13, 23 minutes

Prepared by Robert Goman

Top 3 Tapestry Segments

	0 - 5 minutes	0 - 13 minutes	0 - 23 minutes
1.	Top Ring	Top Ring	City Lights
2.	Urban Chic	Urban Chic	City Stewers
3.	Commuter's	City Lights	Top Ring
2013 Consumer Spending			
Apparel & Services: Total \$	\$21,043,161	\$24,578,681	\$1,107,360,395
Average Spent	\$3,583.64	\$2,950.55	\$2,292.87
Spending Potential Index	158	130	101
Computers & Accessories: Total \$	\$3,594,245	\$35,789,453	\$177,005,496
Average Spent	\$512.13	\$492.12	\$366.50
Spending Potential Index	246	198	148
Education: Total \$	\$23,809,183	\$238,553,726	\$1,209,900,074
Average Spent	\$4,054.70	\$3,280.22	\$2,505.18
Spending Potential Index	278	225	172
Entertainment/Recreation: Total \$	\$46,092,098	\$453,258,425	\$2,240,208,627
Average Spent	\$7,849.47	\$6,232.50	\$4,638.51
Spending Potential Index	241	192	143
Food at Home: Total \$	\$63,861,629	\$659,730,119	\$3,426,697,578
Average Spent	\$10,675.62	\$9,071.57	\$7,095.21
Spending Potential Index	216	180	141
Food Away from Home: Total \$	\$43,110,309	\$439,390,644	\$2,222,385,619
Average Spent	\$7,341.67	\$6,041.81	\$4,601.60
Spending Potential Index	230	189	144
Health Care: Total \$	\$58,245,351	\$570,430,339	\$2,819,516,811
Average Spent	\$9,919.17	\$7,843.66	\$5,838.00
Spending Potential Index	223	176	131
HH Furnishings & Equipment: Total \$	\$21,872,352	\$215,281,628	\$1,056,815,578
Average Spent	\$3,724.86	\$2,960.21	\$2,188.21
Spending Potential Index	207	164	121
Investments: Total \$	\$56,917,095	\$449,725,178	\$1,687,220,723
Average Spent	\$9,692.97	\$6,183.91	\$3,493.51
Spending Potential Index	467	288	168
Retail Goods: Total \$	\$303,506,741	\$3,022,079,791	\$15,036,417,854
Average Spent	\$51,687.12	\$41,554.90	\$31,138.08
Spending Potential Index	214	172	129
Shelter: Total \$	\$240,936,105	\$2,415,405,134	\$12,207,087,382
Average Spent	\$41,031.35	\$33,212.86	\$25,275.64
Spending Potential Index	252	204	155
TV/Video/Audio Total \$	\$15,985,547	\$164,919,984	\$856,736,321
Average Spent	\$2,722.33	\$2,267.72	\$1,773.93
Spending Potential Index	211	176	138
Travel: Total \$	\$8,946,598	\$273,462,214	\$1,295,737,576
Average Spent	\$4,929.60	\$3,760.22	\$2,682.91
Spending Potential Index	269	205	146
Vehicle Maintenance & Repairs: Total \$	\$14,769,798	\$145,734,314	\$714,080,836
Average Spent	\$2,515.29	\$2,003.91	\$1,478.55
Spending Potential Index	230	183	135

Data Note: Consumer spending shows the amount spent on a variety of goods and services by households that reside in the area. Expenditures are shown by broad budget categories that are not mutually exclusive. Consumer spending does not equal business revenue. Total and Average Annual Spend per household represent annual figures. The Spending Potential Index represents the amount spent in the area relative to a national average of 100.

Source: Consumer Spending data are derived from the 2010 and 2011 Consumer Expenditure Surveys, Bureau of Labor Statistics. Est. Source: U.S. Census Bureau, Census 2010 Summary File 1. Estimates for 2012 and 2013. Est. converted Census 2000 data into 2010 geography.

McCarthy Appraisal / Consulting Svc. Inc.

1364 Rte 6, Carmel, New York 10512 (914)420-8757

apprbyedye@comcast.net

Alfred Weissman
c/o: HKP – Harfenist Kraut & Prsltein LLP
2975 Westchester Avenue
Suite 415
Purchase, NY 10577

January 9, 2014

RE: 120 Old Post Road, Rye, NY
Potential development - Proposed Property Tax Exposure

Dear Mr. Weissman:

As per your request through my conversations with your attorney, Jonathan Kraut, I am respectfully enclosing this report on the potential tax exposure on the proposed development plan located at above noted address. The documentation enclosed, illustrates both the current property taxes and an analysis for the proposed development. As you will see, there is a substantial increase in taxes from the current use. This analysis is based on the required methodology for apartments/condominiums and cooperatives in the New York State Real Property Tax Law.

The analysis and potential tax exposure is based on information received to date and based on the project reaching stabilization. We based our analysis on the following information, and if current proposal changes throughout the approval process, the valuation may change as well.

46 1 Bedroom with 1,215 square feet

89 2 Bedroom with 1,395 square feet

There will be 1.25 parking for each unit which will be included
in the rental rates.

As can be seen from the enclosed, the rental income was established by gathering information from the most comparable properties in the market place. As this will be a new complex with several amenities, the market rental rates are assumed to be higher than typical within the City of Rye. However, they are included in the report for reference. Therefore we expanded our search to newer developed apartment complexes. The expenses, and capitalization rate were also derived from the market and reliable real estate publications. I will be happy to discuss this with you in further detail if necessary.

Sincerely

Edye McCarthy
Commercial Real Estate Appraiser/Consultant

Projected Market Value

First Assessment Year	2014
File No.	
Parcel I.D. S-B-L	146.13-1-7
Property Address	120 Old Post Road
Property Owner	Old Post Rd Assoc.
Property Representative	Kraut
Property Class	

E:\[weissman.x\ls\anal	
Date	01/20/15
Time	05:44 PM
1bdrm	46
2bdrm	89
Total Sq.ft.	135

Sq.Ft.
1,215
1,395

INCOME / EXPENSE WORKSHEET

1bdrm	\$2,800.00
2bdrm	\$3,200.00
Assessment Year	2014
Tax Year	#N/A
Income	
Residential	1,545,600
Commercial	3,417,600
Owner Occupied Space	
Real Estate Tax Escalations	
Operating Escalation Income	
Other Operating Income	
- Vacancy/Collection	5.0%
= Effective Gross Income	248,160
Expenses	4,715,040
Audit/Adjusted Expenses	30%
Management	1,414,512
Amortized/Other Expense Adj.	5.0%
1	235,752
2	
5	
= Total Expenses	1,650,264
Net Operating Income	3,064,776

EZ Expense Data Entry		\$ Amounts
EXPENSES:		2014
a. Fuel		
b. Light and power		
c. Cleaning contract		
d. Wages and payroll		
e. Repairs and maintenance		
f. Management and administration		
g. Insurance (annual)		
h. Water and sewer		
i. Advertising		
j. Interior painting and decorating		
k. Amort. leasing and tenant impr.costs		
l. Miscellaneous expenses		
m. TOTAL EXPENSES		#N/A

VALUATION CONCLUSIONS

Assessment Year	2014
Net Operating Income	\$3,064,776
Expense / Income Ratio	35%
Capitalization Rate	9.00%
Full Market Value	\$34,053,067
per unit	\$252,244.94
Assessed Valuation	143,100
Equalized Value	\$7,492,147
Under/Over Assessed	\$26,560,920
AV should be	\$650,414

\$615,896

Total Tax Rate \$ 946.93

value per unit \$ 252,245

MLSNumb	PropertyTy	Status	StreetNum	StreetSuffi	ListPrice	ClosePrice	BathsTotal	BedsTotal	SqFtTotal	YearBuilt	DOM	City
94623	Rental	Sold	15	Street	\$ 1,550	\$ 1,450	1	2	980			14 Rye City
85417	Rental	Sold	42	Avenue	\$ 1,200	\$ 1,200	1	1	650	1949		84 Rye City
83638	Rental	Sold	50		\$ 3,200	\$ 2,800	3	3	1800	1981		101 Rye City
89367	Rental	Sold	4	Street	\$ 1,500	\$ 1,400	1	2	852	1954		33 Rye City
85011	Rental	Sold	1	Street	\$ 1,600	\$ 1,450	1	2	950	1954		58 Rye City
84862	Rental	Sold	181	Street	\$ 1,100	\$ 1,050	1	1	500	1954		17 Rye City
72750	Rental	Sold	181	Street	\$ 1,450	\$ 1,400	2	2	900	1954		33 Rye City
69716	Rental	Sold	645	Avenue	\$ 2,500	\$ 2,200	3	2	2000	1985		46 Rye City
70522	Rental	Sold	181	Street	\$ 1,200	\$ 1,200	1	1		1954		27 Rye City
69112	Rental	Sold	3		\$ 1,050	\$ 1,000	1	1	750	1954		41 Rye City
69081	Rental	Sold	5	Street	\$ 1,495	\$ 1,435	1	2	950	1942		24 Rye City
65915	Rental	Sold	181		\$ 1,050	\$ 975	1	1	500	1954		60 Rye City
68592	Rental	Sold	110		\$ 2,450	\$ 2,400	3	2	1300	1987		13 Rye City
63850	Rental	Sold	40		\$ 3,500	\$ 3,500	3	2	1930	1980		67 Rye City
55818	Rental	Sold	130		\$ 1,500	\$ 1,500	1	2	900	1953		56 Rye City
59558	Rental	Sold	14		\$ 3,500	\$ 3,300	3	3	2300	1988		15 Rye City
46316	Rental	Sold	10		\$ 3,200	\$ 3,000	3	2	1800	1989		160 Rye City
55081	Rental	Sold	181		\$ 1,300	\$ 1,250	1	1	700	1954		52 Rye City
55614	Rental	Sold	75		\$ 3,100	\$ 3,000	3	2	1950	1981		46 Rye City
56705	Rental	Sold	100		\$ 1,250	\$ 1,200	1	1	700	1955		29 Rye City
50653	Rental	Sold	130		\$ 1,000	\$ 1,000	1	1	700	1955		48 Rye City
50162	Rental	Sold	599	Avenue	\$ 2,500	\$ 2,350	3	2	1600	1989		10 Rye City
46106	Rental	Sold	6	Avenue	\$ 1,800	\$ 1,700	1	2	1000	1926		47 Rye City
40096	Rental	Sold	39	Avenue	\$ 1,600	\$ 1,500	1	2	900	1949		121 Rye City
41675	Rental	Sold	645	Avenue	\$ 3,200	\$ 3,200	7	2	2100	1987		94 Rye City

MARKET DATA

Apartment Site	1 Bedroom			2 Bedroom / 1 Bath			2 Bedroom / 2 Bath		
	average	price range	Sq Ft	average	price range	Sq Ft	average	price range	Sq Ft
Avalon Green									
500 Town Green Drive, Elmsford, NY 10523 / 914-610-4306		NL	642	\$ 2,038	2030-2045	700	\$ 2,668	2655-2680	1192
	\$ 2,025	1920-2130	679-702		n/a	n/a	\$ 2,485	2485	1260
	\$ 2,100	1995-2205	774-841		n/a	n/a	\$ 2,750	2745-2755	1450
	\$ 2,005	1985-2025	870		n/a	n/a		NL	1601-1721
		NL	885		n/a	n/a	\$ 2,715	2715	1361-1372
	\$ 2,313	2275-2350	969-990		n/a	n/a	\$ 2,718	2705-2730	1362
	\$ 2,575	2575	1076		n/a	n/a	\$ 2,720	2715-2725	1421-1436
	\$ 2,500	2300	1103		n/a	n/a		n/a	n/a
		NL	1205		n/a	n/a		n/a	n/a
Average:	\$ 2,220			\$ 2,038			\$ 2,674		
Talleyrand Apartments									
1202 Crescent Drive, Tarrytown, NY 10591 / 914-449-1383	\$ 1,805	1805	658	\$ 2,018	2015-2020	828	\$ 2,028	2025-2030	934
		NL	794	\$ 2,183	2170-2195	971	\$ 2,190	2180-2200	1064
Average:	\$ 1,805			\$ 2,100			\$ 2,100		
Ridgeway Apartments									
32 Nob Hill Drive, Elmsford, NY 10523 / 914-610-4229	\$ 1,637	1587-1637	658	\$ 1,833	1833	828	\$ 1,948	1925-1970	934 (1.5 bath)
Average:	\$ 1,637			\$ 1,833			\$ 1,948		
Various Irvington Apartment Listings									
Irvington Village / South Eckar		n/a	n/a	\$ 1,975	1975	NL, 7 Bath		n/a	n/a
111 North Broadway, Irvington, NY		n/a	n/a		n/a	n/a	\$ 2,100	2100	NL
635 South Broadway, Irvington, NY		n/a	n/a	\$ 3,100	3100	1300		n/a	n/a
Irvington, NY		n/a	n/a	\$ 2,050	2050	900		n/a	n/a
Irvington, NY		n/a	n/a	\$ 1,950	1950	NL		n/a	n/a
86 Main Street, Irvington, NY 10533	\$ 1,250	1250	566		n/a	n/a		n/a	n/a
Irvington, NY		n/a	n/a		NL	1650		n/a	n/a
5 Eckar Street, Irvington, NY 10533		n/a	n/a	\$ 1,975	1975	NL		n/a	n/a
106 Main Street, #1, Irvington, NY 10533		n/a	n/a	\$ 2,750	2750	1000		n/a	n/a
106 Main Street, #2, Irvington, NY 10533		n/a	n/a	\$ 2,200	2200	1000		n/a	n/a
80 S Broadway-carriage House, Irvington, NY 10533		n/a	n/a	\$ 1,800	1800	1100		n/a	n/a
1 S Aster St, #903, Irvington, NY 10533	\$ 2,600	2600	1150		n/a	n/a		n/a	n/a
1 S Aster St, Irvington, NY 10533		2500	850		n/a	n/a		n/a	n/a
1 S Aster St, Irvington, NY 10533		n/a	n/a		n/a	n/a	\$ 3,250	5250	1150
24 S Eckar Street, Irvington, NY 10533		n/a	n/a	\$ 2,000	2000	700		n/a	n/a
36 Hamilton Road, Apt 3, Irvington, NY 10533		n/a	n/a	\$ 2,700	2700	1000		n/a	n/a
2 BR unit with hardwood floors throughout		n/a	n/a	\$ 2,000	2000	850		n/a	n/a
UNFURNISHED in four-family private house		n/a	n/a	\$ 1,800	1800	850		n/a	n/a
Average:	\$ 1,925			\$ 2,192			\$ 2,675		
One City Place									
One City Place, White Plains, NY 10601 / 914-368-9177	\$ 2,877	2401-3352	807	\$ 4,056	3518-4593	1183	\$ 4,222	3678-4765	947
	\$ 3,071	2445-3697	626		n/a	n/a	\$ 4,046	3415-4676	971
	\$ 2,965	2376-3553	827		n/a	n/a	\$ 3,588	3151-4024	1013
	\$ 3,028	2577-3478	641		n/a	n/a	\$ 4,732	3521-4943	1033
	\$ 2,911	2363-3458	644		n/a	n/a	\$ 4,950	3656-5044	1036
	\$ 3,108	2477-3738	652		n/a	n/a	\$ 3,587	2864-4310	1044
	\$ 3,108	2477-3738	653		n/a	n/a	\$ 3,834	3156-4502	1249
		n/a	n/a		n/a	n/a	\$ 3,403	2771-4034	1271
Average:	\$ 3,009			\$ 4,056			\$ 3,908		
Halehead White Plains Metro North									
84 South Lexington Avenue, White Plains, NY 10606 / 914-449-1355	\$ 2,242	2153-2330	599	\$ 2,816	2595-3037	988	\$ 2,999	2717-3200	809
	\$ 2,274	2124-2423	656		n/a	n/a	\$ 3,271	2912-3629	1039
Average:	\$ 2,256			\$ 2,816			\$ 3,115		
Avalon White Plains									
27 Barker Avenue, White Plains, NY 10601 / 914-368-7166	\$ 2,185	2115-2255	678-711		n/a	n/a	\$ 3,185	3185	1075
	\$ 2,248	2110-2385	694-708		n/a	n/a	\$ 3,205	3205	1193
	\$ 2,268	2155-2360	723-726		n/a	n/a	\$ 3,945	3945	1464
	\$ 2,275	2255-2295	758		n/a	n/a	\$ 3,995	3995	1473
	\$ 2,280	2280	813		n/a	n/a	\$ 4,080	4080	1533
	\$ 2,500	2500	835		n/a	n/a		n/a	n/a
	\$ 2,515	2515	858		n/a	n/a		n/a	n/a
Average:	\$ 2,323						\$ 3,662		

PROPERTY TAX PROJECTIONS

	Tax Rates 2014/2015	Current Property Taxes	Proposed Development 2014/2015 Property Taxes
CITY	\$ 150.38	\$ 21,519.38	\$ 97,809.19
COUNTY	\$ 187.92	\$ 26,891.35	\$ 122,225.72
SCHOOL	\$ 561.33	\$ 80,326.32	\$ 365,096.65
COUNTY REFUSE	\$ 17.61	\$ 2,519.99	\$ 11,453.78
BLIND BROOK SEWER	\$ 29.69	\$ 4,248.64	\$ 19,310.78
	<u>\$ 946.93</u>	<u>\$ 135,505.68</u>	<u>\$ 615,896.12</u>
Current Assessed Value		143,100	
Proposed Assessed value per analysis			650,414

7/22/2014					2014 MUNICIPAL COUNTY TAX RATES FOR THE COUNTY GENERAL LEVY				
MUNICIPALITY	SWIS CODE	PARCELS	TAXABLE ASSESSED VALUE	TAX RATE PER \$1,000					
City of Mount Vernon	550800	11,281	151,232,793						101.980000
City of New Rochelle	551000	16,084	267,270,832						123.532000
City of Peekskill	551200	6,395	61,921,656						86.011050
City of Rye	551400	4,935	137,863,523						187.923444
City of White Plains	551700	14,088	276,979,095						100.990000
City of Yonkers	551800	36522	475,391,550						117.860000
Town of Bedford	552000	6,296	577,140,508						32.123240
Town of Cortlandt	552200	15,379	107,009,202						183.970000
Town of Eastchester	552400	9,286	104,755,180						248.241100
Town of Greenburgh	552600	28,629	547,521,601						105.209400
Town of Harrison	552800	6,975	135,255,052						211.545407
Town of Lewisboro	553000	5,822	302,173,880						33.875600
Town of Mamaroneck	553200	8,739	8,686,517,881						3.702300
Town of Mount Kisco	555600	2,796	300,589,735						17.534800
Town of Mount Pleasant	553400	13,982	142,780,965						230.323644
Town of New Castle	553600	6,703	1,065,375,856						17.475340
Town of North Castle	553800	4,793	116,236,017						155.863400
Town of North Salem	554000	2,482	146,582,255						33.102261
Town of Ossining	554200	10,169	257,517,106						58.713265
Town of Pelham	554400	3,691	2,698,331,757						3.676420
Town of Pound Ridge	554600	2,471	368,913,586						20.061500
Town of Rye	554800	11,091	6,141,245,975						3.650718
Town of Scarsdale*	555000	5,955	140,100,756						216.627300
Town of Somers	555200	9,184	497,081,609						26.568026
Town of Yorktown	555400	14,377	126,394,696						133.284000



B	C	D	E	F	G
MUNICIPALITY	DISTRICT CODE	SPECIAL DISTRICT NAME	PARCELS	TAXABLE ASSESSED VALUE OR UNITS	TAX RATE PER \$1,000 OR CHARGE PER UNIT
1	6/2/2014	2014 SPECIAL DISTRICT TAX RATES (CITIES & TOWNS)			
2	CS001	Hutchinson Valley County Sewer District	8,566	150,844,745.00	15.560000
3	CS002	Bronx River County Sewer District	2,715	42,537,257.00	15.560000
4	RF001	County Refuse Disposal District #1	11,281	159,791,272.00	9.020000
5	CR001	County Refuse District	16,057	291,474,408	11.541000
6	CS000	New Rochelle Sewer District	11,805	261,652,893	50.227000
7	CS001	Mamaroneck Sewer District	1,790	33,323,093	19.566000
8	CS002	Hutchinson Valley Sewer District	2,463	40,206,103	20.292000
9	SD001	Peekskill County Sewer District	6,368	120,178,034	14.884500
10	CW001	County Refuse Disposal District #1	6,252	67,965,830	8.042400
11	TXREF	County Refuse Disposal District #1	4,935	140,101,716	17.608906
12	TXBBS	Blind Brook County Sewer District	4,326	140,390,701	29.685684
13	TXMVS	Mamaroneck Valley County Sewer District	609	19,114,965	29.806843
14	GA174	County Refuse Disposal District #1	14,079	296,332,440	9.140000
15	SB171	Bronx Valley County Sewer District	8,239	230,646,314	14.800000
16	SM172	Mamaroneck Valley County Sewer District	5,862	176,588,595	15.530000
17	CW001	County Refuse Disposal District #1	36,461	557,425,596	10.900000
18	CS001	Bronx Valley Sewer District #1	19,525	367,021,443	17.710000
19	CS002	South Yonkers Sewer District #3	3,628	90,891,529	18.380000
20	CS003	Central Yonkers Sewer District #2	3,629	70,329,069	20.700000
21	CS004	North Yonkers County Sewer District #4	4,007	82,741,311	19.540000
22	CS005	Saw Mill Valley County Sewer District #5	5,147	87,249,743	17.790000
23	AM001	Paramedic Dist. No. 1	6,268	583,338,785	0.571560
24	FD030	Bedford Village Fire District	2,063	226,232,257	4.142390
25	PD011	Bedford Village Park District	2,068	226,586,921	2.960040
26	LT010	Bedford Village Lighting Dist	494	41,430,220	0.352160
27	FD031	Bedford Hills Fire District	1,965	173,466,578	11.258570
28	PD012	Bedford Hills Park District	2,030	187,805,234	3.738480
29	LT011	Bedford Hills Light	937	48,441,685	0.724460
30	FD032	Katonah Fire District	2,224	168,938,149	7.613140
31	PD013	Katonah Park District	2,224	168,946,335	4.406220
32	LT012	Katonah Light District	930	50,485,830	0.565370
33	WD039	Cedar Downs Water District	84	3,342,402	13.413710
34	WD040	Consolidated Water District	2,463	126,313,346	12.124360
35	WD042	Farms Water District (Cap)	99	6,138,622	5.422060
36	WD044	Farms Water District (O&M)	95	5,350,673	9.324610
37	WD043	Old Post Road Water District	76	6,107,136	9.174680
38	FD033	Fire Protection District No. 1	79	14,704,401	4.934920
39	SD472	Ossining Sanitary Sewer	2,664	19,776,712	41.200000
40	SD473	Peekskill Sanitary Sewer	1,561	14,277,672	32.480000
41	CW495	County Refuse Disposal #1	14,825	109,964,035	17.350000
42	FD411	Montrose Fire District	1,881	16,719,912	48.180000
43	FD412	Verplank Fire District	862	4,567,636	56.230000
44	FD413	Mohegan Fire District	6,652	44,597,345	93.840000
45	WD430	Montrose Water District	868	5,805,329	23.620000
46	PK481	Cont. Cont. Village Park	253	1,360,810	31.900000
47	FD415	Furnace Dock Road Fire Protection	165	1,369,806	37.560000
48	FD416	Mt. Atry Quaker Br. Rd. Fire Protection	652	6,723,336	56.310000
49	FD418	Continental Village Fire Protection	617	3,205,851	48.680000
50	WD457	Cortlandt Consolidated Water District	9,094	62,733,622	20.070000
51	LT460	Montrose Lighting District	867	5,847,630	15.820000
52	LT451	Verplank Lighting District	856	3,914,988	7.160000
53					

2014/2015 SCHOOL DISTRICT TAX RATES

10/15/2014		SCHOOL DISTRICT SWIS CODE	SCHOOL DISTRICT NAME	NUMBER OF PARCELS	TAXABLE ASSESSED VALUE	TAX RATE PER 1,000
MUNICIPALITY						
City of Mount Vernon	550800	Mount Vernon City School District	11,281	124,801,238	880.1500000000	
City of New Rochelle	551000	New Rochelle City School District	16,071	266,740,126	728.6840000000	
City of Peekskill	551200	Peekskill City School District	6,060	56,845,845	668.7733000000	
	552203	Hendrick Hudson CSD	357	5,811,894	468.9451000000	
City of Rye	551400 *	Rye City School District	4,499	124,684,852	561.3280000000	
	554801	Rye Neck UFSD - Homestead	414	13,405,107	847.9877860000	
	554801	Rye Neck UFSD - Non-Homestead	22	307,671	1,096.6779450000	
City of White Plains	551700	White Plains City School District	14,080	278,335,896	600.2200000000	
City of Yonkers	551800	Yonkers City School District	36506	472,896,126	487.9600000000	
Town of Bedford	552002	Bedford CSD	3,962	403,149,715	134.1787120000	
	552001	Katonah-Lewisboro UFSD	1,957	174,104,003	193.3181000000	
	553801	Byram Hills CSD	31	2,166,550	139.6199630000	
Town of Cortlandt	552202	Croton-Harmon SD	3,813	31,839,113	1,145.5400000000	
	552202	Croton-Harmon Library	3,813	31,839,113	24.3300000000	
	552203	Hendrick Hudson CSD	5,324	38,570,674	994.7400000000	
	552203	Hendrick Hudson Library	5,324	38,570,674	19.8800000000	
	555401	Lakeland CSD	5,611	34,653,504	1,400.1300000000	
	552803	Putnam Valley CSD	512	2,585,340	1,316.8700000000	
	555402	Yorktown CSD	119	1,108,437	1,329.8200000000	
Town of Eastchester	552401	Eastchester UFSD	5,115	53,152,077	1,290.5554000000	
	552402	Tuckahoe UFSD	2,227	19,272,855	1,366.8121000000	
	552403	Bronxville UFSD	1,589	2,711,860,473	14.2960000000	
Town of Greenburgh	552601	UFSD of the Tarrytowns	3,129	44,554,911	722.383290196	
	552602	Irvington UFSD	2,824	74,838,217	665.350589467	
	552603	Dobbs Ferry UFSD	2,514	44,712,007	788.018621582	
	552604	Hastings-On-Hudson UFSD	2,823	46,977,407	783.308914417	
	552605	Ardsley UFSD	3,894	67,510,668	735.292598085	
	552606	Edgemont UFSD	2,515	69,852,801	668.360130394	
	552607	Greenburgh Central 7 SD	6,846	112,193,406	493.616733948	
	552609	Elmsford UFSD	2,735	48,240,760	578.463934437	
	553402	Potomac Hills CSD	553	27,961,069	279.170874921	
	553405	Valhalla UFSD	796	14,218,174	585.584036601	
Town of Harrison	552801	Harrison CSD	6,975	135,936,590	732.5836590000	
Town of Lewisboro	553000	Katonah-Lewisboro UFSD	5822	303,998,481	203.9270000000	
Town of Mamaroneck	553201	Mamaroneck UFSD	8,473	8,379,665,708	13.7581200000	
	555001	Scarsdale UFSD	266	345,726,253	16.0206300000	

2014 CITY/TOWN TAX RATES

7/22/2014 MUNICIPALITY	SWIS CODE	PARCELS	UNINCORPORATED		GENERAL		GENERAL	
			TAXABLE ASSESSED VAL	TAX RATE PER 1,000	TAXABLE ASSESSED VALUE	TAX RATE PER 1,000	TAXABLE ASSESSED VALUE	TAX RATE PER 1,000
City of Mount Vernon	550800	11,281			152,910,735		367.940000	
City of New Rochelle	551000	16,084			268,901,252		202.593000	
City of Peekskill*	551200	6,395			61,839,156		238.371600	
City of Rye	551400	4,937			138,126,937		150.380000	
City of White Plains	551700	14,080			276,979,095		196.140000	
City of Yonkers	551800	36,506			472,896,126		214.22	
Town of Bedford	552000	6,296			577,191,217		19.827190	
Town of Cortlandt**	552200	15,379	79,781,520	170.79000	106,988,706		31.830000	
Town of Eastchester	552400	9,286	57,835,125	266.17400	104,760,180		33.441200	
Town of Greenburgh	552600	28,629	291,103,075	194.89810	254,579,096		15.582900	
Town of Harrison	552800	6,975			135,603,693		326.594970	
Town of Lewisboro	553000	5,822			302,173,880		18.299330	
Town of Mamaroneck	553200	8,739	3,696,089,147	3.62821	8,686,122,513		0.422350	
Town of Mount Kisco	555600	2,796						
Town of Mount Pleasant	553400	13,982	107,445,134	112.563737	143,258,568		8.938931	
Town of New Castle	553600	6,703			1,065,375,856		14.091754	
Town of North Castle	553800	4,793			116,258,878		158.295000	
Town of North Salem	554000	2,482			146,602,975		38.522407	
Town of Ossining	554200	10,169	49,509,918	101.179222	258,552,497		12.315124	
Town of Pelham	554400	3,691			2,334,800,766		0.548500	
Town of Pound Ridge	554600	2,471			391,340,996		0.744500	
Town of Rye	554800	11,091			368,913,586		13.666300	
Town of Scarsdale	555000	5,955			4,656,961,386		0.043754	
Town of Somers	555200	9,184			1,528,272,027		0.063407	
Town of Yorktown	555400	14,377						
					497,254,606		13.717295	
					126,394,411		147.318100	



*There is also a City Library tax

Taxable Assessed value	Tax Rate Per 1,000
63,498,073	12.363000

**There is also a town library tax, which applies to the entire town except Village of Croton-on-Hudson.

Taxable Assessed Value	Tax Rate Per 1000
86,495,165	6.880000

Please note that the general town tax rate is charged throughout a town including villages, if any. The unincorporated tax rate is charged in town areas outside of villages in towns that have villages. Therefore, if you live in the unincorporated area of a town that has villages you must add the two rates together to compute your



FREDERICK P. CLARK ASSOCIATES, INC.

PLANNING, TRANSPORTATION, ENVIRONMENT AND DEVELOPMENT
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November 25, 2014

Mr. Alfred Weissman
Mr. Alan Weissman
Alfred Weissman Real Estate, Inc.
120 Old Post Road
Rye, New York 10580

Gentlemen:

As requested, we have completed this Traffic Study for the proposed development of the subject property located at 120 Old Post Road in Rye, New York. The proposal is to demolish the existing, but mostly vacant office building comprising 70,000 square feet and construct a 135-unit residential, age-restricted, development. Access will remain to Playland Access Drive, essentially at the same location, and immediately south of the unsignalized intersection with Old Post Road.

The results of this Traffic Analysis indicate a development of this type and size will generate 27 and 34 vehicle trip ends during a typical weekday morning and weekday afternoon peak hour, respectively. This is based on trip generation rates provided by the Institute of Transportation Engineers (ITE). For comparison purposes, the existing office building, if fully occupied with a variety of commercial tenants, could generate 109 and 104 vehicle trip ends during the same weekday morning and weekday afternoon peak hours, respectively. Therefore, the redevelopment of the subject property as a residential development will result in a significant reduction in site traffic, with a decrease of 82 and 70 vehicle trip ends during the weekday morning and weekday afternoon peak hours, respectively.

The results of the analyses indicate that area roadways, although certain roadways approaches to intersections experience short-term delays during peak hours, each location will continue to operate with no change in Level of Service, except for an overall decrease in Level of Service at the signalized intersection of Theodore Fremd Avenue and Playland Access Drive from "B" to "C" during the weekday morning peak hour. However, this change in Level of Service will result in an overall increase in average vehicle delay per vehicle of only 0.3 seconds, which is considered insignificant. The results of

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SUMMARY

The purpose of this Traffic Report is to provide the City of Rye with a detailed analysis of potential impacts from this proposed development on adjacent roadways and nearby intersections in the designated Study Area. The proposal is to demolish the existing, but mostly vacant, office building comprising 70,000 square feet of space and construct an age-restricted residential development which will have 135 units. Access will remain the same from Playland Access Drive to the immediate south of the Old Post Road STOP sign-controlled intersection.

The Traffic Study is based on traffic volumes obtained in 2012 through 2014. These volumes were obtained by Frederick P. Clark Associates, Inc. and other Traffic Consultants for different nearby projects.

In this Traffic Study it addresses traffic conditions for existing, no-build and build peak hour volumes near the site. It includes the weekday morning and weekday afternoon peak hours. Under the no-build condition it includes other developments, as well as an appropriate growth rate.

The proposal is to demolish the existing, but mostly vacant, office building and construct the age-restricted development, as noted above. To estimate site traffic for the proposed development trip generation rates were obtained from the Institute of Transportation Engineers (ITE) in "Trip Generation," 9th Edition, published 2012. Based on these trip generation rates it is estimated a development of this type and size will generate 27 and 34 vehicle trip ends during the typical weekday morning and weekday afternoon peak hours, respectively. For comparison purposes the current 70,000 square-foot office building, if it was to be fully reoccupied, could generate 109 and 104 vehicle trip ends during the same weekday morning and weekday afternoon peak hours, respectively. Therefore, the proposed residential development would result in a decrease

in site traffic generation of 82 and 70 vehicle trip ends during the weekday morning and weekday afternoon peak hours, respectively. This is a significant reduction in site traffic generation potential directly related to the change in land use from an office building to a residential development.

The results of the capacity analysis for existing conditions indicate the Theodore Fremd Avenue/Playland Access Drive signalized intersections operates at an acceptable overall Level of Service "B" during peak hours. During the weekday morning peak hour motorists experience delays at the unsignalized intersection of Playland Access Drive /Playland Parkway/Medical Building, Old Post Road at Playland Access Drive and Old Post Road at Thruway Access Drive. All of the Study Area intersections operate at acceptable Levels of Service during the weekday afternoon peak hour. Similar results are found for 2016 background conditions. In both existing and background conditions analyses the office building located on the site is considered vacant.

Under a future combined condition, which includes the proposed residential development, each of these unsignalized intersections will continue to operate at acceptable Levels of Service, except for some Levels of Service "E" or "F" identified in a background condition. A comparison of the background and combined traffic conditions for each of these intersections indicate that Levels of Service will remain unchanged, except for change from an overall Level of Service "B" to "C" at the signalized intersection of Theodore Fremd Avenue at Playland Access Drive, with an insignificant overall delay due to the residential development of 0.3 seconds per vehicle during this one peak hour. Results of the analyses for the weekday afternoon peak hour indicate Levels of Service will remain the same at each of the unsignalized intersections and at each of the lane groups or approaches with minimal, if any, increase in average vehicle delay due to the proposed residential development.

Based on the results of these analyses it is recommended that the current traffic control and pavement markings at each of these locations remain unchanged. The analysis indicates that the added site traffic for a residential development is insignificant and will not change the overall operation of any of the intersections in the Study Area. In addition, there is a significant benefit of converting this office building to a residential development, which results in a significant decrease in site traffic generation during the key weekday morning and weekday afternoon peak hours.

The results of these analyses have been compared to field observations at each of these locations during both the weekday morning and weekday afternoon peak hours. It is noted that motorists do experience short-term delays at the Playland Parkway off ramp to Playland Access Drive and on the Playland Access Drive and Thruway Access Drive approaches to Old Post Road during peak hours. However, based on the results of this analysis each intersection should maintain STOP control. Any consideration for signalization, if warranted, at the Playland Parkway ramps to Playland Access Drive may actually result in an increase in delays, which could impact the mainline of Playland Parkway (southbound lanes).

At the Old Post Road intersection at Playland Access Drive and Thruway Access Drive it is likely that either location would meet the minimum standards for consideration for traffic signals.

INTRODUCTION

The purpose of this report is to provide the City of Rye with an analysis of current operations on the surrounding roadway network and nearby intersections and the potential impact of removing the existing 70,000 square-foot office building and constructing a 135 age-restricted residential unit development at 120 Old Post Road.

This analysis addresses traffic conditions surrounding the subject property for a typical weekday morning and weekday afternoon peak hour condition. It addresses traffic conditions along Playland Access Drive, Old Post Road, Theodore Fremd Avenue and the Access Ramps to Playland Parkway. It includes an evaluation of current and future background and combined traffic volumes at the nearby intersections for both the weekday morning and weekday afternoon peak hours.

Project Description

The existing office building comprises 70,000 square feet of gross floor area. At the time of the traffic counts, the building was mostly vacant, with minimal traffic generated throughout the day.

The proposal is to demolish this building and construct a 135-unit, age-restricted residential development. Access for the existing building will remain unchanged, with full access to Playland Access Drive.

EXISTING CONDITIONS

This section of the report describes the current traffic volumes obtained through actual manual traffic volume counts and volumes provided by others at nearby intersections. In this section of the report there is a description of existing roadway conditions, traffic control, site access, capacity analysis procedures and the results of these analyses.

Roadways

The site is located in the northwest corner of the T-type intersection of Playland Access Drive and Old Post Road. The following is a description of the roadways serving the subject property.

1. *Playland Access Drive* – This is a two-lane, County-maintained roadway, beginning to the northwest at the signalized intersection with Theodore Fremd Avenue. It intersects with the southbound ramps for Playland Parkway, provides access to the subject property and terminates at an unsignalized intersection with Old Post Road. It has a posted speed limit of 30 miles per hour, provides a double yellow centerline, curbs and paved shoulders in certain sections. Sidewalks are not provided on this roadway.
2. *Old Post Road* – It is a generally both a north-south and east-west, County-maintained roadway. This roadway begins to the southwest at a Y-type intersection with Boston Post Road (U.S. Route 1), continues in an easterly direction intersecting with Playland Access Drive, the Playland Parkway Northbound Ramps and continues to the northeast terminating again at T-type intersection with Boston Post Road (U.S. Route 1). The section of Old Post Road between the intersection of North Street and northerly intersection with Boston Post Road is a one-way, one-lane roadway limited to westbound movements.

The Old Post Road/southerly intersection with Boston Post Road intersection is controlled with a traffic signal, which is maintained by the City of Rye. Other intersections are controlled with STOP signs at the Playland Access Drive southbound and the Thruway Access Road southbound approaches. The westbound approach of Old Post Road at North Street is controlled with STOP signs on both approaches. The posted speed limit on this roadway is 30 miles per hour. It provides a double yellow centerline, curbing and sidewalks in certain sections.

3. *North Street* – North Street is a north-south, County-maintained roadway, which begins at the Old Post Road intersection immediately north of the Playland Parkway northbound ramps intersection. This road continues in a northerly direction intersecting with Theodore Fremd Avenue, providing an overpass over Interstate 95 and continuing north to the Hutchinson River Parkway. It is a two-lane road maintained by the County to the intersection of Harrison Avenue. From this intersection to the Parkway it is designated New York Route 127. For its entire length it provides a double yellow centerline. It has a posted speed limit of 30 miles per hour in the Study Area.

4. *Theodore Fremd Avenue* – This is an east-west, County-maintained roadway. It provides one travel lane in each direction and a center turning lane for its entire length between the Harrison Village/Town line to the west and the intersections with North Street to the northeast and ends at Purchase Street. It has a posted speed limit of 30 miles per hour, provides sidewalks generally along the southerly side for its entire length, with sidewalks in the vicinity of the North Street intersection on the northerly side. The intersections with North Street and Theodore Fremd Avenue are controlled with traffic signals, which are maintained by the City of Rye.

5. *Playland Parkway* – This is a generally north-south, limited-access arterial, beginning at Interchange 19 on the New England Thruway (Interstate 95) and terminating to the southeast at Playland, which is a County-owned Park. A full-movement interchange provides access to Playland Access Drive and Old Post Road/North Street near the site. Playland Parkway provides two travel lanes in each direction and is median divided to a point south of the Boston Post Road Overpass. There are bridges at Old Post Road and Boston Post Road providing continuous traffic flow on Playland Parkway.

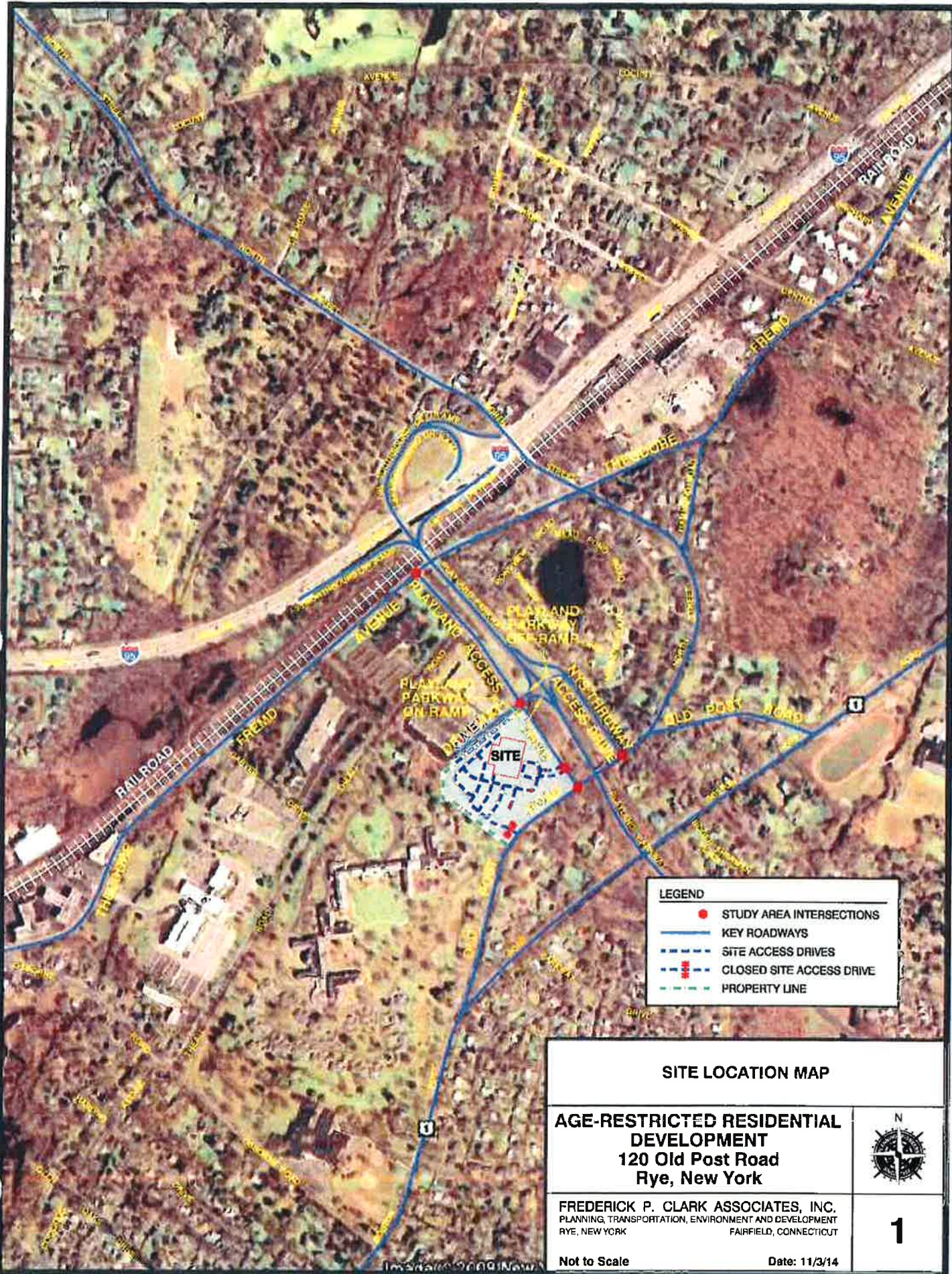
6. *New England Thruway (Interstate 95)* – This is a north-south, limited-access, Interstate Highway serving Westchester County. It provides three lanes in each direction and is median divided. The posted speed limit is 55 miles per hour for vehicles and 50 miles per hour for trucks. Access is provided to the Study Area via Interchange 19, which provides ramps in both directions on Interstate 95. These ramps connect directly to Playland Parkway, which provides direct to Playland Access Drive and Old Post Road.

Figure 1 provides a reference of the site location for all of the roads described above. Figure 2 provides the current street system characteristics for each of these roads, as described above. Photographs of the area roads are included in the Appendix of this report.

Traffic Volumes

To identify baseline conditions for area roads, 2014 traffic volumes available in the Traffic Study completed for the proposal to develop 150 North Street were used for the following intersections during the weekday morning peak hour:

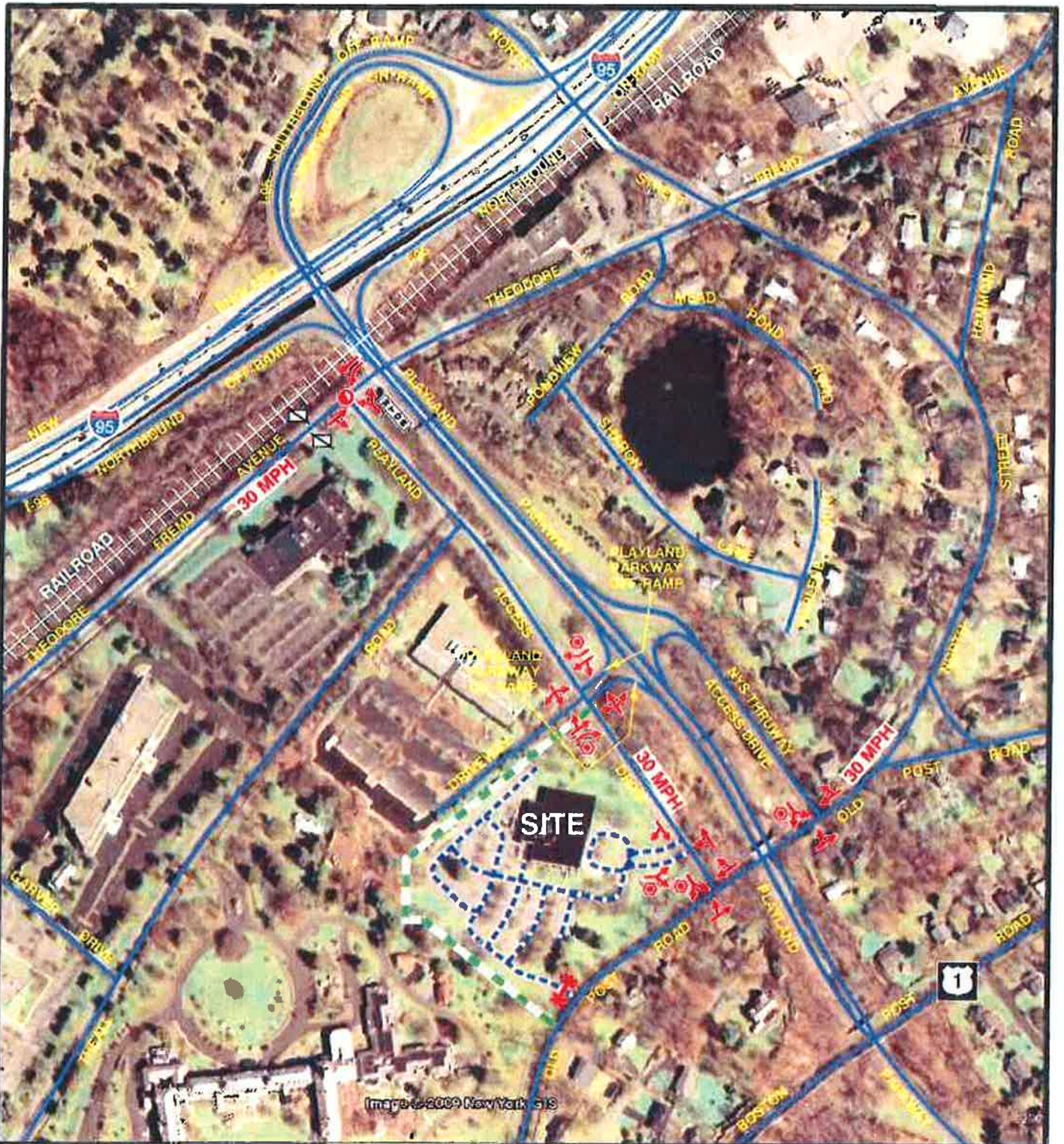
- Theodore Fremd Avenue at Playland Access Drive;












LEGEND

- STUDY AREA INTERSECTIONS
- KEY ROADWAYS
- - - SITE ACCESS DRIVES
- - - | - - - CLOSED SITE ACCESS DRIVE
- · · PROPERTY LINE

SITE LOCATION MAP	
AGE-RESTRICTED RESIDENTIAL DEVELOPMENT 120 Old Post Road Rye, New York	
FREDERICK P. CLARK ASSOCIATES, INC. PLANNING, TRANSPORTATION, ENVIRONMENT AND DEVELOPMENT RYE, NEW YORK FAIRFIELD, CONNECTICUT	1
Not to Scale	Date: 11/3/14



LEGEND

-  TRAFFIC LANE
-  TRAFFIC SIGNAL
-  STOP SIGN
-  NO TURN ON RED
-  BUS STOP (BEE-LINE BUS #61)
- 00 MPH**  SPEED LIMIT
-  SITE ACCESS DRIVE
-  CLOSED SITE ACCESS DRIVE
-  PROPERTY LINE

CURRENT STREET SYSTEM CHARACTERISTICS

AGE-RESTRICTED RESIDENTIAL DEVELOPMENT
120 Old Post Road
Rye, New York

FREDERICK P. CLARK ASSOCIATES, INC.
 Planning/Development/Environment/Transportation

Not to Scale

Date: 11/3/14



- Playland Access Drive at Playland Parkway Eastbound On/Off Ramps/Medical Office Building Access Drive; and,
- Old Post Road at Playland Parkway Northbound On/Off Ramps.

The 2012 existing traffic volumes from the Office to Hotel Building Conversion Traffic Study prepared by Frederick P. Clark Associates, Inc. were adjusted and balanced to the most recent traffic data for the site access drive. For the intersection of Old Post Road at Playland Access Road, manual turning movement counts were conducted by Frederick P. Clark Associates on Thursday, October 30, 2014 from 7:00 A.M. to 9:00 A.M. These volumes were adjusted where appropriate to the surrounding intersection volumes to generate the 2014 existing traffic volumes for a weekday morning peak hour. The highest volumes found at each intersection were used.

For the weekday afternoon peak hour existing traffic volumes for 2013 obtained from a Playland Traffic Study were used for the four Study Area intersections. The 2012 existing traffic volumes from the Office to Hotel Building Conversion Traffic Study prepared by Frederick P. Clark Associates, Inc. were adjusted, as needed, at the site frontage. A one percent growth rate was applied to these volumes to the baseline year, 2014.

Based on the results of the field surveys, the peak hour volumes were identified to occur during the following time periods:

- Weekday morning – Vary by intersection; and,
- Weekday afternoon – 4:45 to 5:45 P.M.

Old Post Road, east of Playland Parkway Northbound On/Off Ramps, had a two-way volume of 380 and 399 vehicles during the two peak hours noted above. On Old Post Road west of the same intersection the two-way volume was recorded at 878 and

699 vehicles during the same two peak hours. For the section of Old Post Road west of the Playland Access Drive the two-way volume was 665 and 417 vehicles during the two peak hours noted above. Playland Access Drive, north of Old Post Road the two-way volume was 541 and 512 vehicles during the two peak hours noted above

Theodore Fremd Avenue, west of the Playland Access Drive intersection had a two-way volume of 681 and 669 vehicles during the two peak hours noted above. For the section east of the Playland Parkway Access Drive the two-way volume was found to be 628 and 617 vehicles during the same peak hours noted above.

For reference purposes, the medical office building access drive intersection with Playland Access Drive had a driveway volume of 195 and 101 vehicles during the two peak hours. The site driveway had a two-way volume of 4 and 6 vehicles during the two peak hours. Table 1 provides a summary of the volumes noted above. Figures 3 and 4 show the peak hour volumes for the weekday morning and weekday afternoon peak hours, respectively. The field sheets for the 2014 traffic counts at the Old Post Road/Playland Access Road intersection are included in the Appendix of this report

Accident Experience

The latest available accident data was obtained from the City of Rye Police Department for a period beginning January 1, 2011 through December 31, 2013 for Playland Access Road and Old Post Road. For the intersection of Playland Access Road at Theodore Fremd Avenue, there were a total of 7 accidents recorded during this three-year period. Data indicates that 57 percent of the accidents were limited to only property damage and 43 percent involved injuries. The collision types were 86 percent involving a rear-end collision and 14 percent involved a left turn collision. The contributing factors were 44 percent unknown and 14 percent were driver fell asleep, pavement slippery, traffic control disregarded and driver inattention. It was found that 86 percent of the accidents occurred during daylight hours and 57 percent occurred on dry road conditions.

Table 1
 2014 TWO-WAY TRAFFIC VOLUMES – PEAK HOURS
 Age-Restricted Residential Development
 120 Old Post Road
 Rye, New York

LOCATION	VEHICLES	
	Weekday Morning	Weekday Afternoon
Playland Parkway Northbound On/Off Ramps, North of Old Post Road	800	606
Old Post Road, East of Playland Parkway Northbound On/Off Ramps	380	399
Old Post Road, West Playland Parkway Northbound On/Off Ramps	878	699
Playland Access Drive, North of Old Post Road	541	512
Old Post Road, East of Playland Access Drive	878	699
Old Post Road, West of Playland Access Drive	665	417
Office Building Access Drive, West of Playland Access Drive	4	6
Playland Access Drive, South of Office Building Access Drive	541	512
Playland Access Drive, North of Office Building Access Drive	541	510
Playland Parkway Southbound On/Off Ramp, East of Playland Access Drive	791	448
Medical Office Building Access Drive, West of Playland Access Drive	195	101
Playland Access Drive, South of Playland Parkway Southbound On/Off Ramp/Medical Office Building Access Drive	541	507
Playland Access Drive, North of Playland Parkway Southbound On/Off Ramp/Medical Office Building Access Drive	939	622
Playland Access Drive, South of Theodore Fremd Avenue	585	448
Theodore Fremd Avenue, West of Playland Access Drive	681	669
Theodore Fremd Avenue, East of Playland Access Drive	628	617

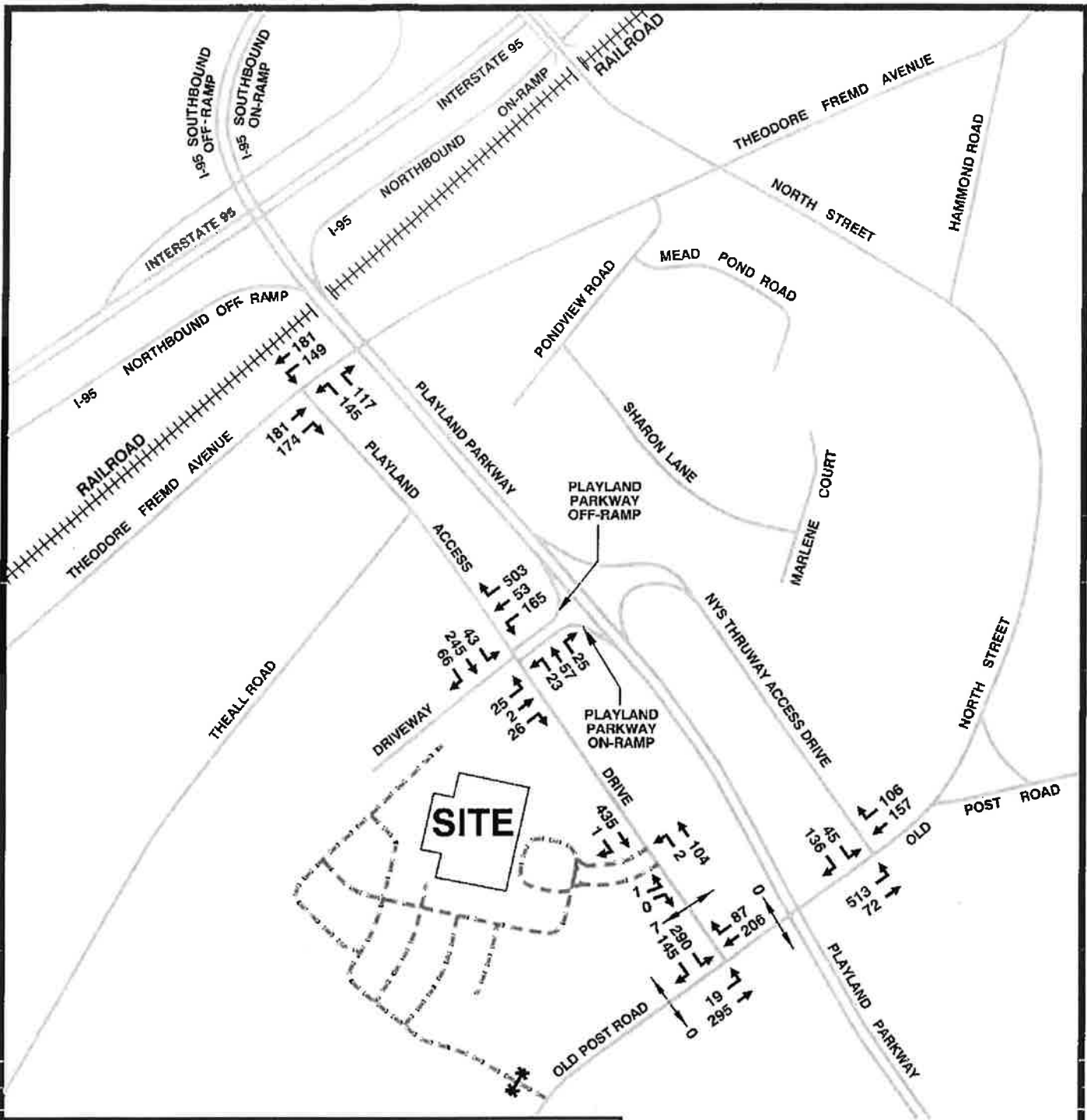
Table 1 Cont'd

Source:

- 1) 2014 traffic volumes from Tim Miller Associates, Inc. Traffic Study for 150 North Street were utilized for the Playland Parkway Southbound Ramps at Playland Access Drive, Theodore Fremd Avenue at Playland Access Drive and Playland Parkway Northbound On/Off Ramps at Old Post Road intersections for the weekday morning peak hour.
- 2) 2012 existing traffic volumes from the office to hotel building conversion traffic study prepared by Frederick P. Clark Associates, Inc. were adjusted and balanced to the Tim Miller Associates, Inc. volumes for the site access drive for the weekday morning peak hour.
- 3) Manual turning movement counts conducted by Frederick P. Clark Associates, Inc. on Thursday, October 30, 2014 from 7:00 A.M. to 9:00 A.M. at the Old Post Road/Playland Access Drive intersection.
- 4) 2013 existing traffic volumes with the park open from Playland, Year One Development Program, prepared by John Meyers Consulting, P.C., October, 2013, were utilized for the weekday afternoon peak hour. These volumes had a one percent growth rate applied to the baseline year, 2014.

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Notes:

- 1- The 2014 Traffic Volumes from Tim Miller Associates, Inc. Traffic Study for 150 North Street, were utilized for the Playland Parkway Southbound Ramps at Playland Access Drive, Theodore Fremd Avenue at Playland Access Drive and Old Post Road at New York State Thruway Access Drive Intersections. Peak Hour of each intersection was used.
- 2- The 2012 Existing Traffic Volumes from the Office To Hotel Building Conversion Traffic Study prepared by Frederick P. Clark Associates, Inc. were adjusted and balanced to the Tim Miller Associates, Inc. volumes for the Site Access Drive.
- 3- Manual turning movement counts conducted by Frederick P. Clark Associates, Inc. on Thursday, October 30, 2014 from 7:00 to 9:00 A.M. for Old Post Road at Playland Access Road. Peak Hour of this intersection is utilized.

LEGEND

- ← 0 → PEDESTRIAN TRAFFIC
- SITE ACCESS DRIVE
- CLOSED SITE ACCESS DRIVE

**2014 EXISTING TRAFFIC VOLUMES
WEEKDAY MORNING PEAK HOUR**

**AGE-RESTRICTED RESIDENTIAL
DEVELOPMENT
120 Old Post Road
Rye, New York**

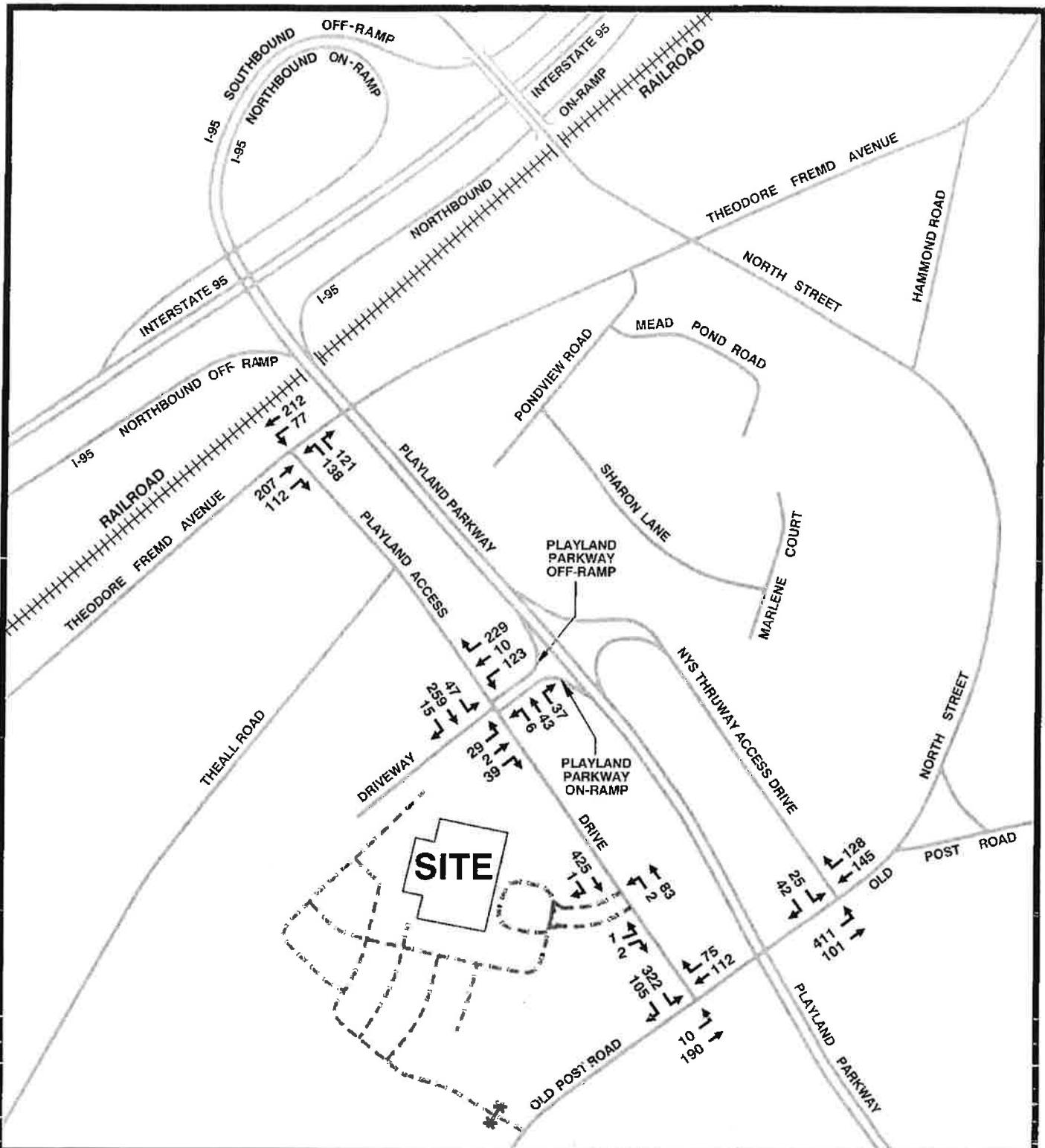


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RYE, NEW YORK FAIRFIELD, CONNECTICUT

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Not to Scale

Date: 11/3/14



Notes:

- 2013 Existing Traffic Volumes with the Park open from Playland, Year One Development Program, prepared by John Meyer Consulting, P.C. October, 2013, were utilized.
- A one percent growth rate was applied to the baseline year, 2014.

LEGEND

- SITE ACCESS DRIVE
- CLOSED SITE ACCESS DRIVE

**2014 EXISTING TRAFFIC VOLUMES
WEEKDAY AFTERNOON PEAK HOUR
(4:45 - 5:45 P.M.)**

**AGE-RESTRICTED RESIDENTIAL
DEVELOPMENT
120 Old Post Road
Rye, New York**



FREDERICK P. CLARK ASSOCIATES, INC.
PLANNING, TRANSPORTATION, ENVIRONMENT AND DEVELOPMENT
RYE, NEW YORK FAIRFIELD, CONNECTICUT

For the section of Playland Access Road between Theodore Fremd Avenue and Playland Parkway Southbound On/Off Ramp/Medical Office Building Access Drive, there were a total of 11 accidents recorded during this three-year period. Data indicates that 82 percent of the accidents were limited to only property damage and 18 percent involved injuries. The collision types were 55 percent involving a rear-end collision, 27 percent were right angle collisions and 9 percent involved left turn and right turn collision. The contributing factors were 55 percent driver inattention and 9 percent were following too closely, failure to grant right-of-way, unknown and view obstructed. It was found that all of the accidents occurred during daylight hours and 55 percent occurred on dry road conditions.

For the intersection of Playland Access Road at Playland Parkway Southbound On/Off Ramp/Medical Office Building Access Drive, there were a total of 18 accidents recorded during this three-year period. Data indicates that 83 percent of the accidents were limited to only property damage and 17 percent involved injuries. The collision types were 44 percent involving a right angle collision, 21 percent involved left turn collision, 17 percent involved a rear-end collision and 6 percent involved right turn collision, sideswipe in the same direction and backing. The contributing factors were 38 percent for failure to grant right-of-way, 33 percent driver inattention, 11 percent were unknown and 6 percent involved pavement slippery, traffic control disregarded and unsafe backing. It was found that 89 percent of the accidents occurred during daylight hours and on dry road conditions. For the section of Playland Access Road between Playland Parkway Southbound On/Off Ramp/Medical Office Building Access Drive and Site Access Drive, there were no recorded accidents.

For the intersection of Playland Access Road at Site Access Drive, there were no recorded accidents. For the section of Playland Access Road between Site Access Drive and Old Post Road, there were no recorded accidents.

For the intersection of Old Post Road at Playland Access Road, there were a total of 3 accidents recorded during this three-year period. Data indicates that all of the accidents were limited to only property damage. The collision types were 67 percent involving a rear-end collision and 33 percent involved a left turn collision. The contributing factors were 34 percent for following too closely and 33 percent were failure to grant right-of-way and traffic control disregarded. It was found that 67 percent of the accidents occurred during daylight hours and 33 percent occurred on dry road conditions. For the section of Old Post Road between Playland Access Road and Playland Parkway Northbound On/Off Ramps, there were no recorded accidents.

For the intersection of Old Post Road at Playland Parkway Northbound On/Off Ramps, there were a total of 3 accidents recorded during this three-year period. Data indicates that 67 percent of the accidents were limited to only property damage and 33 percent involved injuries. The collision types were 67 percent involving a rear-end collision and 33 percent involved a left turn collision. The contributing factors were 67 percent for following too closely and 33 percent were failure to grant right-of-way. It was found that all of the accidents occurred during daylight hours and on dry road conditions. Table 2 provides a more detailed summary of the accident data

Capacity Analysis Procedures

Capacity analysis procedures are provided in the Appendix of this report. The analyses follow a SYNCHRO computer model and information provided by the Transportation Research Board (TRB) and the Highway Capacity Manual (HCM) published in 2010.

Capacity Analysis Results

The results of the analysis for the Study Area intersections included in the designated Study Area are described below:

Table 2 Cont'd

ACCIDENT CHARACTERISTICS	PLAYLAND ACCESS ROAD						OLD POST ROAD												
	At Theodore Fremd Avenue		Between Theodore Fremd Avenue and Playland Parkway Southbound On/Off Ramp/Medical Office Building Access Drive		At Playland Parkway Southbound On/Off Ramp/Medical Office Building Access Drive		Between Playland Parkway Southbound On/Off Ramp/Medical Office Building Access Drive and Site Access Drive		At Site Access Drive		Between Site Access Drive and Old Post Road		At Playland Access Road		Between Playland Access Road and Playland Parkway Northbound On/Off Ramps		At Playland Parkway Northbound On/Off Ramps		
	Total	%	Total	%	Total	%	Total	%	Total	%	Total	%	Total	%	Total	%	Total	%	
Weather Conditions	4	57	5	46	15	83	0	0	0	0	0	0	0	2	67	0	0	2	67
■ Clear	1	14	1	9	3	17	0	0	0	0	0	0	0	0	0	0	0	1	33
■ Cloudy	2	29	4	36	0	0	0	0	0	0	0	0	0	1	33	0	0	0	0
■ Rain	0	0	1	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
■ Snow																			

Source: Rye Police Department

Notes: The latest accident data available is from January 1, 2011 to December 31, 2013.

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1. *Theodore Fremd Avenue at Playland Access Drive* – Results of the analysis of this signalized intersection indicate it is currently operating at an overall Level of Service “B” during both the weekday morning and weekday afternoon peak hours. It includes a fixed time westbound left turn leg, which should be modified.
2. *Playland Access Drive at Playland Parkway Eastbound On/Off Ramp/Medical Office Building Access Drive* – Results of the analysis of this unsignalized intersection indicate it is currently operating at a Level of Service “E” and “C” or better during the weekday morning and weekday afternoon peak hours, respectively.
3. *Playland Access Drive at Office Building Access Drive* – Results of the analysis of this unsignalized intersection indicate it is currently operating at a Level of Service “B” or better during each peak hour analyzed.
4. *Old Post Road at Playland Access Drive* – Results of the analysis of this unsignalized intersection indicate it is currently operating at a Level of Service “F” and “D” or better during the weekday morning and weekday afternoon peak hours, respectively. This reflects conditions exiting from the STOP sign.
5. *Old Post Road at Thruway Access Drive* – Results of the analysis of this unsignalized intersection indicate it is currently operating at a Level of Service “F” and “D” or better during the weekday morning and weekday afternoon peak hours, respectively. This represents conditions exiting the ramp.

Table 3 provides a more detailed summary of the results of the analyses, as described above. This table includes the type of control, lane group/movement, description, the Level of Service, average vehicle per vehicle and the volume to capacity ratio. The capacity analysis worksheets are included in the Appendix of this report.

Table 3
 2014 EXISTING CONDITIONS – MEASURE OF EFFECTIVENESS (MOE) – PEAK HOURS
 Age-Restricted Residential Development
 120 Old Post Road
 Rye, New York

INTERSECTION	CONTROL TYPE	PHYSICAL UNITS	2014 EXISTING CONDITIONS			
			Weekday Morning		Weekday Afternoon	
			LOS/ Delay	V/C Ratio	LOS/ Delay	V/C Ratio
Theodore Fremd Avenue at Playland Access Drive	Traffic Signal	EB TR	B/18.2	0.48	B/17.6	0.40
		APP.	B/18.2	--	B/17.6	--
		WB L	B/11.4	0.28	A/9.2	0.14
		T	A/9.0	0.18	A/9.3	0.21
		APP.	B/10.1	--	A/9.3	--
		NB LR	C/33.3	0.55	C/33.2	0.54
		APP.	C/33.3	--	C/33.2	--
		Overall	B/19.6	--	B/19.5	--
Playland Access Drive at Playland Parkway Eastbound On/Off Ramp/Medical Office Building Access Drive	TWSC	EB L	E/37.1	0.33	C/17.5	0.19
		T	E/37.1	0.33	C/17.5	0.19
		R	E/37.1	0.33	C/17.5	0.19
		WB L	D/26.5	0.60	C/20.9	0.43
		T	D/26.5	0.60	C/20.9	0.43
		R	B/13.5	0.58	B/10.2	0.29
		NB L	A/0.2	0.02	A/0.1	0.01
SB L	A/0.3	0.03	A/0.4	0.04		
Playland Access Drive at Office Building Access Drive	TWSC	EB L	B/12.3	0.00	B/11.3	0.01
		R	A/0.0	0.00	B/11.3	0.01
		NB L	A/0.0	0.00	A/0.0	0.00
Old Post Road at Playland Access Drive	TWSC	EB L	A/0.2	0.02	A/0.1	0.01
		SB L	F/51.7	0.92	D/25.6	0.75
		R	F/51.7	0.92	D/25.6	0.75
Old Post Road at Thruway Access Drive	TWSC	EB L	A/4.9	0.46	A/3.9	0.38
		SB L	F/69.8	0.85	D/26.9	0.32
		R	F/69.8	0.85	D/26.9	0.32

Notes:

- Synchro 8.0 is used for capacity analysis.
- Level of Service determining parameter is called the service measure.
- For Signalized Intersections: Level of Service/Average Total delay per vehicle (seconds/vehicle).
- TWSC = Two-Way STOP Control.
- For TWSC Intersections: Level of Service/Average Control delay per vehicle (seconds/vehicle).

Table 3 Cont'd

- ITE publication for Traffic Access and Impact Studies for site development "A Recommended Practice" indicated that overall Level of Service ratings of A to D are normally considered acceptable for signalized intersections (Level C or better are considered desirable). Levels of Service E and F are normally undesirable.
- V/C ratio indicates the amount of congestion for each Lane Group or Movement. Any V/C ratio greater than or equal to one indicates that the Lane Group or Movement is operating at above capacity.
- Physical Units consist of the following:
 1. Lane Group, Approach and Intersection Overall for Traffic Signal Controlled Intersections.
 2. Movements for TWSC Intersections.

NB = Northbound

EB = Eastbound

SB = Southbound

WB = Westbound

L = Left Turn

T = Through

R = Right Turn

APP. = Approach

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FUTURE TRAFFIC IMPACTS

In this section of the report there is a description of the background and combined traffic volumes for a 2016 condition at each of the intersections included in the designated Study Area for the weekday morning and weekday afternoon peak hours. It includes a description of site traffic generation, distribution and assignment of site traffic and results of capacity analyses for a background and combined condition. A comparison of the results of these analyses indicates the potential impact to area roads and intersections. Capacity analyses were conducted to determine impact and if any mitigation is needed.

Background Traffic Volumes

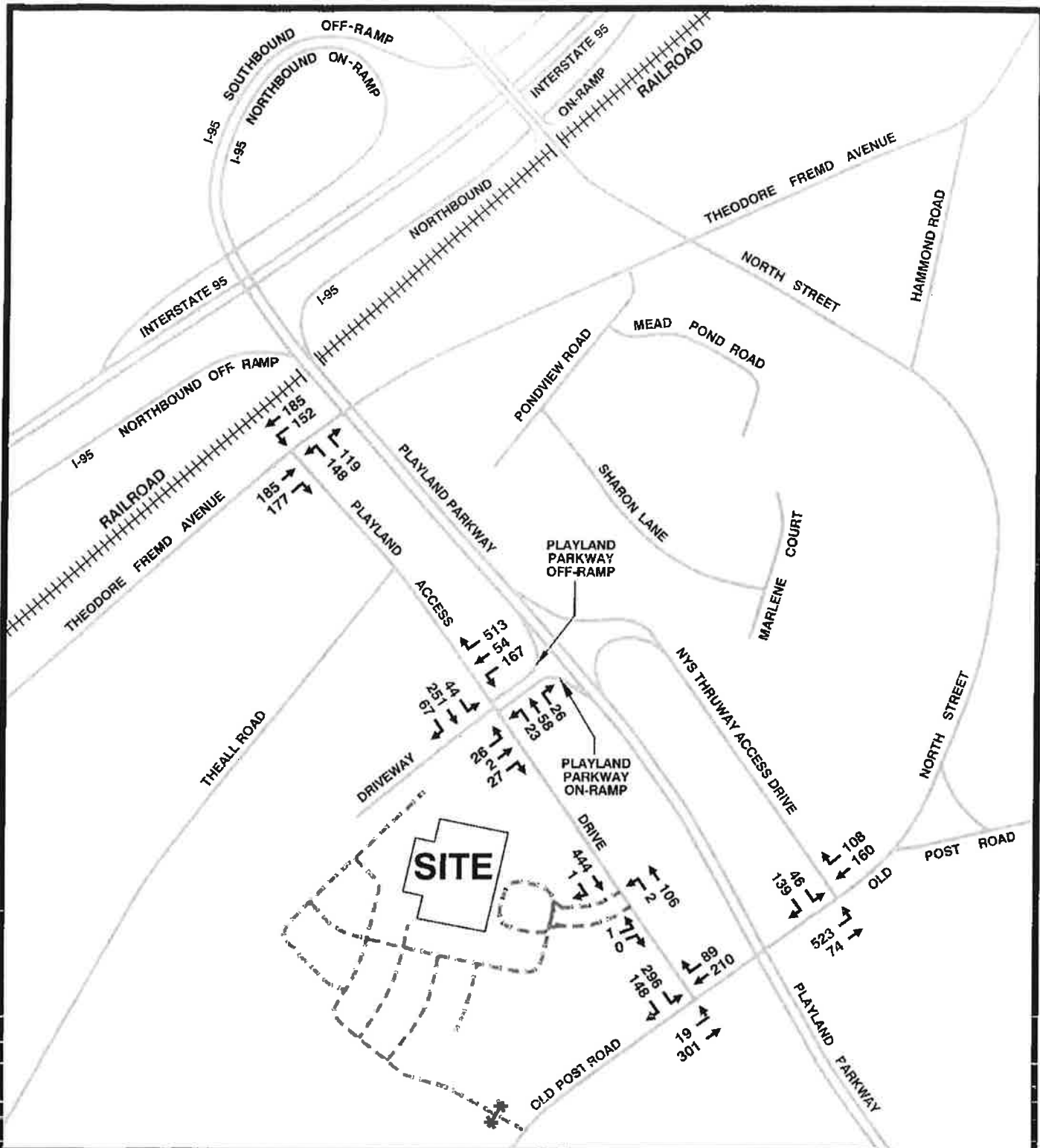
The baseline traffic volumes for 2014 were expanded to reflect a 2016 condition by applying an annual growth rate of one percent. The volumes for this condition are graphically illustrated in Figures 5 and 6 for the peak hours noted above.

In addition to a general growth rate for traffic in the surrounding area, field observations and discussions with the City of Rye Planning department identified the following other developments:

- 58 Attached Senior Residential units at 150 North Street, Traffic Study prepared by Tim Miller Associates, Inc.;
- Year One Development Program, Playland, Traffic Study prepared by John Meyer Consulting, P.C. October, 2013; and,
- 5,000 square-feet of vacant office space located at 555 Theodore Fremd Avenue. This traffic is included in the growth rate.

For planning purposes no additional traffic was added during the weekday morning peak hour for the Year One Development Program, Playland. Figures 7 and 8

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Note: An annual growth rate of one percent was employed to the horizon year 2016.

LEGEND

-  SITE ACCESS DRIVE
-  CLOSED SITE ACCESS DRIVE

**2016 PROJECTED TRAFFIC VOLUMES
WEEKDAY MORNING PEAK HOUR**

**AGE-RESTRICTED RESIDENTIAL
DEVELOPMENT
120 Old Post Road
Rye, New York**

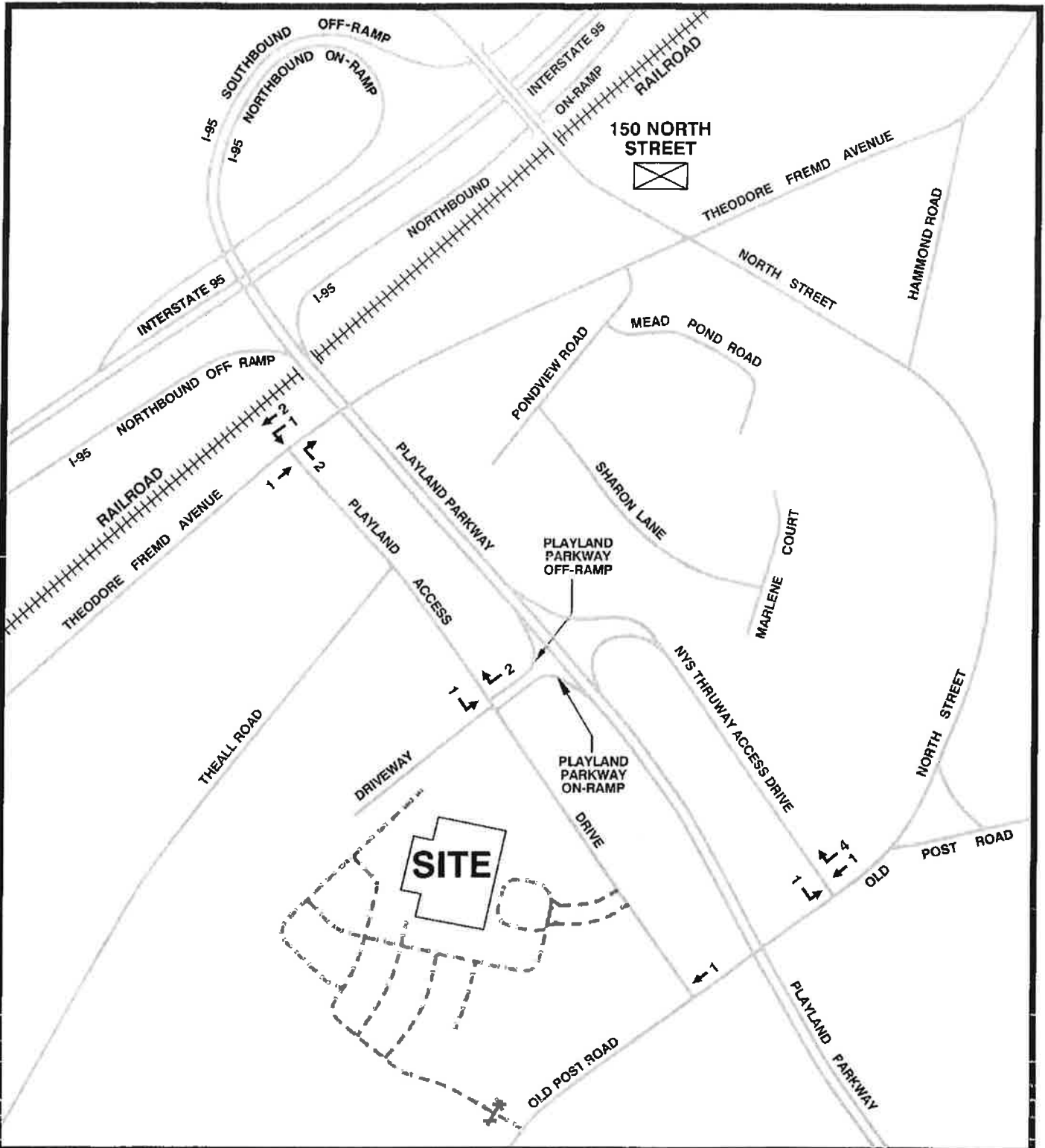


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- Notes: Other Developments include:**
- 5,000 Square Feet vacant office space located at 555 Theodore Fremd Avenue. This traffic is included in the growth rate.
 - 58 Attached Senior Residential Units located at 150 North Street from Traffic Study prepared by Tim Miller Associates.

LEGEND

	SITE ACCESS DRIVE
	CLOSED SITE ACCESS DRIVE

**OTHER DEVELOPMENTS TRAFFIC VOLUMES
WEEKDAY MORNING PEAK HOUR**

**AGE-RESTRICTED RESIDENTIAL
DEVELOPMENT
120 Old Post Road
Rye, New York**

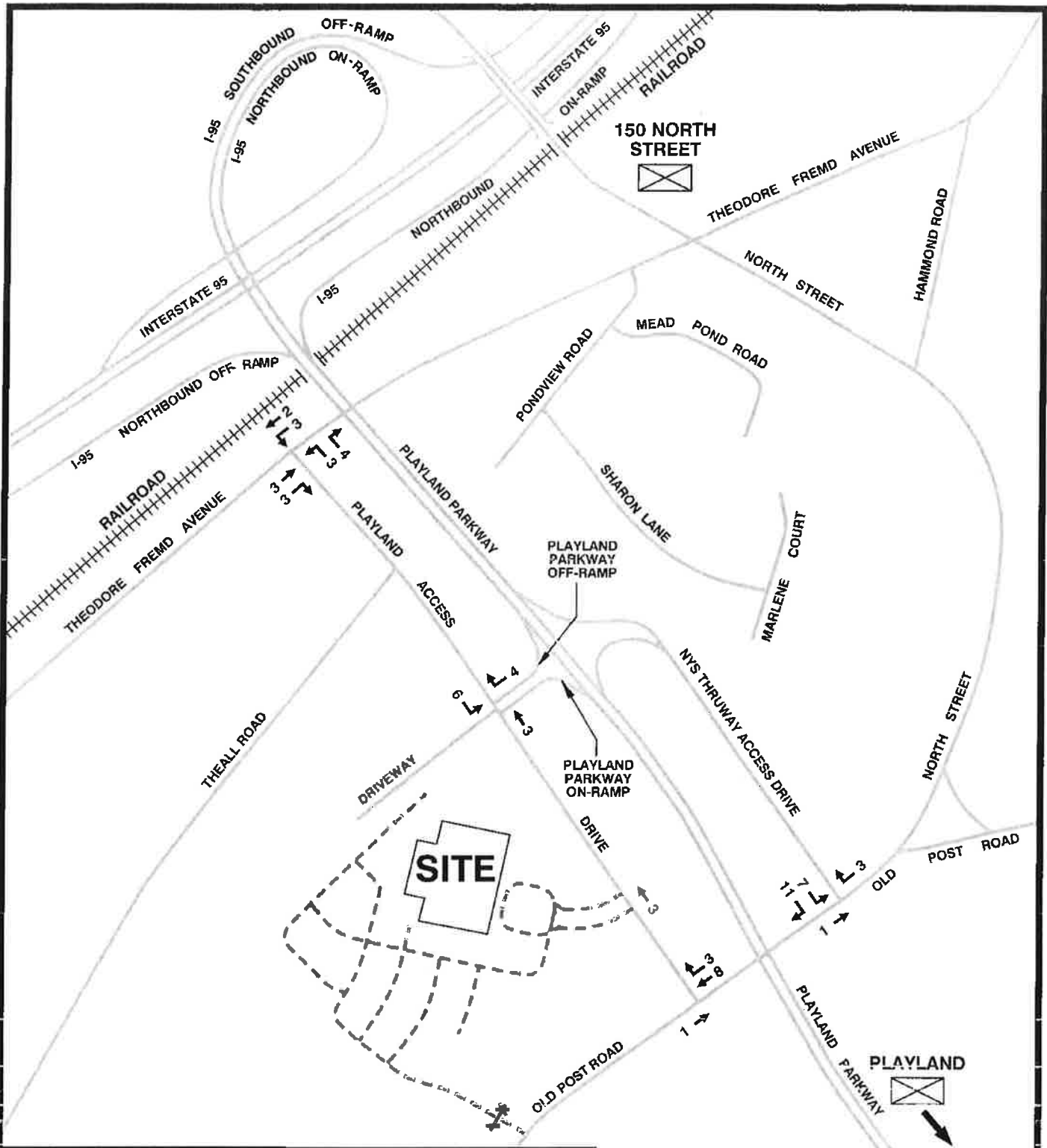


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Notes: Other Developments include:

- 5,000 Square Feet vacant office space located at 555 Theodore Fremd Avenue. This traffic is included in the growth rate.
- 58 Attached Senior Residential Units located at 150 North Street from Traffic Study prepared by Tim miller Associates.
- Year One Development Program, Playland, Traffic Study prepared by John Meyer Consulting, P.C. October 2013.

LEGEND

- SITE ACCESS DRIVE
- CLOSED SITE ACCESS DRIVE

**OTHER DEVELOPMENTS TRAFFIC VOLUMES
WEEKDAY AFTERNOON PEAK HOUR**

**AGE-RESTRICTED RESIDENTIAL
DEVELOPMENT
120 Old Post Road
Rye, New York**



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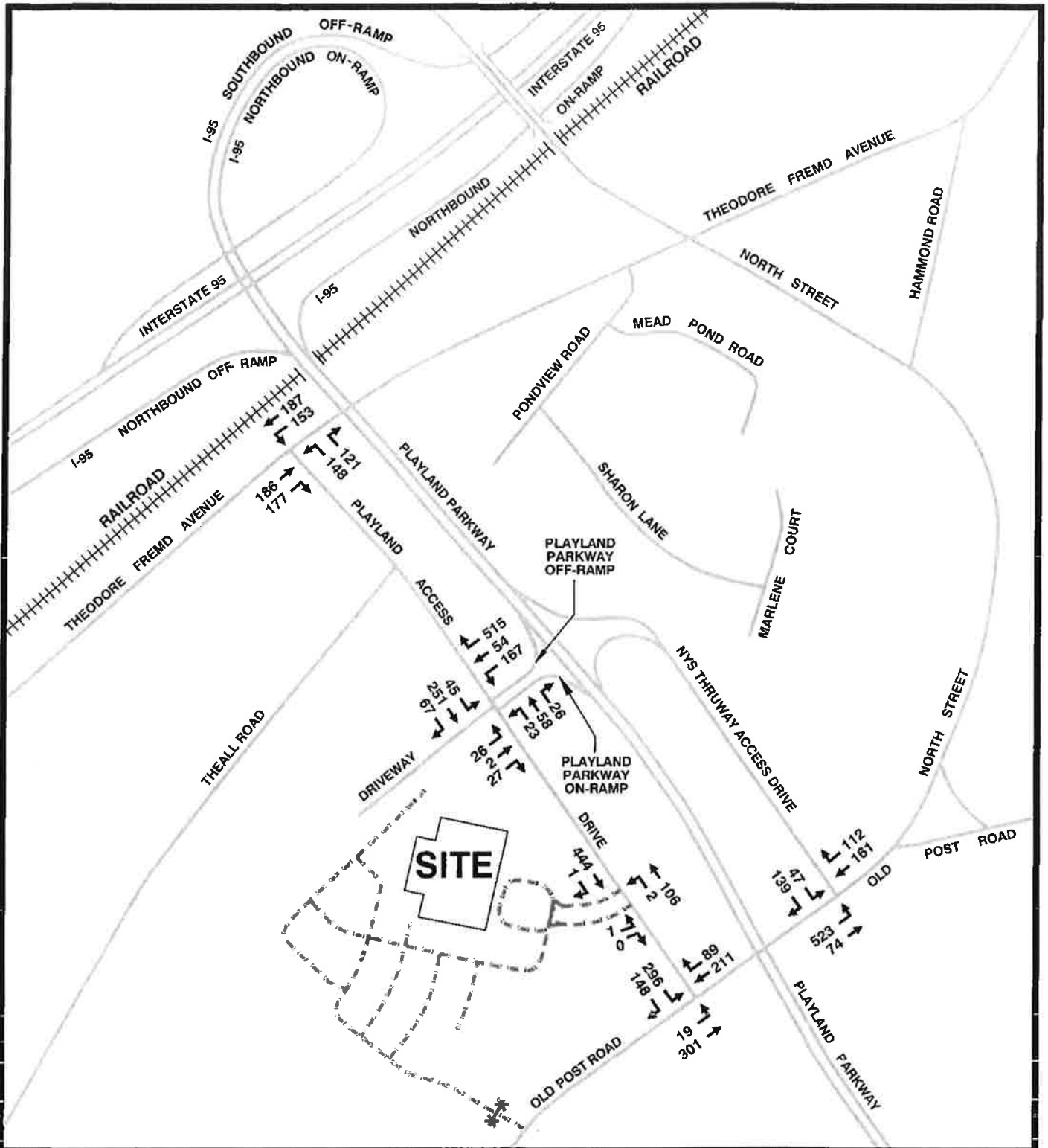
show the other development traffic volumes for each peak hour. Figures 9 and 10 graphically illustrate the 2016 background traffic volumes for area roads and include the growth rate and traffic related to the other developments. It is important to note that the senior residential development and Playland development are not approved applications.

Site Traffic Generation

To estimate the total number of vehicle trips for the proposed 135 age-restricted residential units, trip generation rates were obtained from the 9th Edition of “Trip Generation,” published by the Institute of Transportation Engineers (ITE) in 2012. Using the Senior Adult Housing – Attached Code #252 and applying the average rates available, the expected site traffic is 27 and 34 vehicle trip ends during the weekday morning and weekday afternoon peak hours, respectively.

The current office building comprises 70,000 square feet of gross floor area. The building is vacant, except for the Owners of the building offices, which currently generates 4 and 6 vehicle trip ends during the weekday morning and weekday afternoon peak hours, respectively.

To estimate the total number of vehicle trips for this type of building fully occupied with a multi-tenant occupancy, trip generation rates were obtained from the 9th Edition of “Trip Generation,” published by the Institute of Transportation Engineers (ITE) in 2012. Using the General Office Code #710 and applying the average rates available for this type of building, the expected estimate for total site traffic is 109 and 104 vehicle trip ends for the weekday morning and weekday afternoon peak hours, respectively. Comparing the current land use to the proposed age-restricted attached residential units, there will be a net decrease in site traffic of 82 and 70 vehicle trip ends during the weekday morning and weekday afternoon peak hours, respectively. Table 4 provides a more detailed breakdown of previous land use and proposed age-restricted attached residential units site traffic generation.



Note: The 2016 Background Traffic Volumes include the 2016 Projected Traffic Volumes and the Other Developments Traffic Volumes.

LEGEND

-  SITE ACCESS DRIVE
-  CLOSED SITE ACCESS DRIVE

**2016 BACKGROUND TRAFFIC VOLUMES
WEEKDAY MORNING PEAK HOUR**

**AGE-RESTRICTED RESIDENTIAL
DEVELOPMENT
120 Old Post Road
Rye, New York**

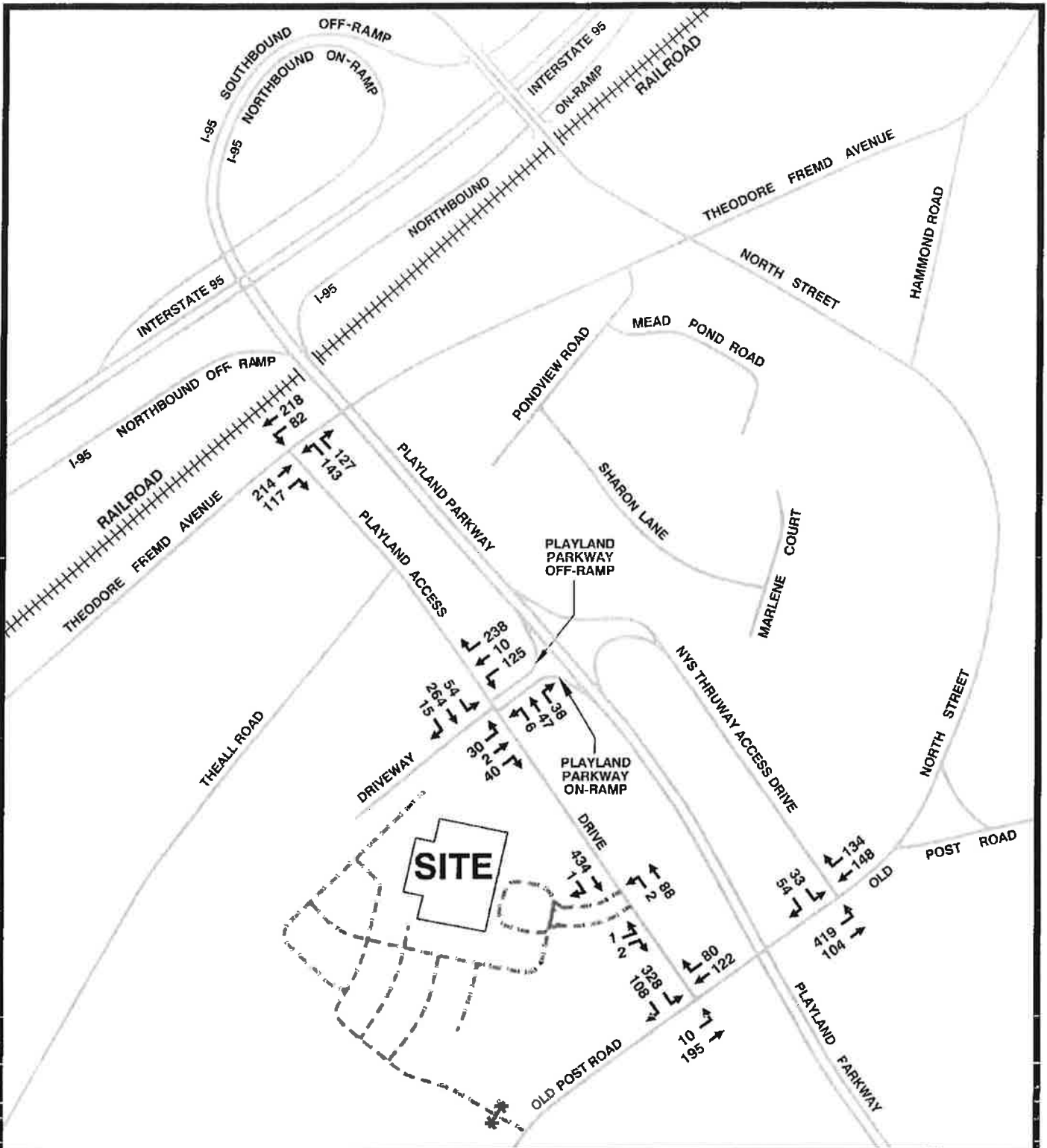


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Note: The 2016 Background Traffic Volumes include the 2016 Projected Traffic Volumes and the Other Developments Traffic Volumes.

LEGEND

- SITE ACCESS DRIVE
- CLOSED SITE ACCESS DRIVE

**2016 BACKGROUND TRAFFIC VOLUMES
WEEKDAY AFTERNOON PEAK HOUR**

**AGE-RESTRICTED RESIDENTIAL
DEVELOPMENT
120 Old Post Road
Rye, New York**



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Table 4
 SITE TRAFFIC GENERATION COMPARISON – PEAK HOURS
 Age-Restricted Residential Development
 120 Old Post Road
 Rye, New York

PROPOSED LAND USE				
LAND USE	SIZE	TRAFFIC DIRECTION	VEHICLE TRIP ENDS	
			Weekday Morning	Weekday Afternoon
Senior Adult Housing – Attached	135 Dwelling Units	Enter	9	18
		Exit	<u>18</u>	<u>16</u>
		Total	27	34

Source: "Trip Generation," 9th Edition, published by the Institute of Transportation Engineers (ITE), 2012 using Senior Adult Housing – Attached, Code #252 average rates.

CURRENT LAND USE				
LAND USE	SIZE	TRAFFIC DIRECTION	VEHICLE TRIP ENDS	
			Weekday Morning	Weekday Afternoon
General Office Building	70,000 S.F.	Enter	96	18
		Exit	<u>13</u>	<u>86</u>
		Total	109	104

Source: "Trip Generation," 9th Edition, published by the Institute of Transportation Engineers (ITE), 2012 using General Office Building, Code #710 Average Rates.

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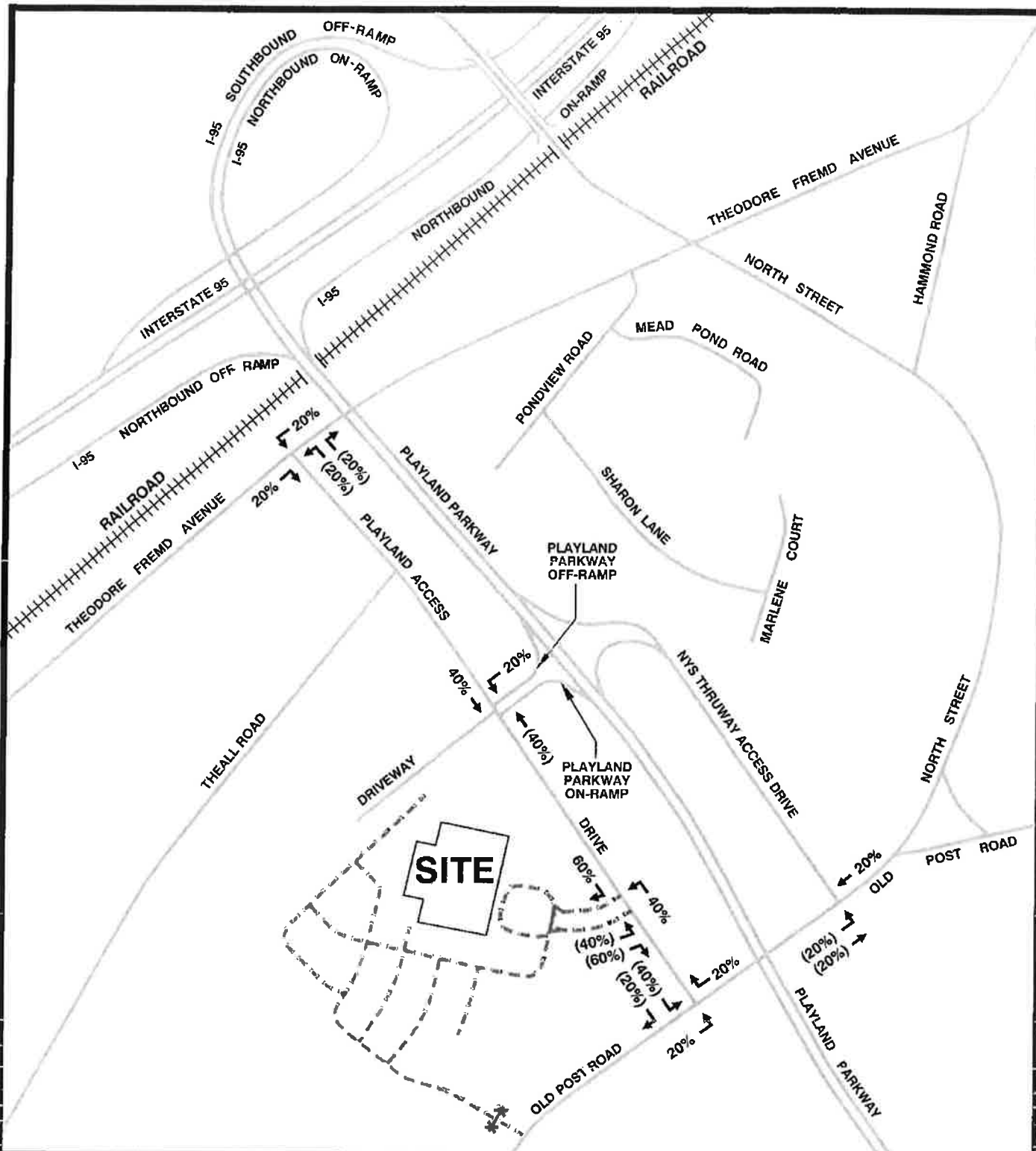
Site Traffic Distribution and Assignment

To develop the anticipated distribution patterns for the additional site traffic, an evaluation of current patterns at the site access drive and patterns for traffic conditions on area roads were analyzed. Based on the results of this analysis it was determined that for arrivals 60 percent of the site traffic will turn right into the subject driveway from Playland Access Drive. It is anticipated that 20 percent will arrive from the southbound off-ramp of Playland Parkway from Interstate 95, 20 percent from the southwest on Theodore Fremd Avenue and the remaining 20 percent from the northeast on Theodore Fremd Avenue. The remaining 40 percent arriving at the site driveway from the south on Playland Access Drive is expected to breakdown to 20 percent arriving from the northeast on Old Post Road and the remaining 20 percent arriving from the southwest on Old Post Road.

For exiting movements it was found that 60 percent of the site traffic will exit and turn right from the driveway to travel southbound on Playland Access Drive to the intersection with Old Post Road. At Old Post Road 40 percent will turn left to travel northeast on Old Post Road, 20 percent turning left onto the Playland Parkway northbound ramps and the remaining 20 percent continuing northeast on Old Post Road to North Street. The remaining 20 percent traveling southeast on Playland Access Drive will turn right onto Old Post Road to travel to Boston Post Road. For the exiting movements turning left at the access drive 40 percent of the site traffic will continue northwest on Playland Access Drive to Theodore Fremd Avenue, where 20 percent will turn left and the remaining 20 percent will turn right.

Figure 11 graphically shows the distribution patterns anticipated for the additional to be added to area roads during the peak hours. Figures 12 and 13 show the site traffic generation and assignment for the peak hours.

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SITE TRAFFIC

Enter 00%
Exit (00%)

LEGEND

- SITE ACCESS DRIVE
- CLOSED SITE ACCESS DRIVE

SITE TRAFFIC DISTRIBUTION

AGE-RESTRICTED RESIDENTIAL DEVELOPMENT
120 Old Post Road
Rye, New York



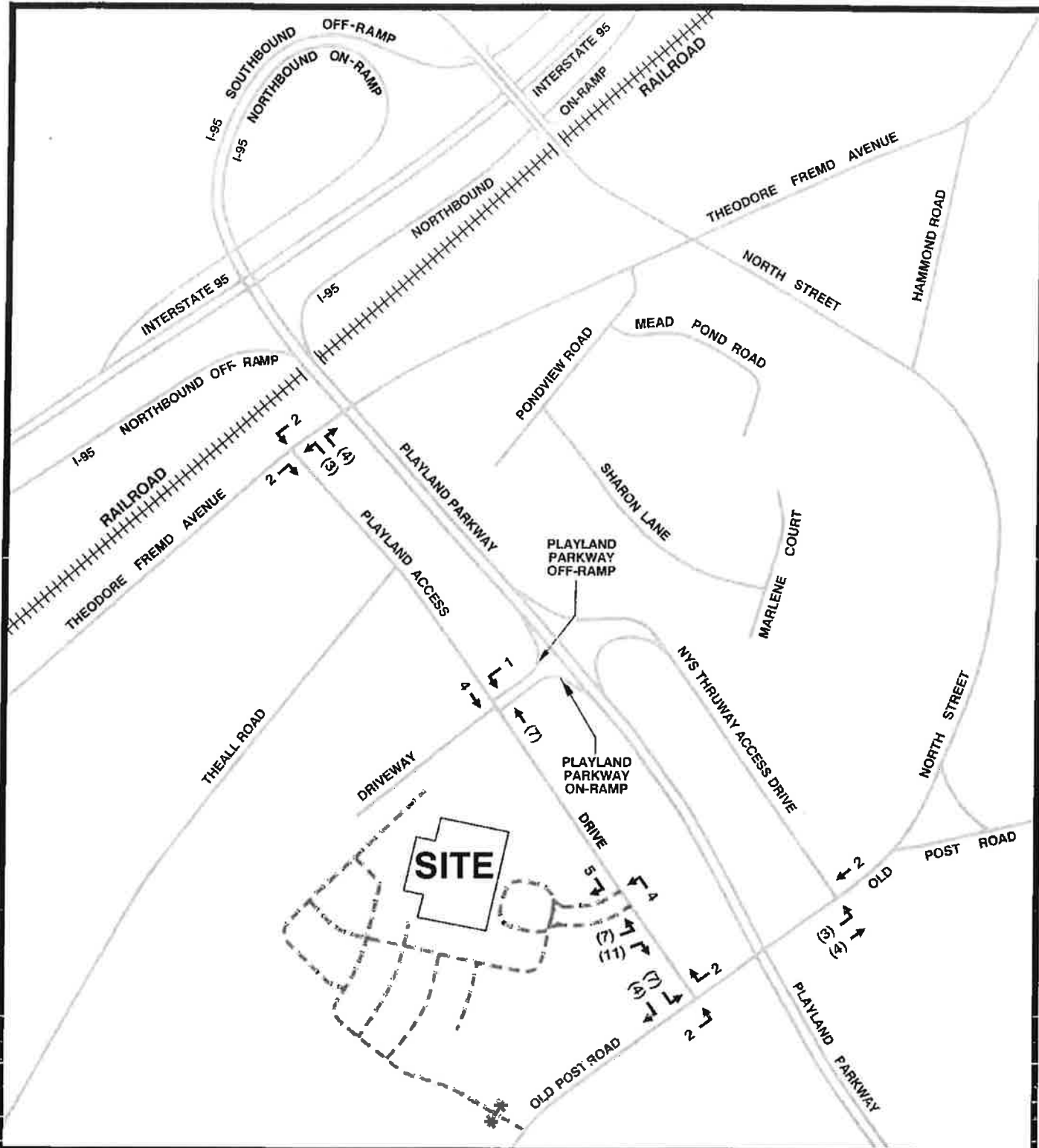
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SITE TRAFFIC
 Enter 9
 Exit (18)
 Total 27 Vehicle Trip Ends

LEGEND
 - - - - - SITE ACCESS DRIVE
 - + - - - CLOSED SITE ACCESS DRIVE

**SITE TRAFFIC GENERATION AND ASSIGNMENT
 WEEKDAY MORNING PEAK HOUR**

**AGE-RESTRICTED RESIDENTIAL DEVELOPMENT
 120 Old Post Road
 Rye, New York**

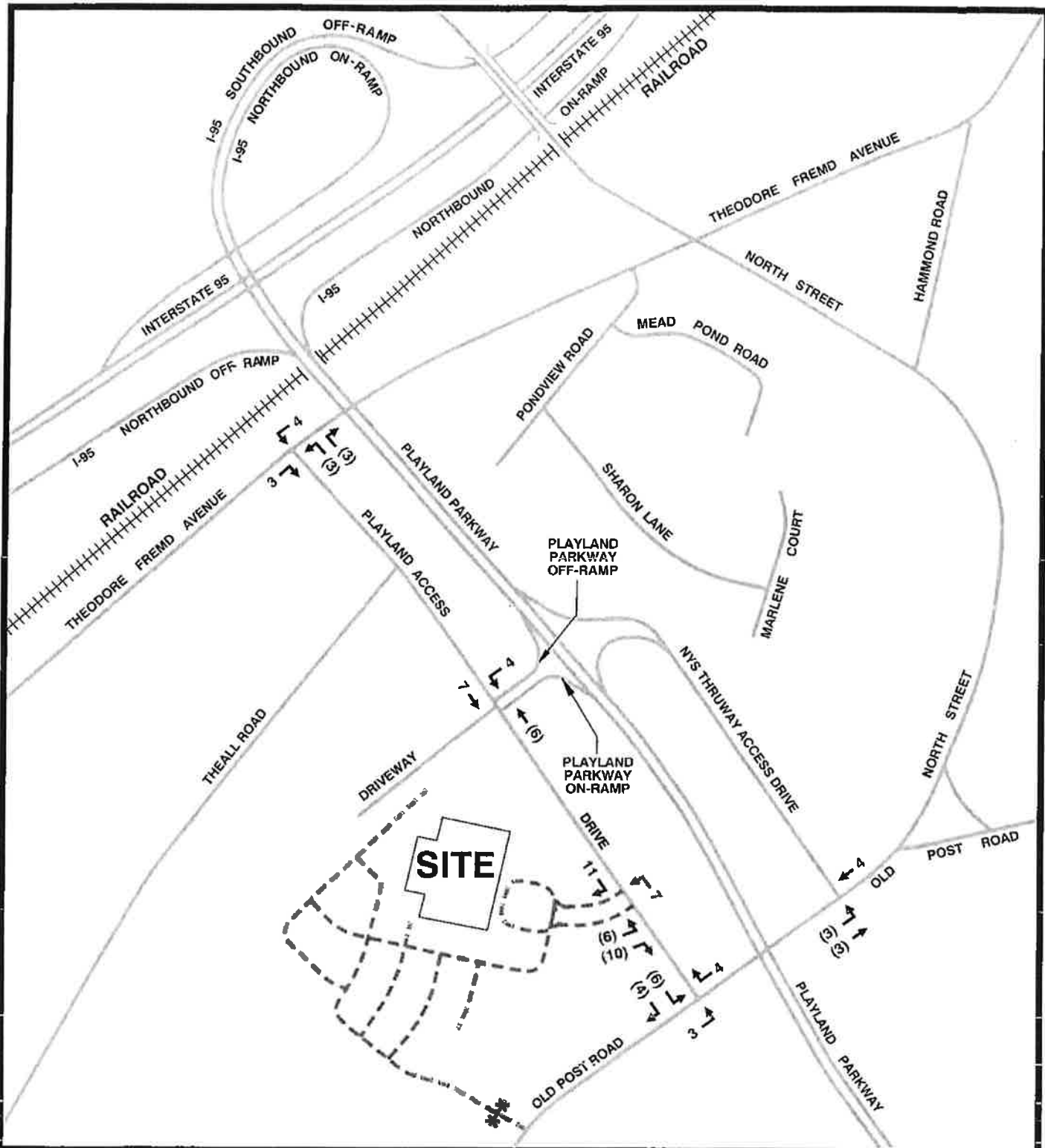


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SITE TRAFFIC

Enter 18
 Exit (16)
 Total 34 Vehicle Trip Ends

LEGEND

- - - - - SITE ACCESS DRIVE
- * - - - CLOSED SITE ACCESS DRIVE

**SITE TRAFFIC GENERATION AND ASSIGNMENT
 WEEKDAY AFTERNOON PEAK HOUR**

AGE-RESTRICTED RESIDENTIAL DEVELOPMENT
 120 Old Post Road
 Rye, New York



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Combined Traffic Volumes

The combined traffic volumes were developed by adding the residential-related traffic to the area roadways for both peak periods to develop a 2016 combined traffic volume condition. Results of this combination of volumes, with the background traffic volumes, which are previously described in this report, Figures 14 and 15, were prepared.

Capacity Analysis Results – Background and Combined Conditions

The following is a summary of the results of the analyses of the intersections included in this Study Area for both a background and combined condition for the four peak hours:

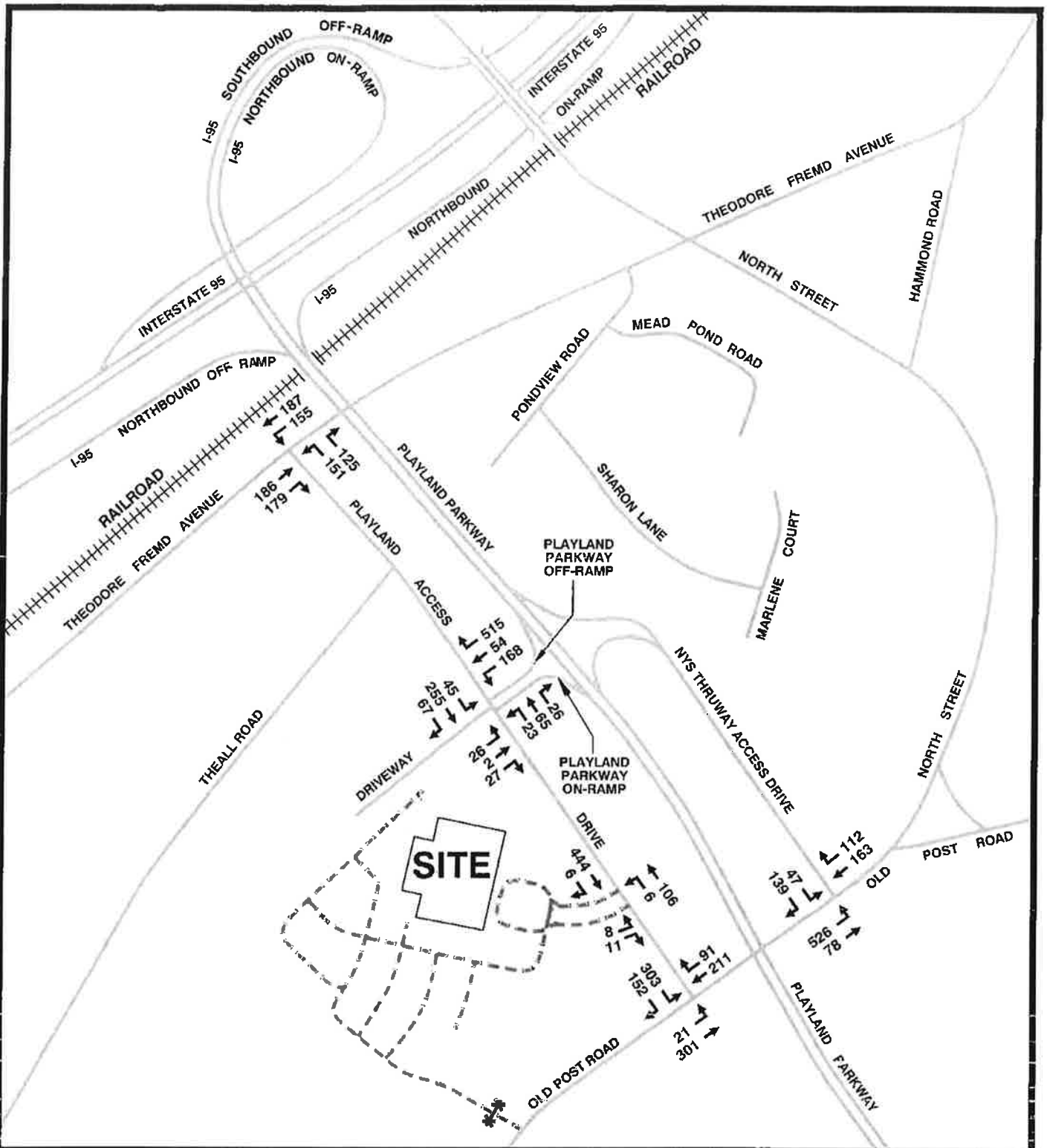
1. *Theodore Fremd Avenue at Playland Access Drive*

Background – Results of the analysis of this signalized intersection indicate it will operate at an overall Level of Service “B” during both the weekday morning and weekday afternoon peak hours.

Combined – Results of the analysis indicate this intersection will continue to operate the same overall Level of Service during the weekday afternoon peak hour. During the weekday morning peak hour there will be an acceptable change in Levels of Service from “B” to “C” with a change in average vehicle delay of 0.3 seconds.

2. *Playland Access Drive at Playland Parkway Southbound On/Off-Ramps/Medical Office Building Access Drive*

Background – Results of the analysis of this unsignalized intersection indicate that for the critical movements on the ramp and access drive approaches to the intersection will operate at Level of Service “E” and “C” or better during the weekday morning and weekday afternoon peak hours, respectively. The northbound and southbound critical movements on Playland Access Drive will operate at Level of Service “A” during both peak hours.



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Note: The 2016 Combined Traffic Volumes include the 2016 Background Traffic Volumes and the Site Traffic Generation.

LEGEND

- SITE ACCESS DRIVE
- CLOSED SITE ACCESS DRIVE

**2016 COMBINED TRAFFIC VOLUMES
WEEKDAY MORNING PEAK HOUR**

**AGE-RESTRICTED RESIDENTIAL
DEVELOPMENT
120 Old Post Road
Rye, New York**



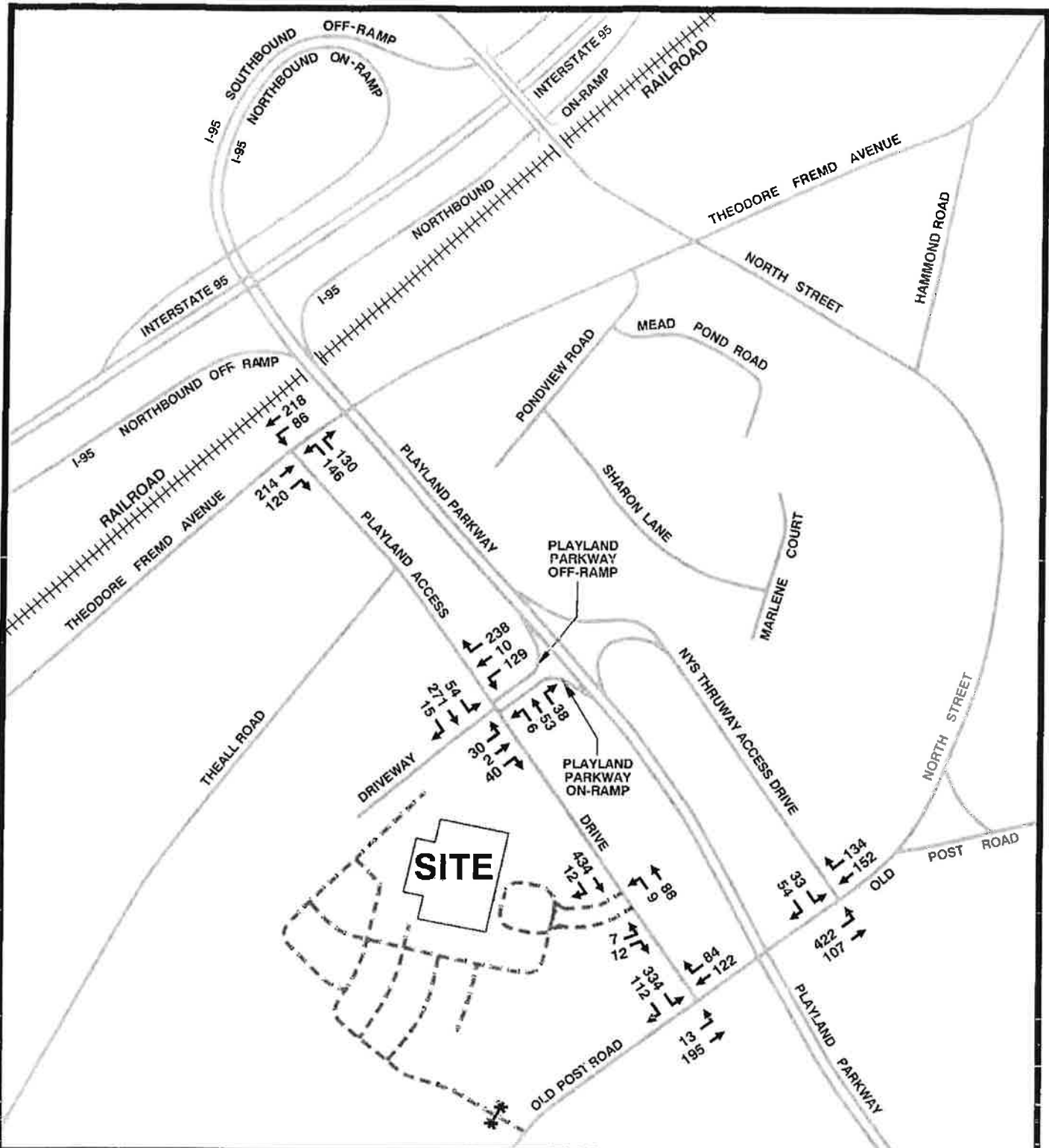
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Note: The 2016 Combined Traffic Volumes include the 2016 Background Traffic Volumes and the Site Traffic Generation.

LEGEND
 - - - - - SITE ACCESS DRIVE
 + + + + + CLOSED SITE ACCESS DRIVE

2016 COMBINED TRAFFIC VOLUMES WEEKDAY AFTERNOON PEAK HOUR	
AGE-RESTRICTED RESIDENTIAL DEVELOPMENT 120 Old Post Road Rye, New York	
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Combined - Results of the analysis of this unsignalized intersection indicate that the Level of Service will remain the same for all movements with an increase in average vehicle delay of at most 1.5 seconds.

3. *Playland Access Drive at Office Building Access Drive*

Background – Results of the analysis indicate the critical movements will operate at Level of Service “B” or better during both peak hours.

Combined – Results of the analysis indicate critical movements at this intersection will continue to operate at Level of Service “B” or better during the two peak hours. The eastbound right turn movement will change from a Level of Service “A” to “B” during the weekday morning peak hour with an increase in average vehicle delay of 11.9 seconds.

4. *Old Post Road at Playland Access Drive*

Background – Results of the analysis indicate the critical movements on the southbound approach of Playland Access Drive (STOP sign approach) will operate at Level of Service “F” and “D” during the weekday morning and weekday afternoon peak hours, respectively. Results of the analysis indicate queue lengths totaling an average up to 13 vehicles during the peak hours.

Field observations of this intersection during the peak hours indicate similar vehicle queues and delays; however, these delays typically occur for less than 15 minutes during the peak hours.

Combined – Results of the analysis indicate that the critical movements on the southbound approach of this intersection will maintain the same Level of Service during both peak hours with an increase in average vehicle delay of at most 7.2 seconds. Reuse of the existing building will result in longer delays.

5. *Old Post Road at Thruway Access Drive*

Background – Results of the analysis of this unsignalized intersection indicate the critical southbound movements from the ramp are operating at Level of Service “F” and “D” during the weekday morning and weekday afternoon peak hours, respectively. The critical movements on Old Post Road are operating at Level of Service “A” during both peak hours.

Combined – Results of the analysis indicate that the critical movements on the southbound approach of this intersection will maintain the same Level of Service during both peak hours with an increase in average vehicle delay of at most 5.9 seconds. Again, reuse of the existing building will result in longer delays.

Table 5 provides a more detailed summary of the results of the analysis of each of these intersections with background and combined conditions. Capacity analysis worksheets are included in the Appendix of this report.

Findings

The purpose of this Traffic Report is to provide the City of Rye with a detailed analysis of potential impacts from this proposed development on adjacent roadways and nearby intersections in the designated Study Area. The proposal is to demolish the existing, but mostly vacant, office building comprising 70,000 square feet of space and construct an age-restricted residential development which will have 135 units. Access will remain the same from Playland Access Drive to the immediate south of the Old Post Road STOP sign-controlled intersection.

The Traffic Study is based on traffic volumes obtained in 2012 through 2014. These volumes were obtained by Frederick P. Clark Associates, Inc. and other Traffic Consultants for different nearby projects.

Table 5
 2016 FUTURE CONDITIONS – MEASURE OF EFFECTIVENESS (MOE) AND IMPACT ASSESSMENT – PEAK HOURS
 Age-Restricted Residential Development
 120 Old Post Road
 Rye, New York

INTERSECTION	CONTROL TYPE	STORAGE/LINK LENGTH	PHYSICAL UNITS	2016 BACKGROUND CONDITIONS						2016 COMBINED CONDITIONS						PROJECT IMPACTS		
				Weekday Morning			Weekday Afternoon			Weekday Morning			Weekday Afternoon			Weekday Morning Deterioration in LOS (Seconds)	Weekday Afternoon Deterioration in LOS (Seconds)	Project Delay (Seconds)
				LOS/ Delay	V/C Ratio	Queue Length (Feet)	LOS/ Delay	V/C Ratio	Queue Length (Feet)	LOS/ Delay	V/C Ratio	Queue Length (Feet)	LOS/ Delay	V/C Ratio	Queue Length (Feet)			
Theodore Fremd Avenue at Playland Access Drive	Traffic Signal	670	EB TR	B/18.5	0.49	229	B/17.9	0.42	216	B/18.6	0.49	231	B/17.9	0.42	218	No	0.1	No
			WB APP	B/18.5	--	--	B/17.9	--	--	B/18.6	--	--	B/17.9	--	--	No	0.1	No
			WB L	B/11.7	0.29	72	A/9.4	0.15	42	A/9.5	0.16	44	A/9.3	0.21	100	No	0.1	No
			T	A/9.0	0.18	86	A/9.3	0.21	100	A/9.0	0.18	86	A/9.3	0.21	100	No	0.0	No
			APP	B/10.2	--	--	A/9.3	--	--	A/9.4	--	--	A/9.4	--	--	No	0.1	No
			NB LR	C/33.8	0.56	243	C/33.9	0.56	244	C/34.2	0.58	250	C/34.2	0.58	250	No	0.4	No
Playland Access Drive at Playland Parkway Eastbound On/Off Ramp/Medical Office Building Access Drive	TWSC	245	Overall	B/19.8	--	--	B/19.8	--	--	C/34.2	--	--	C/34.2	--	--	No	0.4	No
			EB L	E/41.0	0.37	40	C/18.7	0.21	20	E/42.5	0.38	41	C/19.2	0.22	20	No	1.5	No
			T	E/41.0	0.37	40	C/18.7	0.21	20	E/42.5	0.38	41	C/19.2	0.22	20	No	1.5	No
			R	E/41.0	0.37	40	C/18.7	0.21	20	E/42.5	0.38	41	C/19.2	0.22	20	No	1.5	No
			WB L	D/28.1	0.63	103	C/22.6	0.46	58	D/29.4	0.64	108	C/23.9	0.48	63	No	1.3	No
			T	D/28.1	0.63	103	C/22.6	0.46	58	D/29.4	0.64	108	C/23.9	0.48	63	No	1.3	No
Playland Access Drive at Office Building Access Drive	TWSC	485	R	B/13.8	0.59	100	B/10.3	0.30	32	B/14.0	0.60	102	B/10.4	0.31	33	No	0.2	No
			SB L	A/0.2	0.02	2	A/0.1	0.01	0	A/0.2	0.02	2	A/0.1	0.01	0	No	0.0	No
			L	A/0.3	0.03	3	A/0.4	0.05	4	A/0.3	0.03	3	A/0.4	0.05	4	No	0.0	No
			EB L	B/12.4	0.00	0	B/11.4	0.01	0	B/11.9	0.04	3	B/11.8	0.04	3	No	0.0	No
			R	A/0.0	0.00	0	B/11.4	0.01	0	B/11.9	0.04	3	B/11.8	0.04	3	A-B	11.9	No
			NB L	A/0.0	0.00	0	A/0.0	0.00	0	A/0.0	0.01	0	A/0.1	0.01	1	No	0.0	No
Old Post Road at Playland Access Drive	TWSC	975	EB L	A/0.2	0.02	1	A/0.1	0.01	1	A/0.2	0.02	1	A/0.1	0.01	1	No	0.0	No
			SB L	F/58.9	0.96	305	D/28.6	0.79	191	F/66.1	0.99	331	D/31.2	0.81	209	No	7.2	No
			R	F/58.9	0.96	305	D/28.6	0.79	191	F/66.1	0.99	331	D/31.2	0.81	209	No	7.2	No
			EB L	A/5.1	0.47	64	A/4.1	0.39	47	A/5.2	0.47	65	A/4.2	0.39	48	No	0.1	No
			SB L	F/91.1	0.94	201	D/33.0	0.44	53	F/97.0	0.96	208	D/34.2	0.45	54	No	5.9	No
			R	F/91.1	0.94	201	D/33.0	0.44	53	F/97.0	0.96	208	D/34.2	0.45	54	No	5.9	No

Notes:

- Synchro 8.0 is used for capacity analysis.
- Level of Service determining parameter is called the service measure.
- For Signalized Intersections Level of Service/Average Total delay per vehicle (seconds/vehicle).
- TWSC = Two-Way STOP Control
- For TWSC Intersections: Level of Service/Average Control delay per vehicle (seconds/vehicle).
- ITE publication for Traffic Access and Impact Studies for site development "A Recommended Practice" indicated that overall Level of Service ratings of A to D are normally considered acceptable for signalized intersections (Level C or better are considered desirable). Levels of Service E and F are normally undesirable.

Table 5 Cont'd

- V/C ratio indicates the amount of congestion for each Lane Group or Movement. Any V/C ratio greater than or equal to one indicates that the Lane Group or Movement is operating at above capacity.
- Synchro 8.0 Macroscopic model is used for storage/queue analysis.
- The Queue Length rows show the 95th percentile maximum queue length in feet.
- The Queue Length is for each lane. The total queue length is divided by the number of lanes and the lane utilization factor.
- The 95th percentile queue is the maximum back of the queue with the 95th percentile traffic volumes.
- **Bolded** 95th percentile queue exceeds the storage available.
- Physical Units consist of the following:
 1. Lane Group and Intersection Overall for Traffic Signal Controlled Intersections
 2. Movement for TWSC Intersections.

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

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 61760 104th 120th Old First Road, River View, MD 21151-4005
 1/7/14

In this Traffic Study it addresses traffic conditions for existing, no-build and build peak hour volumes near the site. It includes the weekday morning and weekday afternoon peak hours. Under the no-build condition it includes other developments, as well as an appropriate growth rate.

The proposal is to demolish the existing, but mostly vacant, office building and construct the age-restricted development, as noted above. To estimate site traffic for the proposed development trip generation rates were obtained from the Institute of Transportation Engineers (ITE) in "Trip Generation," 9th Edition, published 2012. Based on these trip generation rates it is estimated a development of this type and size will generate 27 and 34 vehicle trip ends during the typical weekday morning and weekday afternoon peak hours, respectively. For comparison purposes the current 70,000 square-foot office building, if it was to be fully reoccupied, could generate 109 and 104 vehicle trip ends during the same weekday morning and weekday afternoon peak hours, respectively. Therefore, the proposed residential development would result in a decrease in site traffic generation of 82 and 70 vehicle trip ends during the weekday morning and weekday afternoon peak hours, respectively. This is a significant reduction in site traffic generation potential directly related to the change in land use from an office building to a residential development.

The results of the capacity analysis for existing conditions indicate the Theodore Fremd Avenue/Playland Access Drive signalized intersections operates at an acceptable overall Level of Service "B" during peak hours. During the weekday morning peak hour motorists experience delays at the unsignalized intersection of Playland Access Drive/Playland Parkway/Medical Building, Old Post Road at Playland Access Drive and Old Post Road at Thruway Access Drive. All of the Study Area intersections operate at acceptable Levels of Service during the weekday afternoon peak hour. Similar results are found for 2016 background conditions. In both existing and background conditions analyses the office building located on the site is considered vacant.

Under a future combined condition, which includes the proposed residential development, each of these unsignalized intersections will continue to operate at acceptable Levels of Service, except for some Levels of Service “E” or “F” identified in a background condition. A comparison of the background and combined traffic conditions for each of these intersections indicate that Levels of Service will remain unchanged, except for change from an overall Level of Service “B” to “C” at the signalized intersection of Theodore Fremd Avenue at Playland Access Drive, with an insignificant overall delay due to the residential development of 0.3 seconds per vehicle during this one peak hour. Results of the analyses for the weekday afternoon peak hour indicate Levels of Service will remain the same at each of the unsignalized intersections and at each of the lane groups or approaches with minimal, if any, increase in average vehicle delay due to the proposed residential development.

Based on the results of these analyses it is recommended that the current traffic control and pavement markings at each of these locations remain unchanged. The analysis indicates that the added site traffic for a residential development is insignificant and will not change the overall operation of any of the intersections in the Study Area. In addition, there is a significant benefit of converting this office building to a residential development, which results in a significant decrease in site traffic generation during the key weekday morning and weekday afternoon peak hours.

The results of these analyses have been compared to field observations at each of these locations during both the weekday morning and weekday afternoon peak hours. It is noted that motorists do experience short-term delays at the Playland Parkway off ramp to Playland Access Drive and on the Playland Access Drive and Thruway Access Drive approaches to Old Post Road during peak hours. However, based on the results of this analysis each intersection should maintain STOP control. Any consideration for signalization, if warranted, at the Playland Parkway ramps to Playland Access Drive may

actually result in an increase in delays, which could impact the mainline of Playland Parkway (southbound lanes).

At the Old Post Road intersection at Playland Access Drive and Thruway Access Drive it is likely that either location would meet the minimum standards for consideration for traffic signals.

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11/3/14

APPENDIX

PHOTOGRAPHS



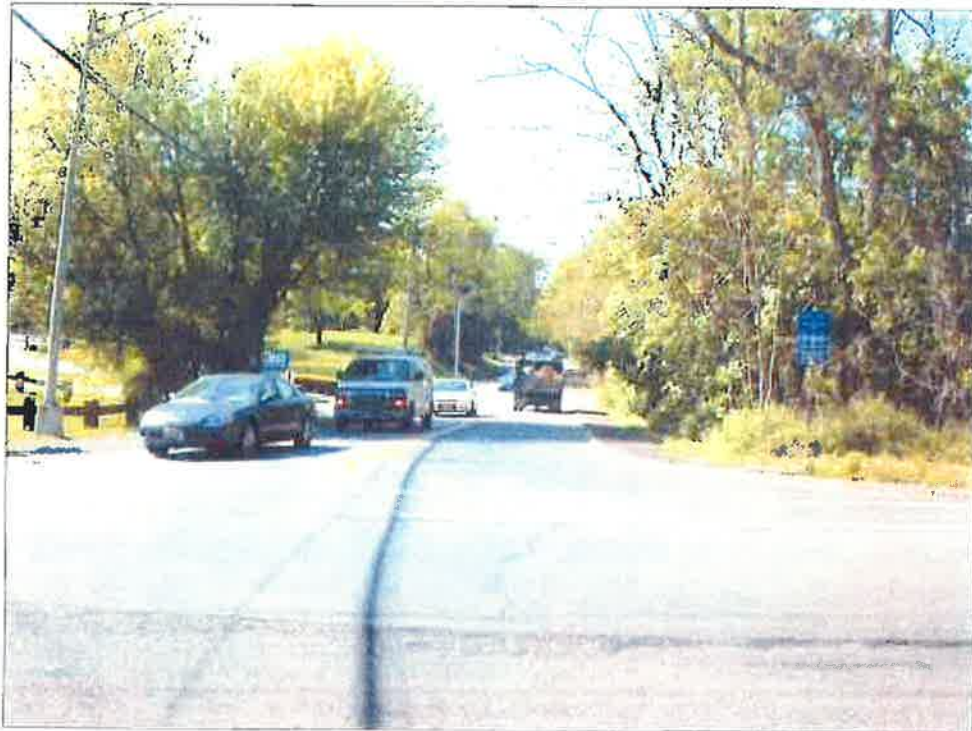
**SITE ACCESS DRIVE AT PLAYLAND ACCESS DRIVE,
LOOKING WEST**



**PLAYLAND ACCESS DRIVE AT SITE ACCESS DRIVE,
LOOKING NORTH**



**PLAYLAND ACCESS DRIVE AT SITE ACCESS DRIVE,
LOOKING SOUTH**



**PLAYLAND ACCESS DRIVE AT OLD POST ROAD,
LOOKING NORTH**



**OLD POST ROAD AT PLAYLAND ACCESS DRIVE,
LOOKING WEST**



**OLD POST ROAD AT PLAYLAND ACCESS DRIVE,
LOOKING EAST**



**PLAYLAND PARKWAY NORTHBOUND ON/OFF RAMP
AT OLD POST ROAD, LOOKING NORTH**



**OLD POST ROAD AT PLAYLAND PARKWAY
NORTHBOUND ON/OFF RAMP, LOOKING WEST**



**OLD POST ROAD AT PLAYLAND PARKWAY
NORTHBOUND ON/OFF RAMPS, LOOKING EAST**



**PLAYLAND PARKWAY SOUTHBOUND ON/OFF-RAMP
AT PLAYLAND ACCESS DRIVE, LOOKING EAST**

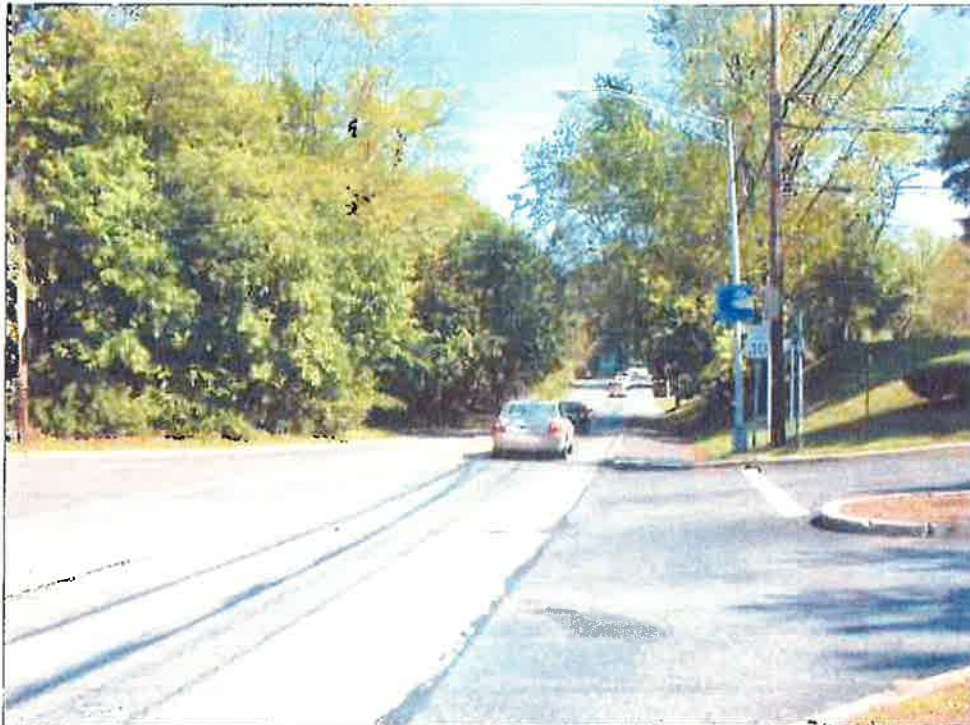
**Frederick P. Clark Associates, Inc.
November 2014**

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Exhibit-5



**MEDICAL OFFICE ACCESS DRIVE AT PLAYLAND ACCESS DRIVE,
LOOKING WEST**



**PLAYLAND ACCESS DRIVE AT MEDICAL OFFICE ACCESS DRIVE/
PLAYLAND PARKWAY SOUTHBOUND ON/OFF-RAMP, LOOKING SOUTH**

Frederick P. Clark Associates, Inc.

November 2014

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Exhibit-6



**PLAYLAND ACCESS DRIVE AT MEDICAL OFFICE ACCESS DRIVE/
PLAYLAND PARKWAY SOUTHBOUND ON/OFF-RAMPS, LOOKING NORTH**



**PLAYLAND ACCESS DRIVE AT THEODORE FREMD AVENUE,
LOOKING SOUTH**



**THEODORE FREMD AVENUE AT PLAYLAND ACCESS DRIVE,
LOOKING WEST**



**THEODORE FREMD AVENUE AT PLAYLAND ACCESS DRIVE,
LOOKING EAST**

CAPACITY ANALYSIS PROCEDURES

CAPACITY ANALYSIS PROCEDURES

Intersections – Four methods of analysis are needed to evaluate different kinds of intersections. These methods are based on procedures found in the Fifth Edition of the Highway Capacity Manual 2010 and are described below.

Signalized Intersections

This chapter's methodology applies to three-leg and four-leg intersections of two streets or highways where the signalization operates in isolation from nearby intersections.

Performance Measure – An intersection's performance is described by the use of one or more quantitative measures that characterize some aspect of the service provided to a specific road user group. Performance measures include automobile volume-to-capacity ratio, automobile delay, queue storage ratio, pedestrian delay, pedestrian circulation area, pedestrian perception score, bicycle delay, and bicycle perception score. LOS is considered a performance measure. It is computed for the automobile, pedestrian, and bicycle travel modes.

Travel Modes – There are three methodologies that can be used to evaluate intersection performance from the perspective of motorists, pedestrians, and bicyclists. They are referred to as the automobile methodology, the pedestrian methodology, and the bicycle methodology.

Lane Groups and Movement Groups – A separate lane group is established to (a) each lane (or combination of adjacent lanes) that exclusively serves one movement and (b) each lane shared by two or more movements. The concept of movement groups is also established to facilitate data entry. A separate movement group is established for (a) each turn movement with one or more exclusive turn lanes and (b) the through movement (inclusive of any turn movements that share a lane).

LOS Criteria – LOS criteria for the automobile mode are different from those for the non-automobile modes. The automobile-mode criteria are based on performance measures that are field measurable and perceivable by travelers. The criteria for the non-automobile modes are based on scores reported by travelers indicating their perception of service quality.

Automobile Mode – LOS for Automobile Mode can be characterized for the entire intersection, each intersection approach, and each lane group. Control delay alone is used to characterize LOS for entire intersection or an approach. Control delay and volume-to-capacity ratio are used to characterize LOS for a lane group. Delay quantifies the increase in travel time due to traffic signal control. It is also a surrogate measure of driver discomfort

and fuel consumption. The volume-to-capacity ratio quantifies the degree to which a phase's capacity is utilized by a lane group. The following describes each LOS.

Level of Service A – It describes operations with a control delay of 10.0 seconds per vehicle or less and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is low and either progression is exceptionally favorable or the cycle length is very short. If it is due to favorable progression, most vehicles arrive during the green indication and travel through the intersection without stopping.

Level of Service B – It describes operations with control delay between 10 to 20 seconds per vehicle and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is low and either progression is highly favorable or the cycle length is short. More vehicle stop than with LOS A.

Level of Service C – It describes operations with control delay between 20 to 35 seconds per vehicle and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when progression is favorable or the cycle length is moderate. Individual cycle failures (i.e., one or more queued vehicles are not able to depart as a result of insufficient capacity during the cycle) may begin to appear at this level. The number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.

Level of Service D – It describes operations with control delay between 35 to 55 seconds per vehicle and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is high and either progression is ineffective or the cycle length is long. Many vehicles stop and individual cycle failures are noticeable.

Level of Service E – It describes operations with control delay between 55 to 80 seconds per vehicle and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is high, progression is unfavorable, and the cycle length is long. Individual cycle failures are frequent.

Level of Service F – It describes operations with control delay between 55 to 80 seconds per vehicle and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is high, progression is unfavorable, and the cycle length is long. Individual cycle failures are frequent.

The LOS thresholds established for automobile mode at a signalized intersection

CONTROL DELAY (SECONDS PER VEHICLE)	LOS BY VOLUME-TO- CAPACITY RATIO	
	≤ 1.0	>1.0
≤ 10	A	F
>10 to 20	B	F
>20 to 35	C	F
>35 to 55	D	F
>55 to 80	E	F
>80	F	F

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

Two-Way STOP-Controlled Intersections (TWSC)

One typical configuration is a four-leg intersection, where the major street is uncontrolled, while the minor street is controlled by STOP signs. The other typical configuration is a three-leg intersection, where the single minor-street approach is controlled by a STOP sign.

Theoretical Basic – Gap-acceptance models begin with the recognition that TWSC Intersections give no positive indication or control to the driver on the minor street as to when it is appropriate to leave the stop line and enter the major street. The driver must determine when a gap on the major street is large enough to permit entry and when to enter, on the basis of the relative priority of the competing movements. This decision-making process has been formalized analytically into what is commonly known as gap-acceptance theory. Gap-acceptance theory includes three basic elements: the size and distribution (availability) of gaps on the major street, the usefulness of these gaps to the minor-street drivers, and the relative priority of the various movements at the intersection.

Critical Headway and Follow-Up Headway – The *critical headway* is defined as the minimum interval in the major street traffic stream that allows intersection entry for one minor-street vehicle. Thus, the driver's critical headway is the minimum headway that would be acceptable. Critical headway can be estimated on the basis of observations of the largest rejected and smallest accepted headway for a given intersection. The *follow-up headway* is defined as the time between the departure of one vehicle from the minor street

and the departure of the next vehicle using the same major-street headway, under a condition of continuous queuing on the minor street.

Base Critical Headways for TWSC Intersections

VEHICLE MOVEMENT	BASE CRITICAL HEADWAY		
	Two Lanes	Four Lanes	Six Lanes
Left turn from major	4.1	4.1	5.3
U-turn from major	N/A	6.4 (wide) 6.9 (narrow)	5.6
Right turn from minor	6.2	6.9	7.1
Through traffic On major	1-stage:6.5 2-stage, stage I: 5.5 2-stage, Stage II: 5.5	1-stage:6.5 2-stage, stage I: 5.5 2-stage, Stage II: 5.5	1-stage:6.5* 2-stage, stage I: 5.5* 2-stage, Stage II: 5.5*
Left turn from minor	1-stage:7.1 2-stage, stage I: 6.1 2-stage, Stage II: 6.1	1-stage:7.5 2-stage, stage I: 6.5 2-stage, Stage II: 6.5	1-stage:6.4 2-stage, stage I: 7.3 2-stage, Stage II: 6.7

*Use caution; values estimated

Base Follow-up Headways for TWSC Intersections

VEHICLE MOVEMENT	BASE FOLLOW-UP HEADWAY		
	Two Lanes	Four Lanes	Six Lanes
Left turn from major	2.2	2.2	3.1
U-turn from major	N/A	2.5 (wide) 3.1 (narrow)	2.3
Right turn from minor	3.3	3.3	3.9
Through traffic on major	4.0	4.0	4.0
Left turn from minor	3.5	3.5	3.8

Level Of Service Criteria – LOS for a TWSC intersection is determined by the computed or measured control delay. For motor vehicles, LOS is determined for each minor-street movement (or shared movement) as well as major-street left turn. LOS is not defined for the intersection as a whole or for major-street approaches. LOS F is assigned to

the movement if the volume-to-capacity ratio for the movement exceeds 1.0, regardless of the control delay.

Automobile Mode – The methodology applies to TWSC intersections with up to three lanes (either shared or exclusive) on the major-street approaches and up to three lanes on the minor-street approaches (with no more than one exclusive lane for each movement on the minor-street approach). Effects from other intersections are accounted for only in situations in which a TWSC intersection is located on an urban street segment between coordinated signalized intersections. In this situation, the intersection can be analyzed by using the procedures in urban street segment.

Level-of Service Criteria for Automobile Mode

CONTROL DELAY (SECONDS PER VEHICLE)	LOS BY VOLUME-TO-CAPACITY RATIO	
	1.0	>1.0
0- 10	A	F
>10 to 15	B	F
>15 to 25	C	F
>25 to 35	D	F
>35 to 50	E	F
>50	F	F

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

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TURNING MOVEMENT COUNTS

CAPACITY ANALYSIS WORKSHEETS

CAPACITY ANALYSIS WORKSHEETS

Existing Conditions

CA-1

Lanes, Volumes, Timings
1: THEODORE FREMD AVENUE & PLAYLAND ACCESS DRIVE







120 OLD POST ROAD, RYE, NY
2014 EXISTING CONDITIONS, WEEKDAY A.M. PEAK HOUR

Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	145	117	181	174	149	181
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	150	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.940		0.934			
Flt Protected	0.973				0.950	
Satd. Flow (prot)	1704	0	1740	0	1770	1863
Flt Permitted	0.973				0.410	
Satd. Flow (perm)	1704	0	1740	0	764	1863
Right Turn on Red		No		Yes		
Satd. Flow (RTOR)			63			
Link Speed (mph)	30		30			30
Link Distance (ft)	375		786			931
Travel Time (s)	8.5		17.9			21.2
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	159	129	199	191	164	199
Shared Lane Traffic (%)						
Lane Group Flow (vph)	288	0	390	0	164	199
Turn Type	Prot		NA		pm+pt	NA
Protected Phases	4		2		1	5
Permitted Phases					5	
Detector Phase	4		2		1	5
Switch Phase						
Minimum Initial (s)	4.0		4.0		4.0	4.0
Minimum Split (s)	35.0		49.0		16.0	65.0
Total Split (s)	35.0		49.0		16.0	65.0
Total Split (%)	35.0%		49.0%		16.0%	65.0%
Yellow Time (s)	3.5		3.5		3.5	3.5
All-Red Time (s)	0.5		0.5		0.5	0.5
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	4.0		4.0		4.0	4.0
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	Max		Max		Max	Max
Act Effct Green (s)	31.0		45.0		61.0	61.0
Actuated g/C Ratio	0.31		0.45		0.61	0.61

CA-2

Lanes, Volumes, Timings
 1: THEODORE FREMD AVENUE & PLAYLAND ACCESS DRIVE

120 OLD POST ROAD, RYE, NY
 2014 EXISTING CONDITIONS, WEEKDAY A.M. PEAK HOUR









						
Lane Group	NWL	NWR	NET	NER	SWL	SWT
v/c Ratio	0.55		0.48		0.28	0.18
Control Delay	33.3		18.2		11.4	9.0
Queue Delay	0.0		0.0		0.0	0.0
Total Delay	33.3		18.2		11.4	9.0
LOS	C		B		B	A
Approach Delay	33.3		18.2			10.1
Approach LOS	C		B			B
Queue Length 50th (ft)	152		140		41	51
Queue Length 95th (ft)	236		223		70	83
Internal Link Dist (ft)	295		706			851
Turn Bay Length (ft)					150	
Base Capacity (vph)	528		817		586	1136
Starvation Cap Reductn	0		0		0	0
Spillback Cap Reductn	0		0		0	0
Storage Cap Reductn	0		0		0	0
Reduced v/c Ratio	0.55		0.48		0.28	0.18



















Intersection Summary

Area Type: Other
 Cycle Length: 100
 Actuated Cycle Length: 100
 Natural Cycle: 100
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.55
 Intersection Signal Delay: 19.6
 Intersection Capacity Utilization 53.6%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service A

Splits and Phases: 1: THEODORE FREMD AVENUE & PLAYLAND ACCESS DRIVE

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	43	245	66	23	57	25	25	2	26	165	53	503
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		75	0		0
Storage Lanes	0		0	0		0	0		1	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Fr _t		0.975			0.968				0.850			0.850
Fl _t Protected		0.994			0.989			0.955			0.964	
Satd. Flow (prot)	0	1805	0	0	1783	0	0	1779	1583	0	1796	1583
Fl _t Permitted		0.994			0.989			0.955			0.964	
Satd. Flow (perm)	0	1805	0	0	1783	0	0	1779	1583	0	1796	1583
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		563			484			289			91	
Travel Time (s)		12.8			11.0			6.6			2.1	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	48	275	74	26	64	28	28	2	29	185	60	565
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	397	0	0	118	0	0	30	29	0	245	565
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 50.3%

ICU Level of Service A

Analysis Period (min) 15



















CA-4

HCM Unsignalized Intersection Capacity Analysis

120 OLD POST ROAD, RYE, NY

5: MEDICAL A.D./PLAYLAND PKWY EB RAMPS & PLAYLAND A.D.










2014 EXISTING CONDITIONS, WEEKDAY A.M. PEAK HOUR

												
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (veh/h)	43	245	66	23	57	25	25	2	26	165	53	503
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	48	275	74	26	64	28	28	2	29	185	60	565
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)									3			
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)		997										
pX, platoon unblocked												
vC, conflicting volume	92			349			1134	553	312	554	576	78
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	92			349			1134	553	312	554	576	78
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	97			98			57	99	96	54	85	42
cM capacity (veh/h)	1503			1209			65	418	728	406	405	983
Direction, Lane #	SE 1	NW 1	NE 1	SW 1	SW 2							
Volume Total	398	118	60	245	565							
Volume Left	48	26	28	185	0							
Volume Right	74	28	29	0	565							
cSH	1503	1209	179	406	983							
Volume to Capacity	0.03	0.02	0.33	0.60	0.58							
Queue Length 95th (ft)	2	2	34	96	95							
Control Delay (s)	1.2	1.9	37.1	26.5	13.5							
Lane LOS	A	A	E	D	B							
Approach Delay (s)	1.2	1.9	37.1	17.4								
Approach LOS			E	C								
Intersection Summary												
Average Delay			12.3									
Intersection Capacity Utilization			50.3%		ICU Level of Service				A			
Analysis Period (min)			15									

Lanes, Volumes, Timings

120 OLD POST ROAD, RYE, NY

7: OFFICE ACCESS DRIVE & PLAYLAND ACCESS DRIVE/PLAYLAND A.D2014 EXISTING CONDITIONS, WEEKDAY A.M. PEAK HOUR

						
Lane Group	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Volume (vph)	435	1	2	104	1	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		0	0		1	0
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt						
Flt Protected				0.999	0.950	
Satd. Flow (prot)	1863	0	0	1861	1770	0
Flt Permitted				0.999	0.950	
Satd. Flow (perm)	1863	0	0	1861	1770	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	484			139	157	
Travel Time (s)	11.0			3.2	3.6	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	444	1	2	106	1	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	445	0	0	108	1	0
Sign Control	Free			Free	Stop	

Intersection Summary










Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 33.0% ICU Level of Service A
 Analysis Period (min) 15

CA-6

HCM Unsignalized Intersection Capacity Analysis

120 OLD POST ROAD, RYE, NY










7: OFFICE ACCESS DRIVE & PLAYLAND ACCESS DRIVE/PLAYLAND A.D2014 EXISTING CONDITIONS, WEEKDAY A.M. PEAK HOUR

						
Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Volume (veh/h)	435	1	2	104	1	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Hourly flow rate (vph)	444	1	2	106	1	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)						
pX, platoon unblocked						
vC, conflicting volume			445		555	444
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			445		555	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 %			100		100	100
cM capacity (veh/h)			1115		492	614
Direction, Lane #	SE 1	NW 1	NE 1			
Volume Total	445	108	1			
Volume Left	0	2	1			
Volume Right	1	0	0			
cSH	1700	1115	492			
Volume to Capacity	0.26	0.00	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.2	12.3			
Lane LOS		A	B			
Approach Delay (s)	0.0	0.2	12.3			
Approach LOS			B			
Intersection Summary						
Average Delay			0.1			
Intersection Capacity Utilization			33.0%	ICU Level of Service		A
Analysis Period (min)			15			

CA-7










Lanes, Volumes, Timings
 8: OLD POST ROAD & PLAYLAND ACCESS DRIVE

120 OLD POST ROAD, RYE, NY
 2014 EXISTING CONDITIONS, WEEKDAY A.M. PEAK HOUR

						
Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	290	145	19	295	206	87
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	0	0			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.955				0.960	
Flt Protected	0.968			0.997		
Satd. Flow (prot)	1722	0	0	1857	1788	0
Flt Permitted	0.968			0.997		
Satd. Flow (perm)	1722	0	0	1857	1788	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	139			484	335	
Travel Time (s)	3.2			11.0	7.6	
Confl. Peds. (#/hr)			7			7
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.93	0.93	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	315	158	20	317	215	91
Shared Lane Traffic (%)						
Lane Group Flow (vph)	473	0	0	337	306	0
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 62.7% ICU Level of Service B
 Analysis Period (min) 15

Movement						
	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (veh/h)	290	145	19	295	206	87
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.93	0.93	0.96	0.96
Hourly flow rate (vph)	315	158	20	317	215	91
Pedestrians	7					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	1					
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	625	267	312			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	625	267	312			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	28	79	98			
cM capacity (veh/h)	439	767	1241			
Direction, Lane #	SE 1	NE 1	SW 1			
Volume Total	473	338	305			
Volume Left	315	20	0			
Volume Right	158	0	91			
cSH	512	1241	1700			
Volume to Capacity	0.92	0.02	0.18			
Queue Length 95th (ft)	278	1	0			
Control Delay (s)	51.7	0.6	0.0			
Lane LOS	F	A				
Approach Delay (s)	51.7	0.6	0.0			
Approach LOS	F					
Intersection Summary						
Average Delay			22.1			
Intersection Capacity Utilization			62.7%	ICU Level of Service		B
Analysis Period (min)			15			

CA-9

Lanes, Volumes, Timings
 9: OLD POST ROAD & NYS THRUWAY ACCESS DRIVE

120 OLD POST ROAD, RYE, NY
 2014 EXISTING CONDITIONS, WEEKDAY A.M. PEAK HOUR










Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	45	136	513	72	157	106
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	0	0			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.899				0.946	
Flt Protected	0.988			0.958		
Satd. Flow (prot)	1655	0	0	1785	1762	0
Flt Permitted	0.988			0.958		
Satd. Flow (perm)	1655	0	0	1785	1762	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	589			335	220	
Travel Time (s)	13.4			7.6	5.0	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	51	153	576	81	176	119
Shared Lane Traffic (%)						
Lane Group Flow (vph)	204	0	0	657	295	0
Sign Control	Stop			Free	Free	

Intersection Summary











Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 67.8% ICU Level of Service C
 Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis
 9: OLD POST ROAD & NYS THRUWAY ACCESS DRIVE

120 OLD POST ROAD, RYE, NY
 2014 EXISTING CONDITIONS, WEEKDAY A.M. PEAK HOUR

						
Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (veh/h)	45	136	513	72	157	106
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	51	153	576	81	176	119
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1470	236	296			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1470	236	296			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	34	81	54			
cM capacity (veh/h)	76	803	1266			
Direction, Lane #	SE 1	NE 1	SW 1			
Volume Total	203	657	296			
Volume Left	51	576	0			
Volume Right	153	0	119			
cSH	239	1266	1700			
Volume to Capacity	0.85	0.46	0.17			
Queue Length 95th (ft)	170	61	0			
Control Delay (s)	69.8	9.5	0.0			
Lane LOS	F	A				
Approach Delay (s)	69.8	9.5	0.0			
Approach LOS	F					
Intersection Summary						
Average Delay			17.7			
Intersection Capacity Utilization			67.8%	ICU Level of Service		C
Analysis Period (min)			15			







CA-11

Lane Group						
Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	138	121	207	112	77	212
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	150	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.937		0.953			
Flt Protected	0.974				0.950	
Satd. Flow (prot)	1700	0	1775	0	1770	1863
Flt Permitted	0.974				0.459	
Satd. Flow (perm)	1700	0	1775	0	855	1863
Right Turn on Red		No		Yes		
Satd. Flow (RTOR)			35			
Link Speed (mph)	30		30			30
Link Distance (ft)	375		786			931
Travel Time (s)	8.5		17.9			21.2
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	152	133	227	123	85	233
Shared Lane Traffic (%)						
Lane Group Flow (vph)	285	0	350	0	85	233
Turn Type	Prot		NA		pm+pt	NA
Protected Phases	4		2		1	5
Permitted Phases					5	
Detector Phase	4		2		1	5
Switch Phase						
Minimum Initial (s)	4.0		4.0		4.0	4.0
Minimum Split (s)	35.0		49.0		16.0	65.0
Total Split (s)	35.0		49.0		16.0	65.0
Total Split (%)	35.0%		49.0%		16.0%	65.0%
Yellow Time (s)	3.5		3.5		3.5	3.5
All-Red Time (s)	0.5		0.5		0.5	0.5
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	4.0		4.0		4.0	4.0
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	Max		Max		None	Max
Act Effct Green (s)	31.0		48.2		61.0	61.0
Actuated g/C Ratio	0.31		0.48		0.61	0.61

CA-12

Lanes, Volumes, Timings
 1: THEODORE FREMD AVENUE & PLAYLAND ACCESS DRIVE

120 OLD POST ROAD, RYE, NY
 2014 EXISTING CONDITIONS, WEEKDAY P.M. PEAK HOUR





Lane Group	 NWL	 NWR	 NET	 NER	 SWL	 SWT
v/c Ratio	0.54		0.40		0.14	0.21
Control Delay	33.2		17.6		9.2	9.3
Queue Delay	0.0		0.0		0.0	0.0
Total Delay	33.2		17.6		9.2	9.3
LOS	C		B		A	A
Approach Delay	33.2		17.6			9.3
Approach LOS	C		B			A
Queue Length 50th (ft)	150		132		20	61
Queue Length 95th (ft)	234		207		40	97
Internal Link Dist (ft)	295		706			851
Turn Bay Length (ft)					150	
Base Capacity (vph)	527		874		631	1136
Starvation Cap Reductn	0		0		0	0
Spillback Cap Reductn	0		0		0	0
Storage Cap Reductn	0		0		0	0
Reduced v/c Ratio	0.54		0.40		0.13	0.21

Intersection Summary

Area Type: Other
 Cycle Length: 100
 Actuated Cycle Length: 100
 Natural Cycle: 100
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.54
 Intersection Signal Delay: 19.5
 Intersection Capacity Utilization 47.0%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service A

Splits and Phases: 1: THEODORE FREMD AVENUE & PLAYLAND ACCESS DRIVE

 p2	 p1	 p4
 p5		

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕	↕		↕	↕
Volume (vph)	47	259	15	6	43	37	29	2	39	123	10	229
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		75	0		0
Storage Lanes	0		0	0		0	0		1	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Fr _t		0.994			0.942				0.850			0.850
Fl _t Protected		0.993			0.996			0.955			0.956	
Satd. Flow (prot)	0	1839	0	0	1748	0	0	1779	1583	0	1781	1583
Fl _t Permitted		0.993			0.996			0.955			0.956	
Satd. Flow (perm)	0	1839	0	0	1748	0	0	1779	1583	0	1781	1583
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		563			484			289			91	
Travel Time (s)		12.8			11.0			6.6			2.1	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	59	324	19	8	54	46	36	3	49	154	13	286
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	402	0	0	108	0	0	38	49	0	166	286
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 44.5%

ICU Level of Service A



















Analysis Period (min) 15

CA-14

HCM Unsignalized Intersection Capacity Analysis

120 OLD POST ROAD, RYE, NY










5: MEDICAL OFFICE A.D./PLAYLAND PKWY EB RAMPS & PLAYLAND A.D. 2014 EXISTING CONDITIONS, WEEKDAY P.M. PEAK HOUR

												
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (veh/h)	47	259	15	6	43	37	29	2	39	123	10	229
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Hourly flow rate (vph)	59	324	19	8	54	46	36	2	49	154	12	286
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)									3			
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)		997										
pX, platoon unblocked												
vC, conflicting volume	100			342			835	566	333	568	552	77
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	100			342			835	566	333	568	552	77
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	96			99			81	99	93	60	97	71
cM capacity (veh/h)	1493			1217			192	414	709	388	422	984
Direction, Lane #	SE 1	NW 1	NE 1	SW 1	SW 2							
Volume Total	401	108	88	166	286							
Volume Left	59	8	36	154	0							
Volume Right	19	46	49	0	286							
cSH	1493	1217	466	390	984							
Volume to Capacity	0.04	0.01	0.19	0.43	0.29							
Queue Length 95th (ft)	3	0	17	52	30							
Control Delay (s)	1.4	0.6	17.5	20.9	10.2							
Lane LOS	A	A	C	C	B							
Approach Delay (s)	1.4	0.6	17.5	14.1								
Approach LOS			C	B								
Intersection Summary												
Average Delay			8.1									
Intersection Capacity Utilization			44.5%		ICU Level of Service				A			
Analysis Period (min)			15									

Lanes, Volumes, Timings

120 OLD POST ROAD, RYE, NY

7: OFFICE ACCESS DRIVE & PLAYLAND ACCESS DRIVE/PLAYLAND A.D2014 EXISTING CONDITIONS, WEEKDAY P.M. PEAK HOUR

						
Lane Group	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Volume (vph)	425	1	2	83	1	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		0	0		1	0
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Fr _t					0.910	
Fl _t Protected				0.999	0.984	
Satd. Flow (prot)	1863	0	0	1861	1668	0
Fl _t Permitted				0.999	0.984	
Satd. Flow (perm)	1863	0	0	1861	1668	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	484			139	157	
Travel Time (s)	11.0			3.2	3.6	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	443	1	2	86	1	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	444	0	0	88	3	0
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 32.4%

ICU Level of Service A










Analysis Period (min) 15

CA-16










HCM Unsignalized Intersection Capacity Analysis

120 OLD POST ROAD, RYE, NY

7: OFFICE ACCESS DRIVE & PLAYLAND ACCESS DRIVE/PLAYLAND A.D2014 EXISTING CONDITIONS, WEEKDAY P.M. PEAK HOUR

						
Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Volume (veh/h)	425	1	2	83	1	2
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	443	1	2	86	1	2
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			444		534	443
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			444		534	443
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			1116		506	615
Direction, Lane #	SE 1	NW 1	NE 1			
Volume Total	444	89	3			
Volume Left	0	2	1			
Volume Right	1	0	2			
cSH	1700	1116	573			
Volume to Capacity	0.26	0.00	0.01			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.2	11.3			
Lane LOS		A	B			
Approach Delay (s)	0.0	0.2	11.3			
Approach LOS			B			
Intersection Summary						
Average Delay			0.1			
Intersection Capacity Utilization			32.4%	ICU Level of Service		A
Analysis Period (min)			15			

CFA-17










						
Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	322	105	10	190	112	75
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	0	0			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Fr _t	0.967				0.946	
Fl _t Protected	0.964			0.998		
Satd. Flow (prot)	1736	0	0	1859	1762	0
Fl _t Permitted	0.964			0.998		
Satd. Flow (perm)	1736	0	0	1859	1762	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	139			484	335	
Travel Time (s)	3.2			11.0	7.6	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	366	119	11	216	127	85
Shared Lane Traffic (%)						
Lane Group Flow (vph)	485	0	0	227	212	0
Sign Control	Stop			Free	Free	










Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 49.1% ICU Level of Service A
 Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis
 8: OLD POST ROAD & PLAYLAND ACCESS DRIVE

120 OLD POST ROAD, RYE, NY
 2014 EXISTING CONDITIONS, WEEKDAY P.M. PEAK HOUR

						
Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (veh/h)	322	105	10	190	112	75
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	366	119	11	216	127	85
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	409	170	212			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	409	170	212			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	38	86	99			
cM capacity (veh/h)	594	874	1358			
Direction, Lane #	SE 1	NE 1	SW 1			
Volume Total	485	227	212			
Volume Left	366	11	0			
Volume Right	119	0	85			
cSH	645	1358	1700			
Volume to Capacity	0.75	0.01	0.13			
Queue Length 95th (ft)	170	1	0			
Control Delay (s)	25.6	0.5	0.0			
Lane LOS	D	A				
Approach Delay (s)	25.6	0.5	0.0			
Approach LOS	D					
Intersection Summary						
Average Delay			13.5			
Intersection Capacity Utilization			49.1%	ICU Level of Service		A
Analysis Period (min)			15			










						
Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	25	42	411	101	145	128
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	0	0			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.916				0.937	
Flt Protected	0.982			0.961		
Satd. Flow (prot)	1676	0	0	1790	1745	0
Flt Permitted	0.982			0.961		
Satd. Flow (perm)	1676	0	0	1790	1745	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	589			335	220	
Travel Time (s)	13.4			7.6	5.0	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	29	48	472	116	167	147
Shared Lane Traffic (%)						
Lane Group Flow (vph)	77	0	0	588	314	0
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 57.5% ICU Level of Service B
 Analysis Period (min) 15











HCM Unsignalized Intersection Capacity Analysis
 9: OLD POST ROAD & NYS THRUWAY ACCESS DRIVE

120 OLD POST ROAD, RYE, NY
 2014 EXISTING CONDITIONS, WEEKDAY P.M. PEAK HOUR

						
Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (veh/h)	25	42	411	101	145	128
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	29	48	472	116	167	147
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1301	240	314			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1301	240	314			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	74	94	62			
cM capacity (veh/h)	110	799	1246			
Direction, Lane #	SE 1	NE 1	SW 1			
Volume Total	77	589	314			
Volume Left	29	472	0			
Volume Right	48	0	147			
cSH	240	1246	1700			
Volume to Capacity	0.32	0.38	0.18			
Queue Length 95th (ft)	33	45	0			
Control Delay (s)	26.9	8.5	0.0			
Lane LOS	D	A				
Approach Delay (s)	26.9	8.5	0.0			
Approach LOS	D					
Intersection Summary						
Average Delay			7.2			
Intersection Capacity Utilization			57.5%	ICU Level of Service		B
Analysis Period (min)			15			

CAPACITY ANALYSIS WORKSHEETS

2016 Background Conditions

Lane Group						
Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	148	121	186	177	153	187
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	150	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.939		0.934			
Flt Protected	0.973				0.950	
Satd. Flow (prot)	1702	0	1740	0	1770	1863
Flt Permitted	0.973				0.402	
Satd. Flow (perm)	1702	0	1740	0	749	1863
Right Turn on Red		No		Yes		
Satd. Flow (RTOR)			63			
Link Speed (mph)	30		30			30
Link Distance (ft)	375		786			931
Travel Time (s)	8.5		17.9			21.2
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	163	133	204	195	168	205
Shared Lane Traffic (%)						
Lane Group Flow (vph)	296	0	399	0	168	205
Turn Type	Prot		NA		pm+pt	NA
Protected Phases	4		2		1	5
Permitted Phases					5	
Detector Phase	4		2		1	5
Switch Phase						
Minimum Initial (s)	4.0		4.0		4.0	4.0
Minimum Split (s)	35.0		49.0		16.0	65.0
Total Split (s)	35.0		49.0		16.0	65.0
Total Split (%)	35.0%		49.0%		16.0%	65.0%
Yellow Time (s)	3.5		3.5		3.5	3.5
All-Red Time (s)	0.5		0.5		0.5	0.5
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	4.0		4.0		4.0	4.0
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	Max		Max		Max	Max
Act Effct Green (s)	31.0		45.0		61.0	61.0
Actuated g/C Ratio	0.31		0.45		0.61	0.61







CVA-22

Lanes, Volumes, Timings

120 OLD POST ROAD, RYE, NY

1: THEODORE FREMD AVENUE & PLAYLAND ACCESS DRIVE

2016 BACKGROUND CONDITIONS, WEEKDAY A.M. PEAK HOUR





Lane Group						
Lane Group	NWL	NWR	NET	NER	SWL	SWT
v/c Ratio	0.56		0.49		0.29	0.18
Control Delay	33.8		18.5		11.7	9.0
Queue Delay	0.0		0.0		0.0	0.0
Total Delay	33.8		18.5		11.7	9.0
LOS	C		B		B	A
Approach Delay	33.8		18.5			10.2
Approach LOS	C		B			B
Queue Length 50th (ft)	157		145		43	53
Queue Length 95th (ft)	243		229		72	86
Internal Link Dist (ft)	295		706			851
Turn Bay Length (ft)					150	
Base Capacity (vph)	527		817		579	1136
Starvation Cap Reductn	0		0		0	0
Spillback Cap Reductn	0		0		0	0
Storage Cap Reductn	0		0		0	0
Reduced v/c Ratio	0.56		0.49		0.29	0.18

Intersection Summary

Area Type: Other
 Cycle Length: 100
 Actuated Cycle Length: 100
 Natural Cycle: 100
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.56
 Intersection Signal Delay: 19.8
 Intersection Capacity Utilization 54.7%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service A

Splits and Phases: 1: THEODORE FREMD AVENUE & PLAYLAND ACCESS DRIVE




















		
		

CA-23

Lanes, Volumes, Timings

120 OLD POST ROAD, RYE, NY

5: MEDICAL A.D./PLAYLAND PKWY EB RAMPS & PLAYLAND A.D. 2016 BACKGROUND CONDITIONS, WEEKDAY A.M. PEAK HOUR

													
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR	
Lane Configurations													
Volume (vph)	45	251	67	23	58	26	26	2	27	167	54	515	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12	
Grade (%)		0%			0%			0%			0%		
Storage Length (ft)	0		0	0		0	0		75	0		0	
Storage Lanes	0		0	0		0	0		1	0		1	
Taper Length (ft)	25			25			25			25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Ped Bike Factor													
Frnt		0.975			0.967				0.850			0.850	
Flt Protected		0.994			0.989			0.955			0.964		
Satd. Flow (prot)	0	1805	0	0	1781	0	0	1779	1583	0	1796	1583	
Flt Permitted		0.994			0.989			0.955			0.964		
Satd. Flow (perm)	0	1805	0	0	1781	0	0	1779	1583	0	1796	1583	
Link Speed (mph)		30			30			30			30		
Link Distance (ft)		563			484			289			91		
Travel Time (s)		12.8			11.0			6.6			2.1		
Confl. Peds. (#/hr)													
Confl. Bikes (#/hr)													
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0	
Parking (#/hr)													
Mid-Block Traffic (%)		0%			0%			0%			0%		
Adj. Flow (vph)	51	282	75	26	65	29	29	2	30	188	61	579	
Shared Lane Traffic (%)													
Lane Group Flow (vph)	0	408	0	0	120	0	0	31	30	0	249	579	
Sign Control		Free			Free			Stop			Stop		

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 51.1%

ICU Level of Service A

Analysis Period (min) 15










CIA-24

HCM Unsignalized Intersection Capacity Analysis

120 OLD POST ROAD, RYE, NY










5: MEDICAL A.D./PLAYLAND PKWY EB RAMPS & PLAYLAND A.D. 2016 BACKGROUND CONDITIONS, WEEKDAY A.M. PEAK HOUR

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (veh/h)	45	251	67	23	58	26	26	2	27	167	54	515
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	51	282	75	26	65	29	29	2	30	188	61	579
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)									3			
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)		997										
pX, platoon unblocked												
vC, conflicting volume	94			357			1161	567	320	569	590	80
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	94			357			1161	567	320	569	590	80
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	97			98			51	99	96	53	85	41
cM capacity (veh/h)	1500			1201			60	410	721	396	397	980
Direction, Lane #	SE 1	NW 1	NE 1	SW 1	SW 2							
Volume Total	408	120	62	248	579							
Volume Left	51	26	29	188	0							
Volume Right	75	29	30	0	579							
cSH	1500	1201	166	396	980							
Volume to Capacity	0.03	0.02	0.37	0.63	0.59							
Queue Length 95th (ft)	3	2	40	103	100							
Control Delay (s)	1.2	1.9	41.0	28.1	13.8							
Lane LOS	A	A	E	D	B							
Approach Delay (s)	1.2	1.9	41.0	18.1								
Approach LOS			E	C								
Intersection Summary												
Average Delay			12.9									
Intersection Capacity Utilization			51.1%		ICU Level of Service				A			
Analysis Period (min)			15									

						
Lane Group	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Volume (vph)	444	1	2	106	1	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		0	0		1	0
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frnt						
Flt Protected				0.999	0.950	
Satd. Flow (prot)	1863	0	0	1861	1770	0
Flt Permitted				0.999	0.950	
Satd. Flow (perm)	1863	0	0	1861	1770	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	484			139	157	
Travel Time (s)	11.0			3.2	3.6	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	453	1	2	108	1	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	454	0	0	110	1	0
Sign Control	Free			Free	Stop	

Intersection Summary










Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 33.4% ICU Level of Service A
 Analysis Period (min) 15

						
Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Volume (veh/h)	444	1	2	106	1	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Hourly flow rate (vph)	453	1	2	108	1	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)						
pX, platoon unblocked						
vC, conflicting volume			454		566	454
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			454		566	454
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			1107		485	606
Direction, Lane #						
	SE 1	NW 1	NE 1			
Volume Total	454	110	1			
Volume Left	0	2	1			
Volume Right	1	0	0			
cSH	1700	1107	485			
Volume to Capacity	0.27	0.00	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.2	12.4			
Lane LOS		A	B			
Approach Delay (s)	0.0	0.2	12.4			
Approach LOS			B			
Intersection Summary						
Average Delay			0.1			
Intersection Capacity Utilization			33.4%	ICU Level of Service		A
Analysis Period (min)			15			

CA-27

Lanes, Volumes, Timings
8: OLD POST ROAD & PLAYLAND A.D.

120 OLD POST ROAD, RYE, NY
2016 BACKGROUND CONDITIONS, WEEKDAY A.M. PEAK HOUR

						
Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	296	148	19	301	211	89
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	0	0			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Fr _t	0.955				0.960	
Fl _t Protected	0.968			0.997		
Satd. Flow (prot)	1722	0	0	1857	1788	0
Fl _t Permitted	0.968			0.997		
Satd. Flow (perm)	1722	0	0	1857	1788	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	139			484	335	
Travel Time (s)	3.2			11.0	7.6	
Confl. Peds. (#/hr)			7			7
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.93	0.93	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	322	161	20	324	220	93
Shared Lane Traffic (%)						
Lane Group Flow (vph)	483	0	0	344	313	0
Sign Control	Stop			Free	Free	










Intersection Summary










Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 63.5% ICU Level of Service B
 Analysis Period (min) 15

CA-28

HCM Unsignalized Intersection Capacity Analysis
 8: OLD POST ROAD & PLAYLAND A.D.

120 OLD POST ROAD, RYE, NY
 2016 BACKGROUND CONDITIONS, WEEKDAY A.M. PEAK HOUR

						
Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (veh/h)	296	148	19	301	211	89
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.93	0.93	0.96	0.96
Hourly flow rate (vph)	322	161	20	324	220	93
Pedestrians	7					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	1					
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	638	273	320			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	638	273	320			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	25	79	98			
cM capacity (veh/h)	431	761	1233			
Direction, Lane #	SE 1	NE 1	SW 1			
Volume Total	483	344	312			
Volume Left	322	20	0			
Volume Right	161	0	93			
cSH	504	1233	1700			
Volume to Capacity	0.96	0.02	0.18			
Queue Length 95th (ft)	305	1	0			
Control Delay (s)	58.9	0.6	0.0			
Lane LOS	F	A				
Approach Delay (s)	58.9	0.6	0.0			
Approach LOS	F					
Intersection Summary						
Average Delay			25.1			
Intersection Capacity Utilization			63.5%	ICU Level of Service		B
Analysis Period (min)			15			










						
Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	47	139	523	74	161	112
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	0	0			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.899				0.945	
Flt Protected	0.987			0.958		
Satd. Flow (prot)	1653	0	0	1785	1760	0
Flt Permitted	0.987			0.958		
Satd. Flow (perm)	1653	0	0	1785	1760	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	589			335	220	
Travel Time (s)	13.4			7.6	5.0	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	53	156	588	83	181	126
Shared Lane Traffic (%)						
Lane Group Flow (vph)	209	0	0	671	307	0
Sign Control	Stop			Free	Free	











Intersection Summary







Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 69.3% ICU Level of Service C
 Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis
 9: OLD POST ROAD & NYS THRUWAY ACCESS DRIVE

120 OLD POST ROAD, RYE, NY
 2016 BACKGROUND CONDITIONS, WEEKDAY A.M. PEAK HOUR

						
Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (veh/h)	47	139	523	74	161	112
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	53	156	588	83	181	126
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1502	244	307			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1502	244	307			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	26	80	53			
cM capacity (veh/h)	71	795	1254			
Direction, Lane #	SE 1	NE 1	SW 1			
Volume Total	209	671	307			
Volume Left	53	588	0			
Volume Right	156	0	126			
cSH	223	1254	1700			
Volume to Capacity	0.94	0.47	0.18			
Queue Length 95th (ft)	201	64	0			
Control Delay (s)	91.1	9.7	0.0			
Lane LOS	F	A				
Approach Delay (s)	91.1	9.7	0.0			
Approach LOS	F					
Intersection Summary						
Average Delay			21.5			
Intersection Capacity Utilization			69.3%	ICU Level of Service		C
Analysis Period (min)			15			

						
Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	143	127	214	117	82	218
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	150	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.936		0.952			
Frt Protected	0.974				0.950	
Satd. Flow (prot)	1698	0	1773	0	1770	1863
Frt Permitted	0.974				0.447	
Satd. Flow (perm)	1698	0	1773	0	833	1863
Right Turn on Red		No		Yes		
Satd. Flow (RTOR)			36			
Link Speed (mph)	30		30			30
Link Distance (ft)	375		786			931
Travel Time (s)	8.5		17.9			21.2
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	157	140	235	129	90	240
Shared Lane Traffic (%)						
Lane Group Flow (vph)	297	0	364	0	90	240
Turn Type	Prot		NA		pm+pt	NA
Protected Phases	4		2		1	5
Permitted Phases					5	
Detector Phase	4		2		1	5
Switch Phase						
Minimum Initial (s)	4.0		4.0		4.0	4.0
Minimum Split (s)	35.0		49.0		16.0	65.0
Total Split (s)	35.0		49.0		16.0	65.0
Total Split (%)	35.0%		49.0%		16.0%	65.0%
Yellow Time (s)	3.5		3.5		3.5	3.5
All-Red Time (s)	0.5		0.5		0.5	0.5
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	4.0		4.0		4.0	4.0
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	Max		Max		None	Max
Act Effct Green (s)	31.0		48.2		61.0	61.0
Actuated g/C Ratio	0.31		0.48		0.61	0.61





						
Lane Group	NWL	NWR	NET	NER	SWL	SWT
v/c Ratio	0.56		0.42		0.15	0.21
Control Delay	33.9		17.9		9.4	9.3
Queue Delay	0.0		0.0		0.0	0.0
Total Delay	33.9		17.9		9.4	9.3
LOS	C		B		A	A
Approach Delay	33.9		17.9			9.3
Approach LOS	C		B			A
Queue Length 50th (ft)	157		139		22	63
Queue Length 95th (ft)	244		216		42	100
Internal Link Dist (ft)	295		706			851
Turn Bay Length (ft)					150	
Base Capacity (vph)	526		873		620	1136
Starvation Cap Reductn	0		0		0	0
Spillback Cap Reductn	0		0		0	0
Storage Cap Reductn	0		0		0	0
Reduced v/c Ratio	0.56		0.42		0.15	0.21

Intersection Summary

Area Type: Other
 Cycle Length: 100
 Actuated Cycle Length: 100
 Natural Cycle: 100
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.56
 Intersection Signal Delay: 19.8
 Intersection Capacity Utilization 48.6%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service A

Splits and Phases: 1: THEODORE FREMD AVENUE & PLAYLAND ACCESS DRIVE

		
157	139	22
		
244		

Lanes, Volumes, Timings

120 OLD POST ROAD, RYE, NY

5: MEDICAL A.D./PLAYLAND PKWY EB RAMPS & PLAYLAND A.D. 2016 BACKGROUND CONDITIONS, WEEKDAY P.M. PEAK HOUR

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	54	264	15	6	47	38	30	2	40	125	10	238
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		75	0		0
Storage Lanes	0		0	0		0	0		1	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frnt		0.994			0.944				0.850			0.850
Flt Protected		0.992			0.997			0.955			0.956	
Satd. Flow (prot)	0	1837	0	0	1753	0	0	1779	1583	0	1781	1583
Flt Permitted		0.992			0.997			0.955			0.956	
Satd. Flow (perm)	0	1837	0	0	1753	0	0	1779	1583	0	1781	1583
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		563			484			289			91	
Travel Time (s)		12.8			11.0			6.6			2.1	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	68	330	19	8	59	48	38	3	50	156	13	298
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	417	0	0	115	0	0	40	50	0	168	298
Sign Control		Free			Free			Stop			Stop	

Intersection Summary



















Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 45.2% ICU Level of Service A
 Analysis Period (min) 15

CA-34

HCM Unsignalized Intersection Capacity Analysis

120 OLD POST ROAD, RYE, NY










5: MEDICAL A.D./PLAYLAND PKWY EB RAMPS & PLAYLAND A.D. 2016 BACKGROUND CONDITIONS, WEEKDAY P.M. PEAK HOUR

												
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (veh/h)	54	264	15	6	47	38	30	2	40	125	10	238
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Hourly flow rate (vph)	68	330	19	8	59	48	38	2	50	156	12	298
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)									3			
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)		997										
pX, platoon unblocked												
vC, conflicting volume	106			349			876	596	339	598	581	82
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	106			349			876	596	339	598	581	82
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	95			99			79	99	93	58	97	70
cM capacity (veh/h)	1485			1210			176	396	703	368	403	977
Direction, Lane #	SE 1	NW 1	NE 1	SW 1	SW 2							
Volume Total	416	114	90	169	298							
Volume Left	68	8	38	156	0							
Volume Right	19	48	50	0	298							
cSH	1485	1210	427	370	977							
Volume to Capacity	0.05	0.01	0.21	0.46	0.30							
Queue Length 95th (ft)	4	0	20	58	32							
Control Delay (s)	1.6	0.6	18.7	22.6	10.3							
Lane LOS	A	A	C	C	B							
Approach Delay (s)	1.6	0.6	18.7	14.8								
Approach LOS			C	B								
Intersection Summary												
Average Delay			8.6									
Intersection Capacity Utilization			45.2%		ICU Level of Service				A			
Analysis Period (min)			15									

Lane Group	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Volume (vph)	434	1	2	88	1	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		0	0		1	0
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frnt					0.910	
Flt Protected				0.999	0.984	
Satd. Flow (prot)	1863	0	0	1861	1668	0
Flt Permitted				0.999	0.984	
Satd. Flow (perm)	1863	0	0	1861	1668	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	484			139	157	
Travel Time (s)	11.0			3.2	3.6	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	452	1	2	92	1	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	453	0	0	94	3	0
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 32.9% ICU Level of Service A
 Analysis Period (min) 15

						
Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Volume (veh/h)	434	1	2	88	1	2
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	452	1	2	92	1	2
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			453		548	453
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			453		548	453
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			1107		496	607
Direction, Lane #	SE 1	NW 1	NE 1			
Volume Total	453	94	3			
Volume Left	0	2	1			
Volume Right	1	0	2			
cSH	1700	1107	565			
Volume to Capacity	0.27	0.00	0.01			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.2	11.4			
Lane LOS		A	B			
Approach Delay (s)	0.0	0.2	11.4			
Approach LOS			B			
Intersection Summary						
Average Delay			0.1			
Intersection Capacity Utilization			32.9%		ICU Level of Service	A
Analysis Period (min)			15			

Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	328	108	10	195	122	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	0	0			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.967				0.947	
Flt Protected	0.964			0.998		
Satd. Flow (prot)	1736	0	0	1859	1764	0
Flt Permitted	0.964			0.998		
Satd. Flow (perm)	1736	0	0	1859	1764	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	139			484	335	
Travel Time (s)	3.2			11.0	7.6	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	373	123	11	222	139	91
Shared Lane Traffic (%)						
Lane Group Flow (vph)	496	0	0	233	230	0
Sign Control	Stop			Free	Free	










Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 49.8% ICU Level of Service A
 Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis
 8: OLD POST ROAD & PLAYLAND A.D.

120 OLD POST ROAD, RYE, NY
 2016 BACKGROUND CONDITIONS, WEEKDAY P.M. PEAK HOUR

Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (veh/h)	328	108	10	195	122	80
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	373	123	11	222	139	91
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	428	184	230			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	428	184	230			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	36	86	99			
cM capacity (veh/h)	578	858	1338			
Direction, Lane #	SE 1	NE 1	SW 1			
Volume Total	495	233	230			
Volume Left	373	11	0			
Volume Right	123	0	91			
cSH	629	1338	1700			
Volume to Capacity	0.79	0.01	0.14			
Queue Length 95th (ft)	191	1	0			
Control Delay (s)	28.6	0.4	0.0			
Lane LOS	D	A				
Approach Delay (s)	28.6	0.4	0.0			
Approach LOS	D					
Intersection Summary						
Average Delay			14.9			
Intersection Capacity Utilization			49.8%	ICU Level of Service		A
Analysis Period (min)			15			

						
Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	33	54	419	104	148	134
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	0	0			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Fr _t	0.916				0.936	
Fl _t Protected	0.981			0.962		
Satd. Flow (prot)	1674	0	0	1792	1744	0
Fl _t Permitted	0.981			0.962		
Satd. Flow (perm)	1674	0	0	1792	1744	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	589			335	220	
Travel Time (s)	13.4			7.6	5.0	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	38	62	482	120	170	154
Shared Lane Traffic (%)						
Lane Group Flow (vph)	100	0	0	602	324	0
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 59.8% ICU Level of Service B
 Analysis Period (min) 15

Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (veh/h)	33	54	419	104	148	134
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	38	62	482	120	170	154
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1330	247	324			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1330	247	324			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	64	92	61			
cM capacity (veh/h)	104	792	1236			
Direction, Lane #	SE 1	NE 1	SW 1			
Volume Total	100	601	324			
Volume Left	38	482	0			
Volume Right	62	0	154			
cSH	226	1236	1700			
Volume to Capacity	0.44	0.39	0.19			
Queue Length 95th (ft)	53	47	0			
Control Delay (s)	33.0	8.6	0.0			
Lane LOS	D	A				
Approach Delay (s)	33.0	8.6	0.0			
Approach LOS	D					
Intersection Summary						
Average Delay			8.3			
Intersection Capacity Utilization			59.8%	ICU Level of Service		B
Analysis Period (min)			15			

CAPACITY ANALYSIS WORKSHEETS

2016 Combined Conditions











CA-41

Lanes, Volumes, Timings

120 OLD POST ROAD, RYE, NY

1: THEODORE FREMD AVENUE & PLAYLAND ACCESS DRIVE

2016 COMBINED CONDITIONS, WEEKDAY A.M. PEAK HOUR







						
Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	151	125	186	179	155	187
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	150	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.939		0.934			
Flt Protected	0.973				0.950	
Satd. Flow (prot)	1702	0	1740	0	1770	1863
Flt Permitted	0.973				0.400	
Satd. Flow (perm)	1702	0	1740	0	745	1863
Right Turn on Red		No		Yes		
Satd. Flow (RTOR)			63			
Link Speed (mph)	30		30			30
Link Distance (ft)	375		786			931
Travel Time (s)	8.5		17.9			21.2
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	166	137	204	197	170	205
Shared Lane Traffic (%)						
Lane Group Flow (vph)	303	0	401	0	170	205
Turn Type	Prot		NA		pm+pt	NA
Protected Phases	4		2		1	5
Permitted Phases					5	
Detector Phase	4		2		1	5
Switch Phase						
Minimum Initial (s)	4.0		4.0		4.0	4.0
Minimum Split (s)	35.0		49.0		16.0	65.0
Total Split (s)	35.0		49.0		16.0	65.0
Total Split (%)	35.0%		49.0%		16.0%	65.0%
Yellow Time (s)	3.5		3.5		3.5	3.5
All-Red Time (s)	0.5		0.5		0.5	0.5
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	4.0		4.0		4.0	4.0
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	Max		Max		Max	Max
Act Effct Green (s)	31.0		45.0		61.0	61.0
Actuated g/C Ratio	0.31		0.45		0.61	0.61

11/3/2014

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Synchro 8 Report

Page 1





						
Lane Group	NWL	NWR	NET	NER	SWL	SWT
v/c Ratio	0.57		0.49		0.29	0.18
Control Delay	34.2		18.6		11.8	9.0
Queue Delay	0.0		0.0		0.0	0.0
Total Delay	34.2		18.6		11.8	9.0
LOS	C		B		B	A
Approach Delay	34.2		18.6			10.3
Approach LOS	C		B			B
Queue Length 50th (ft)	161		146		43	53
Queue Length 95th (ft)	250		231		73	86
Internal Link Dist (ft)	295		706			851
Turn Bay Length (ft)					150	
Base Capacity (vph)	527		817		577	1136
Starvation Cap Reductn	0		0		0	0
Spillback Cap Reductn	0		0		0	0
Storage Cap Reductn	0		0		0	0
Reduced v/c Ratio	0.57		0.49		0.29	0.18

Intersection Summary

Area Type: Other
 Cycle Length: 100
 Actuated Cycle Length: 100
 Natural Cycle: 100
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.57
 Intersection Signal Delay: 20.1
 Intersection Capacity Utilization 55.3%
 Analysis Period (min) 15

Intersection LOS: C
 ICU Level of Service B

Splits and Phases: 1: THEODORE FREMD AVENUE & PLAYLAND ACCESS DRIVE

 #2	 #1	 #4
 #5		

CA-43

Lanes, Volumes, Timings

120 OLD POST ROAD, RYE, NY

5: MEDICAL A.D./PLAYLAND PKWY EB RAMPS & PLAYLAND A.D. 2016 COMBINED CONDITIONS, WEEKDAY A.M. PEAK HOUR

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↔			↔			↕	↕		↕	↕
Volume (vph)	45	255	67	23	65	26	26	2	27	168	54	515
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		75	0		0
Storage Lanes	0		0	0		0	0		1	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.975			0.969				0.850			0.850
Fit Protected		0.994			0.990			0.955			0.964	
Satd. Flow (prot)	0	1805	0	0	1787	0	0	1779	1583	0	1796	1583
Fit Permitted		0.994			0.990			0.955			0.964	
Satd. Flow (perm)	0	1805	0	0	1787	0	0	1779	1583	0	1796	1583
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		563			484			289			91	
Travel Time (s)		12.8			11.0			6.6			2.1	
Confl. Peds (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	51	287	75	26	73	29	29	2	30	189	61	579
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	413	0	0	128	0	0	31	30	0	250	579
Sign Control		Free			Free			Stop			Stop	

Intersection Summary



















Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 51.5% ICU Level of Service A
 Analysis Period (min) 15










HCM Unsignalized Intersection Capacity Analysis

120 OLD POST ROAD, RYE, NY

5: MEDICAL A.D./PLAYLAND PKWY EB RAMPS & PLAYLAND A.D.

2016 COMBINED CONDITIONS, WEEKDAY A.M. PEAK HOUR










												
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (veh/h)	45	255	67	23	65	26	26	2	27	168	54	515
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	51	287	75	26	73	29	29	2	30	189	61	579
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)									3			
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)		997										
pX, platoon unblocked												
vC, conflicting volume	102			362			1174	579	324	581	602	88
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	102			362			1174	579	324	581	602	88
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	97			98			49	99	96	51	84	40
cM capacity (veh/h)	1490			1197			58	403	717	388	391	971
Direction, Lane #	SE 1	NW 1	NE 1	SW 1	SW 2							
Volume Total	412	128	62	249	579							
Volume Left	51	26	29	189	0							
Volume Right	75	29	30	0	579							
cSH	1490	1197	162	389	971							
Volume to Capacity	0.03	0.02	0.38	0.64	0.60							
Queue Length 95th (ft)	3	2	41	108	102							
Control Delay (s)	1.2	1.8	42.5	29.4	14.0							
Lane LOS	A	A	E	D	B							
Approach Delay (s)	1.2	1.8	42.5	18.7								
Approach LOS			E	C								
Intersection Summary												
Average Delay			13.1									
Intersection Capacity Utilization			51.5%		ICU Level of Service				A			
Analysis Period (min)			15									

						
Lane Group	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Volume (vph)	444	6	6	106	8	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		0	0		1	0
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.998				0.922	
Flt Protected				0.997	0.979	
Satd. Flow (prot)	1859	0	0	1857	1681	0
Flt Permitted				0.997	0.979	
Satd. Flow (perm)	1859	0	0	1857	1681	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	484			139	157	
Travel Time (s)	11.0			3.2	3.6	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	453	6	6	108	8	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	459	0	0	114	19	0
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 33.7% ICU Level of Service A
 Analysis Period (min) 15

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Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Volume (veh/h)	444	6	6	106	8	11
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Hourly flow rate (vph)	453	6	6	108	8	11
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			459		577	456
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			459		577	456
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		98	98
cM capacity (veh/h)			1102		476	604
Direction, Lane #						
	SE 1	NW 1	NE 1			
Volume Total	459	114	19			
Volume Left	0	6	8			
Volume Right	6	0	11			
cSH	1700	1102	543			
Volume to Capacity	0.27	0.01	0.04			
Queue Length 95th (ft)	0	0	3			
Control Delay (s)	0.0	0.5	11.9			
Lane LOS		A	B			
Approach Delay (s)	0.0	0.5	11.9			
Approach LOS			B			
Intersection Summary						
Average Delay			0.5			
Intersection Capacity Utilization			33.7%	ICU Level of Service		A
Analysis Period (min)			15			










CA-47

Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	303	152	21	301	211	91
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	0	0			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.955				0.959	
Flt Protected	0.968			0.997		
Satd. Flow (prot)	1722	0	0	1857	1786	0
Flt Permitted	0.968			0.997		
Satd. Flow (perm)	1722	0	0	1857	1786	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	139			484	335	
Travel Time (s)	3.2			11.0	7.6	
Confl. Peds. (#/hr)			7			7
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.93	0.93	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	329	165	23	324	220	95
Shared Lane Traffic (%)						
Lane Group Flow (vph)	494	0	0	347	315	0
Sign Control	Stop			Free	Free	

Intersection Summary










Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 65.8%
 Analysis Period (min) 15
 ICU Level of Service C

						
Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (veh/h)	303	152	21	301	211	91
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.93	0.93	0.96	0.96
Hourly flow rate (vph)	329	165	23	324	220	95
Pedestrians	7					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	1					
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	643	274	322			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	643	274	322			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	23	78	98			
cM capacity (veh/h)	427	760	1231			
Direction, Lane #	SE 1	NE 1	SW 1			
Volume Total	495	346	315			
Volume Left	329	23	0			
Volume Right	165	0	95			
cSH	501	1231	1700			
Volume to Capacity	0.99	0.02	0.19			
Queue Length 95th (ft)	331	1	0			
Control Delay (s)	66.1	0.7	0.0			
Lane LOS	F	A				
Approach Delay (s)	66.1	0.7	0.0			
Approach LOS	F					
Intersection Summary						
Average Delay			28.5			
Intersection Capacity Utilization			65.8%	ICU Level of Service		C
Analysis Period (min)			15			

						
Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	47	139	526	78	163	112
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	0	0			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.899				0.945	
Flt Protected	0.987			0.958		
Satd. Flow (prot)	1653	0	0	1785	1760	0
Flt Permitted	0.987			0.958		
Satd. Flow (perm)	1653	0	0	1785	1760	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	589			335	220	
Travel Time (s)	13.4			7.6	5.0	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	53	156	591	88	183	126
Shared Lane Traffic (%)						
Lane Group Flow (vph)	209	0	0	679	309	0
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 69.8% ICU Level of Service C
 Analysis Period (min) 15

						
Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (veh/h)	47	139	526	78	163	112
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	53	156	591	88	183	126
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1516	246	309			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1516	246	309			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	24	80	53			
cM capacity (veh/h)	69	793	1252			
Direction, Lane #	SE 1	NE 1	SW 1			
Volume Total	209	679	309			
Volume Left	53	591	0			
Volume Right	156	0	126			
cSH	218	1252	1700			
Volume to Capacity	0.96	0.47	0.18			
Queue Length 95th (ft)	208	65	0			
Control Delay (s)	97.0	9.7	0.0			
Lane LOS	F	A				
Approach Delay (s)	97.0	9.7	0.0			
Approach LOS	F					
Intersection Summary						
Average Delay			22.5			
Intersection Capacity Utilization			69.8%	ICU Level of Service		C
Analysis Period (min)			15			











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Lanes, Volumes, Timings

120 OLD POST ROAD, RYE, NY

1: THEODORE FREMD AVENUE & PLAYLAND ACCESS DRIVE

2016 COMBINED CONDITIONS, WEEKDAY P.M. PEAK HOUR

						
Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	146	130	214	120	86	218
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	150	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frnt	0.936		0.951			
Flt Protected	0.974				0.950	
Satd. Flow (prot)	1698	0	1771	0	1770	1863
Flt Permitted	0.974				0.444	
Satd. Flow (perm)	1698	0	1771	0	827	1863
Right Turn on Red		No		Yes		
Satd. Flow (RTOR)			37			
Link Speed (mph)	30		30			30
Link Distance (ft)	375		786			931
Travel Time (s)	8.5		17.9			21.2
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	160	143	235	132	95	240
Shared Lane Traffic (%)						
Lane Group Flow (vph)	303	0	367	0	95	240
Turn Type	Prot		NA		pm+pt	NA
Protected Phases	4		2		1	5
Permitted Phases					5	
Detector Phase	4		2		1	5
Switch Phase						
Minimum Initial (s)	4.0		4.0		4.0	4.0
Minimum Split (s)	35.0		49.0		16.0	65.0
Total Split (s)	35.0		49.0		16.0	65.0
Total Split (%)	35.0%		49.0%		16.0%	65.0%
Yellow Time (s)	3.5		3.5		3.5	3.5
All-Red Time (s)	0.5		0.5		0.5	0.5
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	4.0		4.0		4.0	4.0
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	Max		Max		None	Max
Act Effect Green (s)	31.0		48.2		61.0	61.0
Actuated g/C Ratio	0.31		0.48		0.61	0.61





						
Lane Group	NWL	NWR	NET	NER	SWL	SWT
v/c Ratio	0.58		0.42		0.16	0.21
Control Delay	34.2		17.9		9.5	9.3
Queue Delay	0.0		0.0		0.0	0.0
Total Delay	34.2		17.9		9.5	9.3
LOS	C		B		A	A
Approach Delay	34.2		17.9			9.4
Approach LOS	C		B			A
Queue Length 50th (ft)	161		140		23	63
Queue Length 95th (ft)	250		218		44	100
Internal Link Dist (ft)	295		706			851
Turn Bay Length (ft)					150	
Base Capacity (vph)	526		872		617	1136
Starvation Cap Reductn	0		0		0	0
Spillback Cap Reductn	0		0		0	0
Storage Cap Reductn	0		0		0	0
Reduced v/c Ratio	0.58		0.42		0.15	0.21

Intersection Summary

Area Type: Other
 Cycle Length: 100
 Actuated Cycle Length: 100
 Natural Cycle: 100
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.58
 Intersection Signal Delay: 20.0
 Intersection Capacity Utilization 49.4%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service A

Splits and Phases: 1: THEODORE FREMD AVENUE & PLAYLAND ACCESS DRIVE

 2	 1	 4
 5		

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	54	271	15	6	53	38	30	2	40	129	10	238
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		75	0		0
Storage Lanes	0		0	0		0	0		1	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frnt		0.994			0.947				0.850			0.850
Flt Protected		0.992			0.997			0.955			0.956	
Satd. Flow (prot)	0	1837	0	0	1759	0	0	1779	1583	0	1781	1583
Flt Permitted		0.992			0.997			0.955			0.956	
Satd. Flow (perm)	0	1837	0	0	1759	0	0	1779	1583	0	1781	1583
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		563			484			289			91	
Travel Time (s)		12.8			11.0			6.6			2.1	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	68	339	19	8	66	48	38	3	50	161	13	298
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	426	0	0	122	0	0	40	50	0	173	298
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 45.8%
 Analysis Period (min) 15
 ICU Level of Service A

CA-54

HCM Unsignalized Intersection Capacity Analysis

120 OLD POST ROAD, RYE, NY

5: MEDICAL A.D./PLAYLAND PKWY EB RAMPS & PLAYLAND A.D.










2016 COMBINED CONDITIONS, WEEKDAY P.M. PEAK HOUR










Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (veh/h)	54	271	15	6	53	38	30	2	40	129	10	238
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Hourly flow rate (vph)	68	339	19	8	66	48	38	2	50	161	12	298
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)									3			
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)		997										
pX, platoon unblocked												
vC, conflicting volume	114			358			892	612	348	614	598	90
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	114			358			892	612	348	614	598	90
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	95			99			78	99	93	55	97	69
cM capacity (veh/h)	1475			1201			171	387	695	358	395	968
Direction, Lane #	SE 1	NW 1	NE 1	SW 1	SW 2							
Volume Total	425	121	90	174	298							
Volume Left	68	8	38	161	0							
Volume Right	19	48	50	0	298							
cSH	1475	1201	414	361	968							
Volume to Capacity	0.05	0.01	0.22	0.48	0.31							
Queue Length 95th (ft)	4	0	20	63	33							
Control Delay (s)	1.6	0.5	19.2	23.9	10.4							
Lane LOS	A	A	C	C	B							
Approach Delay (s)	1.6	0.5	19.2	15.4								
Approach LOS			C	C								
Intersection Summary												
Average Delay			8.8									
Intersection Capacity Utilization			45.8%		ICU Level of Service				A			
Analysis Period (min)			15									

Lane Group	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Volume (vph)	434	12	9	88	7	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		0	0		1	0
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.997				0.915	
Flt Protected				0.996	0.982	
Satd. Flow (prot)	1857	0	0	1855	1674	0
Flt Permitted				0.996	0.982	
Satd. Flow (perm)	1857	0	0	1855	1674	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	484			139	157	
Travel Time (s)	11.0			3.2	3.6	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	452	13	9	92	7	13
Shared Lane Traffic (%)						
Lane Group Flow (vph)	464	0	0	101	19	0
Sign Control	Free			Free	Stop	

Intersection Summary










Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 33.6% ICU Level of Service A
 Analysis Period (min) 15










						
Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Volume (veh/h)	434	12	9	88	7	12
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	452	12	9	92	7	12
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			465		569	458
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			465		569	458
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		98	98
cM capacity (veh/h)			1097		480	603
Direction, Lane #	SE 1	NW 1	NE 1			
Volume Total	465	101	20			
Volume Left	0	9	7			
Volume Right	12	0	12			
cSH	1700	1097	551			
Volume to Capacity	0.27	0.01	0.04			
Queue Length 95th (ft)	0	1	3			
Control Delay (s)	0.0	0.8	11.8			
Lane LOS		A	B			
Approach Delay (s)	0.0	0.8	11.8			
Approach LOS			B			
Intersection Summary						
Average Delay			0.5			
Intersection Capacity Utilization			33.6%	ICU Level of Service*		A
Analysis Period (min)			15			

						
Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	334	112	13	195	122	84
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	0	0			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.966				0.945	
Flt Protected	0.964			0.997		
Satd. Flow (prot)	1735	0	0	1857	1760	0
Flt Permitted	0.964			0.997		
Satd. Flow (perm)	1735	0	0	1857	1760	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	139			484	335	
Travel Time (s)	3.2			11.0	7.6	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	380	127	15	222	139	95
Shared Lane Traffic (%)						
Lane Group Flow (vph)	507	0	0	237	234	0
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 52.9% ICU Level of Service A
 Analysis Period (min) 15

Movement						
	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (veh/h)	334	112	13	195	122	84
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	380	127	15	222	139	95
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	438	186	234			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	438	186	234			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	33	85	99			
cM capacity (veh/h)	570	856	1333			
Direction, Lane #	SE 1	NE 1	SW 1			
Volume Total	507	236	234			
Volume Left	380	15	0			
Volume Right	127	0	95			
cSH	622	1333	1700			
Volume to Capacity	0.81	0.01	0.14			
Queue Length 95th (ft)	209	1	0			
Control Delay (s)	31.2	0.6	0.0			
Lane LOS	D	A				
Approach Delay (s)	31.2	0.6	0.0			
Approach LOS	D					
Intersection Summary						
Average Delay			16.3			
Intersection Capacity Utilization			52.9%	ICU Level of Service		A
Analysis Period (min)			15			

Lane Group	 SEL	 SER	 NEL	 NET	 SWT	 SWR
Lane Configurations						
Volume (vph)	33	54	422	107	152	134
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	0	0			0
Storage Lanes	1	0	0			0
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Fr _t	0.916				0.937	
Fl _t Protected	0.981			0.962		
Satd. Flow (prot)	1674	0	0	1792	1745	0
Fl _t Permitted	0.981			0.962		
Satd. Flow (perm)	1674	0	0	1792	1745	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	589			335	220	
Travel Time (s)	13.4			7.6	5.0	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	38	62	485	123	175	154
Shared Lane Traffic (%)						
Lane Group Flow (vph)	100	0	0	608	329	0
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 60.3% ICU Level of Service B
 Analysis Period (min) 15

Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (veh/h)	33	54	422	107	152	134
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	38	62	485	123	175	154
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1345	252	329			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1345	252	329			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	63	92	61			
cM capacity (veh/h)	101	787	1231			
Direction, Lane #	SE 1	NE 1	SW 1			
Volume Total	100	608	329			
Volume Left	38	485	0			
Volume Right	62	0	154			
cSH	221	1231	1700			
Volume to Capacity	0.45	0.39	0.19			
Queue Length 95th (ft)	54	48	0			
Control Delay (s)	34.2	8.7	0.0			
Lane LOS	D	A				
Approach Delay (s)	34.2	8.7	0.0			
Approach LOS	D					
Intersection Summary						
Average Delay			8.4			
Intersection Capacity Utilization			60.3%	ICU Level of Service		B
Analysis Period (min)			15			



CITY COUNCIL AGENDA

NO. 10

DEPT.: City Manager

DATE: July 8, 2015

CONTACT: Marcus Serrano, City Manager

AGENDA ITEM: Resolution authorizing the acceptance of funding from the NY Rising Community Reconstruction Program and providing authorization for the Mayor and City Council to enter into the necessary agreement and resolutions.

FOR THE MEETING OF:

July 8, 2015

RYE CITY CODE,

CHAPTER

SECTION

RECOMMENDATION: That the Council authorize the acceptance of funding from the NY Rising Community Reconstruction Program and approve the necessary agreement and resolutions.

IMPACT: Environmental Fiscal Neighborhood Other:

BACKGROUND: Resolution authorizing the acceptance of funding through the NY Rising Community Reconstruction Program and providing authorization for the Mayor and City Council to Manager to enter into the following agreement and resolutions:

- NY Rising Community Reconstruction Program Subrecipient Agreement
- Resolution to adopt a Procurement Policy
- Resolution to adopt a Citizen Participation Plan
- Resolution to adopt an Affirmative Action Plan
- Resolution to adopt Section 504 Policies and Grievance Procedures

See attached Subrecipient Agreement and Resolutions.

COMMUNITY DEVELOPMENT BLOCK GRANT
DISASTER RECOVERY
SUBRECIPIENT AGREEMENT

THIS COMMUNITY DEVELOPMENT BLOCK GRANT DISASTER RECOVERY SUBRECIPIENT AGREEMENT (“Agreement”) is made effective as of the ___ day of _____, 2015 (“Effective Date”) by and between the Housing Trust Fund Corporation, operating by and through its division, the Governor’s Office of Storm Recovery (“GOSR”), (collectively referred to herein as the “Grantee”) and the City of Rye (“Subrecipient”), a municipal corporation. The foregoing Grantee and Subrecipient shall sometimes be referred to herein individually as a “Party” and collectively as the “Parties.”

WHEREAS, pursuant to title I of the Housing and Community Development Act of 1974 (42 U.S.C. § 5301 et seq.) (“HCD Act”), as amended, Grantee is authorized to administer and distribute Community Development Block Grant (“CDBG”) funds in the State of New York (“State”); and

WHEREAS, pursuant to the Robert T. Stafford Disaster Relief and Emergency Assistance Act (42 U.S.C. 5121 et seq.), portions of the State received major disaster declarations as a result of Hurricane Sandy; and

WHEREAS, in the aftermath of Hurricane Sandy, the United States Congress, through Public Law passed the Disaster Relief Appropriations Act, 2013 (Public Law 113-2, approved January 29, 2013), as amended (the “Act”), appropriating \$16 billion, later reduced to \$15.18 billion, to the U.S. Department of Housing and Urban Development (“HUD”) for Community Development Block Grant Disaster Recovery (“CDBG-DR”) funds for necessary expenses related to disaster relief, long-term recovery, restoration of infrastructure, and housing and economic revitalization in the most impacted and distressed areas resulting from a major disaster declared due to Hurricane Sandy and other eligible events in calendar years 2011, 2012, and 2013 (the “Storms”), subject to the Federal statutes and regulations governing CDBG grants, as modified by exceptions and waivers previously granted and which may hereafter be granted by HUD; and,

WHEREAS, pursuant to the CDBG-DR Grant Program and Federal Register Notice (78 Fed. Reg. 14,329), published March 5, 2013, entitled *Allocations, Common Applications, and Alternative Requirements for Grantees Receiving Community Development Block Grant (CDBG) Disaster Recovery Funds in Response to Hurricane Sandy* (as amended), the State has received an allocation of CDBG-DR funds from HUD in the amount of \$1,713,960,000; and

WHEREAS, pursuant to the CDBG-DR Grant Program and Federal Register Notice (78 Fed. Reg. 69,104), entitled *Second Allocation, Waivers and Alternative Requirements for Grantees Receiving Community Development Block Grant (CDBG) Disaster Recovery*

Funds in Response to Hurricane Sandy (as amended), the State has received a second allocation of CDBG-DR funds from HUD in the amount of \$2,097,000,000; and

WHEREAS, pursuant to the CDBG-DR Grant Program and Federal Register Notice (79 Fed. Reg. 62,182), entitled *Third Allocation, Waivers and Alternative Requirements for Grantees Receiving Community Development Block Grant (CDBG) Disaster Recovery Funds in Response to Hurricane Sandy* (as amended), the State has received a third allocation of CDBG-DR funds from HUD in the amount of \$605,922,000 (of which \$185,000,000 has been allocated towards the proposals developed through the Rebuild by Design competition);

WHEREAS, HUD requires that the State spend 80% of all CDBG-DR funds so allocated within the counties of Nassau, Rockland, Suffolk, Westchester, Bronx, Kings, New York, Queens, and Richmond; and

WHEREAS, Governor Andrew M. Cuomo established GOSR within HTFC and tasked it with administering the State's CDBG-DR program; and

WHEREAS, the City of Rye was heavily impacted by Superstorm Sandy and Hurricane Irene; and

WHEREAS, Grantee wishes to engage Subrecipient to implement projects to promote the long-term recovery and resiliency of the City of Rye; and

WHEREAS, CDBG-DR funds may be utilized by the Subrecipient to pay the non-Federal share, or "local match", required in connection with a Federal grant-in-aid program undertaken as part of CDBG-DR activities, a use that has been specifically authorized by HUD;

NOW THEREFORE, the Parties agree that the Grant Funds will be administered in accordance with the following terms and conditions:

I. SUBRECIPIENT PROGRAM

Subrecipient will be responsible for performing the activities detailed in Exhibit A, which may be amended from time to time, and is hereby incorporated by reference ("Subrecipient Program Description"). In order to propose a project or projects under the Subrecipient Program Description, the Subrecipient shall submit to Grantee the project application form provided by Grantee. A separate project application form will be required for each project the Subrecipient proposes to implement under this Agreement. Project applications should address the Subrecipient's housing, infrastructure, and economic recovery and revitalization needs.

Grantee's consideration and approval of project applications is based on current Grantee guidelines (hereinafter "Grantee policy"), HUD guidelines and regulations, and other applicable state and federal laws and regulations.

Design and Environmental Review Phase (Planning Amendment)

- Once a project application form is accepted as complete by Grantee, Grantee will notify the Subrecipient in writing. Acceptance of the application as complete does not commit Grantee to providing any CDBG-DR or other funding to a project.
- Thereafter, this Agreement may be amended to incorporate the proposed scope, budget, and schedule for the design phase of the proposed project, if stipulated by both parties (hereinafter referred to as the “Planning Amendment”).
- Any proposed budget set forth in a Planning Amendment will clearly specify proposed funding for administrative costs, program delivery costs, and design or planning costs. Any such amendment will clearly state that the Subrecipient shall not engage in, or in any way commit funding for, through a contract or other mechanism, construction or any other activities that could have an environmental impact or limit the choice of reasonable alternatives to the proposed project. Further, any proposed schedule set forth in a Planning Amendment shall provide, with reasonable specificity, a proposed schedule for the pre-design and design of the proposed project as well as a description and schedule for activities proposed to be conducted in each phase.
- Following acceptance of the Planning Amendment, Grantee shall conduct an environmental review of the proposed project pursuant to 24 CFR Part 58 and the New York State Environmental Quality Review Act (“SEQRA”).
- Upon written notice from Grantee, the Subrecipient may initiate project design which shall be closely coordinated with and informed by the environmental review process, including the assessment of any reasonable alternatives to the proposed project, and avoidance of any potential significant environmental impact. Subrecipient herein agrees that, for purposes of SEQRA, Grantee shall serve as the lead agency for purposes of conducting the environmental review.

Project Approval

- Upon completion of all environmental review requirements, Grantee shall determine whether or not to award funding for the construction or other implementation phase of the proposed project, or an alternative or modified project identified through the environmental review process.
- Following the environmental review performed pursuant to 24 CFR Part 58 and SEQRA, and upon HUD’s issuance of the authority to use grant funds for a proposed project, Grantee may approve the project.

Project Phase (Project Amendment)

- Upon approval of a project, this Agreement may be amended to incorporate the complete scope, budget, and schedule of the approved project, if stipulated by both parties (hereinafter referred to as the “Project Amendment”).
- Any budget set forward in a Project Amendment will clearly specify funding for administrative costs, program delivery costs, design or planning costs, construction costs, as well as any other implementation costs. Further, any

schedule set forth in a Project Amendment shall provide, with reasonable specificity, a schedule for the pre-design, design, and construction or other implementation of the approved project as well as a description and schedule for activities proposed to be conducted in each phase.

- Grantee will notify the Subrecipient in writing (“Clearance Letter”) that Subrecipient may commit funds for construction and other activities necessary for project implementation. The Subrecipient shall not engage in, or in any way commit funding for, through a contract or other mechanism, construction or any other activities that could have an environmental impact or limit the choice of reasonable alternatives to the proposed project prior to receiving, in writing, a Clearance Letter from Grantee.
- If construction/implementation is authorized by Grantee in the Clearance Letter, Subrecipient must comply with any and all conditions or required mitigation set forth in the environmental review documents, and shall retain an independent environmental monitor to document compliance with such measures, as well as any permit requirements, or other applicable requirements of federal and state environmental laws, including worker health and safety requirements. The independent environmental monitor must be approved in writing by Grantee prior to the commencement of any construction activities. The Subrecipient shall, by contract, ensure that the independent environmental monitor provides monthly reports to Grantee to document compliance with the requirements referenced above for the entirety of the construction phase.

The Subrecipient may not commence any work, including design work, without adhering to the proposed project schedule set forth in the Planning Amendment as submitted to and approved by Grantee and the Subrecipient. Additionally, the Subrecipient and its design contractor shall provide any analysis or information reasonably requested by Grantee to conduct the environmental review for a proposed project. The Subrecipient is required to comply and cooperate with the Grantee in meeting all terms and conditions under this Agreement.

As a reimbursement-based program,¹ tasks and deliverables contained in the Subrecipient Program Description must be conducted in a manner satisfactory to Grantee and in compliance with applicable federal and state requirements, laws, and regulations. Grantee will monitor the performance of Subrecipient against goals and performance standards as stated in the agreed upon Subrecipient Program Description. While Grantee may consider additional costs, as they arise, Subrecipient must be prepared to perform (and document to Grantee) the entire Subrecipient Program Description, even if the funds provided hereunder do not cover 100% of the costs of performance. In the event Grantee’s funds do not cover 100% of the agreed upon budget (see Section III), Subrecipient must make a showing of committed supplemental funding. Substandard performance as reasonably

¹ By “reimbursement” Grantee means that typically costs must be actually incurred before the Grantee will make payment to the Subrecipient. However, this does not mean that the Subrecipient must have previously paid these costs. Rather, these costs can be passed along to Grantee in the form of an invoice(s) (or similar document) and appropriate supporting information as required by the terms of this Agreement, for payment of such invoice(s), per the payment terms of this Agreement.

determined by Grantee, in its sole discretion, will constitute noncompliance with this Agreement. If Subrecipient does not take action to correct such substandard performance within a reasonable period of time (as determined by Grantee) after being notified by Grantee, Grantee may choose not to reimburse Subrecipient for noncompliant and/or unallowable work and/or take action to suspend or terminate this Agreement or other actions as permitted under applicable law. Nothing in this Agreement shall waive or otherwise limit the actions Grantee may take or the remedies Grantee may seek as a result of any noncompliance by Subrecipient, including but not limited to suspending or debarring Subrecipient from future State benefits.

II. TERM

The period of performance for all activities (with the exception of those activities required for the close out and final audit) assisted pursuant to this Agreement shall commence as of the Effective Date and shall end on September 30, 2019. Any funds not properly used by the end of the term, unless approved otherwise in writing by Grantee, promptly shall be remitted, in full and without off-set or deduction, to Grantee.

III. BUDGET

As set forth in Section I of this Agreement, for each project application, Grantee will require and the Parties shall agree upon a detailed budget breakdown. Grantee may also require additional budget information, and Subrecipient shall provide such supplementary budget information in a timely fashion in the form and content prescribed by Grantee. Any change to budgeted amounts, must be approved in writing by Grantee before such changes are allowed and reimbursable.

IV. GRANT FUNDS

It is expressly agreed and understood that the total amount to be paid by Grantee under this Agreement shall not exceed the aggregate amounts set forth in each of the applicable project applications, currently set at \$0 ("Grant Funds"), which may be amended from time-to-time to incorporate project applications and budgets accepted by Grantee.

The amount of Grant Funds that Grantee has agreed to provide Subrecipient under this Agreement is expressly conditioned upon Grantee's receipt of such funds from HUD pursuant to the Act. Grantee reserves the right to reduce the Grant Funds if funding from HUD is not provided at the currently anticipated levels and/or if the actual costs for the approved activities are less than those set forth in the Budget.

In the event Subrecipient is awarded, granted, or provided with additional funds from any other source, which may include, in part or whole, aspects related to this Agreement, Subrecipient shall immediately notify Grantee of such funds, the amount, the source, and the conditions for their use. Subrecipient further agrees to provide any additional

information Grantee requests related to such funds. Subrecipient may not use such other funds to conduct construction activities or any other action that would have an environmental impact or limit the choice of reasonable alternatives until issuance of the Clearance Letter.

V. DISBURSEMENT OF GRANT FUNDS

- a) Subrecipient is required to submit a request for Grant Funds in accordance with the provisions of this Agreement, program guidelines, and the program policy and procedures which are established by Grantee. No payment by Grantee of an improper, unauthorized, or unallowable request shall constitute a waiver of Grantee's right, whether before, during, or after making any payment, to: (i) challenge the validity of such payment; (ii) enforce all rights and remedies set forth in this Agreement or provided under applicable law; (iii) require and receive a full repayment or refund of all payments made under this Agreement or (iv) take corrective or remedial administrative action including, without limitation, suspension or termination of Subrecipient's funding under this Agreement.
- b) Subrecipient shall certify in a statement made by a senior official with each request for Grant Funds that to the best of its knowledge based on the information available to Subrecipient at the time and after making due inquiry: (i) all statements and representations previously made regarding this Agreement are correct and complete; and (ii) the funds do not duplicate reimbursement of costs and services from any other source.
- c) The use of Grant Funds is conditioned upon Subrecipient incurring allowable costs permitted under the terms of this Agreement or as otherwise pre-approved, in writing, by Grantee. Subrecipient shall not be reimbursed for any costs until all environmental conditions of 24 CFR Part 58 have been fully satisfied and Grantee has issued the environmental clearance required thereunder, unless the activity is exempt under section 58.34 or falls under a categorical exclusion listed in section 58.35(b).
- d) In the event applicable State or Federal Government authorities disallow any of the costs incurred by Subrecipient, Subrecipient shall immediately remit any funds received by Subrecipient for the unallowable costs to Grantee. Subrecipient may request, and Grantee shall reasonably consider Subrecipient's request, that Grantee challenge the State or Federal determination and pursue other legal recourse to secure these funds; however, Grantee maintains the sole discretion in deciding whether to pursue such funds, may request that Subrecipient pay any costs associated with such effort, and may require that Subrecipient return the questioned funds until a final outcome is reached.

VI. CITIZEN PARTICIPATION REQUIREMENTS

To ensure compliance with Section 508 of the HCD Act, units of general local government (“UGLGs”) applying for or receiving CDBG-DR funds from the State must provide citizens with adequate opportunity to participate in the planning, implementation, and assessment of the CDBG program. Any such UGLG must provide adequate information to citizens, obtain views and proposals of citizens, and provide opportunity to comment on the UGLG’s previous community development performance.

If Subrecipient is a UGLG, it shall have a written and adopted Citizen Participation Plan that complies with the requirements set forth in the State of New York Action Plan for Community Development Block Grant Program Disaster Recovery, dated April 2013, as amended (“Action Plan”). The Action Plan and amendments thereto can be found at: <http://stormrecovery.ny.gov/action-plans-and-amendments>.

VII. NOTICES

All notices, requests, approvals, and consents of any kind made pursuant to this Agreement shall be in writing and shall be deemed to be effective as of the date sent by certified mail, return receipt requested. All notices and other written communications under this Agreement shall be addressed to the individuals in the capacities indicated below, unless otherwise modified by subsequent written notice. Communication and details concerning this contract shall be directed to the following contract representatives:

Grantee: Housing Trust Fund Corporation
25 Beaver Street
New York, New York 10004
Attn: James Rubin, State Director of Storm Recovery

Subrecipient: City of Rye
1051 Boston Post Road
Rye, NY 10580
Attn: Eleanor Millitana, Assistant City Manager

VIII. GENERAL CONDITIONS

A. Compliance

Subrecipient agrees to comply with the requirements of Title 24 of the Code of Federal Regulations, Part 570 (HUD’s regulations concerning Community Development Block Grants), including any regulations referenced therein, except:

- (1) Subrecipient does not assume Grantee’s environmental responsibilities described in 24 CFR 570.604; and

- (2) Subrecipient does not assume Grantee's responsibility for initiating the review process under the provisions of 24 CFR Part 52.

Where waivers or alternative requirements are provided for in the applicable Federal Register Notices published by HUD ("HUD Notices"), including but not limited to those published on March 5, 2013 (78 Fed. Reg. 14,329), April 19, 2013 (78 Fed. Reg. 23,578), May 29, 2013 (78 Fed. Reg. 32,262), August 2, 2013 (78 Fed. Reg. 46,999), November 18, 2013 (78 Fed. Reg. 69,104), December 16, 2013 (78 Fed. Reg. 76,154), and March 27, 2014 (79 Fed. Reg. 17,173), such requirements, including any regulations referenced therein, shall apply.

Subrecipient also agrees to comply with all other applicable Federal, State and local laws, regulations, HUD Notices, policies, and guidelines, whether existing or to be established, provided the same are applied to activities occurring after the date the policy or guideline was established, governing the Grant Funds provided under this Agreement. In the event a conflict arises between the provisions of this Agreement and any of the foregoing, the Federal, State, and local laws, regulations, HUD Notices, policies, and guidelines shall control and this Agreement shall be interpreted in a manner so as to allow for the terms contained herein to remain valid and consistent with such Federal, State, and local laws, regulations, HUD Notices, policies, and guidelines. Subrecipient further agrees to utilize Grant Funds available under this Agreement to supplement rather than supplant funds otherwise available.

B. Independent Contractor

Nothing contained in this Agreement is intended to, or shall be construed in any manner, as creating or establishing the relationship of employer/employee between the Parties. Subrecipient shall at all times remain an "independent contractor" with respect to the efforts to be performed under this Agreement. Grantee shall be exempt from payment of all Unemployment Compensation, FICA, retirement, life and/or medical insurance and Workers' Compensation Insurance, as Subrecipient is an independent entity.

C. Hold Harmless

Subrecipient shall and hereby agrees to hold harmless, defend (with counsel acceptable to Grantee) and indemnify Grantee and each and all of its successors, affiliates, or assigns, and any of any of their employees, officers, directors, attorneys, consultants, agents, directors, officers, managers, and affiliates, from and against any and all damages, costs, attorneys' fees, claims, expenses, injuries, property damage, causes of action, violations of law, violations of this Agreement, and losses of any form or nature arising from or related to the conduct of Subrecipient in the performance of the efforts called for in this Agreement. This indemnity shall expressly include, but is not limited to, the obligation of Subrecipient to indemnify and reimburse Grantee for any and all attorneys' fees and other litigation or dispute resolution costs incurred or to be incurred in Grantee's enforcement of this

Agreement or any portion thereof against Subrecipient or otherwise arising in connection with Subrecipient's breach, violation, or other non-compliance with this Agreement. This clause shall survive indefinitely the termination of this Agreement for any reason.

D. Workers' Compensation

Subrecipient shall provide Workers' Compensation Insurance coverage for all of its employees involved in the performance of this Agreement unless granted an exemption by the State.

E. Insurance & Bonding

Subrecipient shall carry sufficient insurance coverage and bonding from insurers licensed to conduct business in New York State to protect all contract assets from loss due to any cause, including but not limited to, theft, fraud, and/or physical damage, and as a minimum shall purchase a blanket fidelity bond covering all employees in an amount equal to cash advances from Grantee. Grantee and the State of New York shall be named as an additional insured on all such insurance and shall meet all other insurance requirements as Grantee may impose from time to time. In addition, all insurance carriers and bonding companies shall meet minimum size and financial stability/financial rating requirements as may be imposed by Grantee from time to time. Certificates of insurance shall be provided to Grantee and full and complete copies of the policies and/or bonds shall be provided to Grantee upon its request for the same.

Notwithstanding the above, for construction or facility improvement performed by Subrecipient, Subrecipient shall, at a minimum, comply with the bonding requirements at 24 CFR 85.36 or 84.48, as applicable.

F. Grantee Recognition

Unless otherwise directed by Grantee, Subrecipient shall ensure recognition of the role of HUD and Grantee in providing funding, services, and efforts through this Agreement. Unless otherwise directed by Grantee, all activities, facilities, and items utilized pursuant to this Agreement shall be prominently labeled as to role of HUD and of Grantee. In addition, Subrecipient will include a reference to the support provided herein in all publications made possible with funds made available under this Agreement. See Exhibit D for general guidance for recognition of HUD and Grantee. Note, notwithstanding the terms of this subsection or Exhibit D, Grantee reserves the right to direct specific reasonable recognition requirements on a case-by-case basis, including by not limited, to the size and content, waiver, removal or addition of such recognition.

G. Amendments

This Agreement may be amended provided that such amendments make specific reference to this Agreement, comply with programmatic policies, procedures, and guidelines, are executed in writing and signed by a duly authorized representative of each Party, and approved by Grantee's governing body. Such amendments shall not invalidate this Agreement, nor relieve or release the Parties from their obligations under this Agreement. Grantee may, in its sole discretion, amend this Agreement to conform with Federal, state, or local governmental guidelines, policies, and available funding amounts, or for other reasons. If such amendments result in a change in the Grant Funds or the Subrecipient Program Description, such modifications will be incorporated in a written amendment signed by the Parties.

H. Suspension or Termination

Grantee may suspend or terminate this Agreement if Subrecipient materially fails to comply with any terms of this Agreement, which include (but are not limited to) the following:

1. Failure to comply with any of the rules, regulations or provisions referred to herein, or such statutes, regulations, executive orders, guidelines, policies or directives as may become applicable at any time, including but not limited to environmental rules and regulations;
2. Failure, for any reason except those beyond Subrecipient's control, of Subrecipient to fulfill in a timely and proper manner its obligations under this Agreement;
3. Ineffective or improper use of funds provided under this Agreement; or
4. Submission by Subrecipient to Grantee of reports that are untimely, incorrect, or incomplete in any material respect.

This Agreement may also be terminated for convenience by Grantee or Subrecipient, in whole or in part, by setting forth the reasons for such termination, the effective date, and, in the case of partial termination, the portion to be terminated. However, if in the case of a partial termination Grantee determines that the remaining portion of the award will not accomplish the purpose for which the award was made, Grantee may terminate the award in its entirety.

IX. ADMINISTRATIVE REQUIREMENTS

A. Financial Management

1. Accounting Standards

Subrecipient agrees to comply with 24 CFR 85.20-26 or 84.20-28, as applicable, and to adhere to the accounting principles and procedures required therein, utilize adequate internal controls, and maintain necessary source documentation for all costs incurred.

2. Cost Principles

Subrecipient shall administer the program in conformance with OMB Circulars A-87, "Cost Principles for State, Local, and Indian Tribal Governments"; A-122, "Cost Principles for Non-profit Organizations"; or A-21, "Cost Principles for Educational Institutions," as applicable. These principles shall be applied for all costs incurred whether charged on a direct or indirect basis (if allowed).

B. Documentation and Record Keeping

1. Records to Be Maintained

Subrecipient shall maintain all records required by applicable law to be maintained, including but not limited to the Federal regulations specified in (1) 24 CFR Part 85, Subpart C or 24 CFR Part 84, Subpart C, as applicable; (2) 24 CFR 570.506; and (3) the applicable HUD Notices that are pertinent to the activities to be funded under this Agreement, as well as any additional records required by Grantee. Such records shall include but not be limited to:

- a. Records providing a full description of each activity undertaken;
- b. Records demonstrating that each activity undertaken meets one of the National Objectives of the CDBG program, as modified by the HUD Notices;
- c. Records required to determine the eligibility of activities;
- d. Records required to document the acquisition, improvement, use, or disposition of real property acquired or improved with CDBG-DR funds;
- e. Records documenting compliance with the fair housing and equal opportunity components of the CDBG program;
- f. Financial records as required by (1) 24 CFR 570.502; and (2) 24 CFR 85.20-26 or 84.20-28, as applicable;

- g. Other records necessary to document compliance with Subpart K of 24 CFR Part 570.

2. Retention

Subrecipient shall retain all financial records, supporting documents, statistical records, and all other records pertinent to the Agreement for a period of five (5) years. The retention period begins on the date of the submission of Grantee's annual performance and evaluation report to HUD in which the activities assisted under the Agreement are reported on for the final time. Notwithstanding the above, if there is litigation, claims, audits, negotiations, or other actions that involve any of the records cited and that have started before the expiration of the five-year period, then all such records must be retained until completion of the actions and resolution of all issues, or the expiration of the five-year period, whichever occurs later.

3. Data

Subrecipient shall maintain data for efforts provided as required by Grantee. Such data may include, but is not limited to, name, racial, ethnic, and gender characteristics, address, income level or other basis for determining eligibility, and description of service provided. Such information shall be made available to applicable federal authorities, Grantee monitors, or their designees for review upon request.

4. Disclosure

Subrecipient understands that data collected under this Agreement is private and the use or disclosure of such information, when not directly connected with the administration of the Parties' responsibilities with respect to efforts provided under this Agreement are subject to the provisions of Article 6-A, "Personal Privacy Protection Law", of the New York State Public Officers Law, as well as all other applicable State and Federal privacy laws (e.g., the Federal Privacy Act, 5 U.S.C. § 552a).

5. Close-out

Subrecipient's obligation to Grantee shall not end until all close-out requirements are completed. Close-out activities and requirements are subject to (1) 24 CFR 85.50 or 84.71, as applicable; (2) 24 CFR 570.509; and (3) applicable HUD Notices. Activities during this close-out period shall include, but are not limited to: making final payments, disposing of assets (including the return of all unused materials, equipment, properly addressing Program Income (as that term is defined in section VI(A)(17)(a) of the HUD Notice 78 Fed. Reg. 14,329, 14,341 (March 5, 2013, as may be amended by HUD)), balances, and accounts receivable

to Grantee), and determining the custodianship of records. Notwithstanding the foregoing, the terms of this Agreement shall remain in effect during any period that Subrecipient has control over CDBG-DR funds, including Program Income.

6. Audits & Inspections

All Subrecipient records with respect to any matters covered by this Agreement shall be made available to Grantee, HUD, and the Comptroller General of the United States, or any of their authorized representatives, at any time during normal business hours, as often as deemed necessary, to audit, examine, and make excerpts or transcripts of all relevant data. Any deficiencies noted in audit reports must be fully cleared by Subrecipient within 30 days after receipt by Subrecipient. Failure of Subrecipient to comply with the above audit requirements will constitute a violation of this Agreement and may result in the withholding of future payments and/or termination. Subrecipient hereby agrees to have an annual agency audit conducted in accordance with current Grantee policy concerning Subrecipient audits and OMB Circular A-133.

C. Reporting and Payment Procedures

1. Program Income and Other Assets

Subrecipient shall report monthly all Program Income, as defined in section VI(A)(17)(a) of the HUD Notice 78 Fed. Reg. 14,329, 14,341 (March 5, 2013, as may be amended by HUD), generated by activities carried out with CDBG-DR funds made available under this Agreement. All Program Income shall be returned to Grantee, absent written authorization from Grantee to the contrary, in accordance with any procedures established by HUD and Grantee. Any interest earned on cash advances from the U.S. Treasury and from funds held in a revolving fund account is not Program Income and shall be remitted promptly to Grantee.

All Program assets, other than Program Income (property, equipment, etc.) shall revert to Grantee upon termination of this Agreement in accordance with applicable Federal, laws, regulations, HUD Notices, policies, and guidelines.

2. Indirect Costs

Indirect costs will not be compensated for under this Agreement.

3. Progress Reports

In addition to deliverables and metrics specifically referenced in Exhibit A, Subrecipient shall submit regular Progress Reports to Grantee in the form, content, and frequency as required by Grantee. At a minimum, Progress Reports shall be submitted no less frequently than as required by (1) 24 CFR Part 85,

Subpart C or 24 CFR Part 84, Subpart C, as applicable; (2) 24 CFR 570.507; and (3) the applicable HUD Notices.

4. Payment Procedures

In accordance with the terms in Section IV above, Grantee will pay to Subrecipient funds available under this Agreement based upon information submitted by Subrecipient, consistent with the Subrecipient Program Description, the Budget, Grantee policy concerning payments, and applicable federal and state law and regulation. In addition, Grantee reserves the right to liquidate funds available under this Agreement for costs incurred by Grantee on behalf of Subrecipient.

5. GOSR Reporting Obligations

The following chart summarizes some of the Subrecipient reporting obligations to GOSR. This chart is not intended to catalogue all of Subrecipient's reporting obligations under this Agreement. Note, some of the below reports require the submission of information related to contractors and subsequent subcontractors, which Subrecipient is responsible for collecting and providing to GOSR as required by the cited provision.

Report	Provision Citation	Frequency
Program Income Report	IX.C.1.	Monthly
Progress Report	IX.C.3.	Quarterly
M/WBE Report	XI.B.2.b.	Quarterly
EEO Report	XI.B.3.c.	Quarterly
Section 3 Report	XI.C.3.d.	Quarterly

D. Sub-granting

1. Approvals

Subrecipient shall not enter into any agreements with any agency or individual to assist in effectuating the activities of this Agreement without the written consent of Grantee prior to the execution of such agreement.

2. Monitoring

In accordance with Federal, State, and local laws, regulations, HUD Notices, program guidelines, and the policies and procedures to be issued by Grantee, Subrecipient will monitor any and all sub-subrecipient² efforts on a regular basis to assure compliance. Results of monitoring efforts shall be summarized in

² As used herein, a "sub-subrecipient" refers to all subrecipients that are lower-tiered than the Subrecipient that is a signatory to this Agreement.

written reports and supported with documented evidence of follow-up actions taken to correct areas of noncompliance. Information detailing credible evidence of waste, fraud or abuse, shall be immediately reported to Grantee, followed by a written report within ten (10) calendar days.

3. Content

Subrecipient shall cause all of the provisions of this Agreement in its entirety to be included in and made a part of any sub-subrecipient agreement executed to effectuate this Agreement.

4. Selection Process

Subrecipient shall undertake to ensure that all sub-subrecipients utilized to effectuate this Agreement shall be awarded on a fair and reasonable basis in accordance with applicable Federal, State, and local laws, regulations, and HUD Notices, including the HUD Reform Act codified at 42 U.S.C. § 3537a (referred to as Section 103). Executed copies of all sub-subrecipient agreements shall be forwarded to Grantee along with documentation concerning the selection process.

E. Procurement/Contracting

1. General

Subrecipient shall not enter into any contract for goods or services with any entity without the written consent of Grantee prior to the execution of such contract. Unless specified otherwise within this Agreement, Subrecipient shall procure all materials, property, equipment, or services in accordance with the requirements of 24 CFR 85.36 or 84.40-48, as applicable, including but not limited to the need to appropriately assess the lease versus purchase alternatives. Only when Grantee's procurement policies are more stringent than those found at 24 CFR 85.36 or 84.40-48, as applicable, will Subrecipient be required to comply with current Grantee policy concerning the acquisition of materials, property, equipment, or services.

2. Supplementary Conditions

Subrecipient shall include Grantee's Supplementary Conditions, attached hereto as Exhibit E, in any contract entered into under this Agreement. Subrecipient shall also require all contractors to flowdown the Grantee's Supplementary Conditions to all subcontractors as well as the requirement to flowdown such terms to all lower-tiered subcontractors. These Supplementary Conditions include required terms for project contracts, HUD General Provisions, Participation by Minority Group Members and Women Requirements and Procedures for Contracts with Housing Trust Fund Corporation, Standard Clauses for Contracts with the Grantee and required diversity forms.

3. Records

Subrecipient shall maintain all records required by the Federal regulations specified in (1) 24 CFR Part 85, Subpart C or 24 CFR Part 84, Subpart C, as applicable; (2) 24 CFR 570.506; and (3) the applicable HUD Notices. Only when Grantee's procurement record retention standards are more stringent than Federal regulation shall Subrecipient maintain inventory records of all non-expendable personal property as defined by such policy as may be procured with funds provided herein.

4. Travel

Travel costs are not allowed unless authorized by Grantee. In the event that Grantee authorizes travel, Subrecipient shall comply with HUD's Travel Regulations (Travel Handbook 2300.2). Subrecipient shall obtain prior written approval from Grantee for any travel to out of service area assignments.

F. Use and Reversion of Assets

The use and disposition of real property and equipment under this Agreement shall be in compliance with the requirements of 24 CFR Part 85 or Part 84, as applicable, and 24 CFR Part 570 Subpart J, which include but are not limited to the following:

1. Subrecipient shall transfer to Grantee any CDBG-DR funds on hand and any accounts receivable attributable to the use of funds under this Agreement at the time of expiration, cancellation, or termination.
2. Real property under Subrecipient's control that was acquired or improved, in whole or in part, with funds under this Agreement in excess of \$25,000 shall be used to meet one of the CDBG National Objectives pursuant to 24 CFR 570.208 until five (5) years after expiration of this Agreement or such longer period of time as Grantee deems appropriate. If Subrecipient fails to use CDBG-assisted real property in a manner that meets a CDBG National Objective for the prescribed period of time, Subrecipient shall pay Grantee an amount equal to the current fair market value of the property less any portion of the value attributable to expenditures of non-CDBG funds for acquisition of, or improvement to, the property. Such payment shall constitute Program Income to Grantee. Subrecipient may retain real property acquired or improved under this Agreement after the expiration of the five-year period or such longer period of time as Grantee deems appropriate.
3. In all cases in which equipment acquired, in whole or in part, with funds under this Agreement is sold, the proceeds shall be Program Income (prorated to reflect the extent to that funds received under this Agreement were used to acquire the equipment). Equipment not needed by Subrecipient for activities under this Agreement shall be (a) transferred to Grantee; or (b) retained after compensating

Grantee an amount equal to the current fair market value of the equipment less the percentage of non-CDBG-DR funds used to acquire the equipment.

G. Use of Grant Funds to Make Loans

Grant Funds under this Agreement cannot be used to make loans.

X. RELOCATION, REAL PROPERTY ACQUISITION, AND ONE-FOR-ONE HOUSING REPLACEMENT

To the extent applicable to its performance under this Agreement, and as modified by the HUD Notices, Subrecipient agrees to comply with (a) the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (URA), and implementing regulations at 49 CFR Part 24 and 24 CFR 570.606(b); (b) the requirements of 24 CFR 570.606(c) governing the Residential Anti-displacement and Relocation Assistance Plan under section 104(d) of the HCD Act; and (c) the requirements in 24 CFR 570.606(d) governing optional relocation policies. Subrecipient shall provide relocation assistance to displaced persons as defined by 24 CFR 570.606(b)(2) that are displaced as a direct result of acquisition, rehabilitation, demolition or conversion for a CDBG-DR assisted project. Subrecipient also agrees to comply with applicable Grantee ordinances, resolutions, and policies concerning the displacement of persons from their residences.

XI. PERSONNEL AND PARTICIPANT CONDITIONS

A. Civil Rights

1. Compliance

Subrecipient agrees to comply with the New York State Human Rights Law and with Title VI of the Civil Rights Act of 1964, as amended, Title VIII of the Civil Rights Act of 1968 as amended, Section 104(b) and Section 109 of Title I of the Housing and Community Development Act of 1974 as amended, Section 504 of the Rehabilitation Act of 1973, the Americans with Disabilities Act of 1990, the Age Discrimination Act of 1975, Executive Order 11063, and Executive Order 11246 as amended by Executive Orders 11375, 11478, 12107, and 12086.

2. Nondiscrimination

Subrecipient agrees to comply with the non-discrimination in employment and contracting opportunities laws, regulations, and executive orders referenced in 24 CFR 570.607, as revised by Executive Order 13279. The applicable non-discrimination provisions in Section 109 of the HCD Act are still applicable.

3. Land Covenants

This Agreement is subject to the requirements of Title VI of the Civil Rights Act of 1964 (P.L. 88-352) and 24 CFR 570.601 and 570.602. In regard to the sale, lease, or other transfer of land acquired, cleared or improved with assistance provided under this Agreement, Subrecipient shall cause or require a covenant running with the land to be inserted in the deed or lease for such transfer, prohibiting discrimination as herein defined, in the sale, lease or rental, or in the use or occupancy of such land, or in any improvements erected or to be erected thereon, providing that Grantee and the United States are beneficiaries of, and entitled to enforce, such covenants. To the extent any such sale, lease or other transfer of land shall occur, Subrecipient, in undertaking its obligation to carry out the Program assisted hereunder, agrees to take such measures as are necessary to enforce such covenant, and will not itself so discriminate.

4. Section 504

Subrecipient agrees to comply with all Federal regulations issued pursuant to Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794), which prohibits discrimination against individuals with disabilities or handicaps in any Federally assisted program. Grantee shall provide Subrecipient with certain guidelines for compliance with that portion of the regulations in force during the term of this Agreement.

B. Affirmative Action

1. Approved Plan

Subrecipient agrees that it shall be committed to carry out, pursuant to Grantee's specifications, an Affirmative Action Program in keeping with the principles as provided in Executive Order 11246 of September 24, 1965. Grantee shall provide certain Affirmative Action guidelines to Subrecipient to assist in the formulation of such program. Subrecipient shall submit a plan for an Affirmative Action Program for approval prior to the award of funds.

2. Minority- and Women-Owned Businesses (M/WBE)

a. Federal Requirements

Subrecipient shall comply with the small and minority firms, women's business enterprise, and labor surplus area requirements as set forth at 24 CFR 85.36 or 84.44, as applicable.

Subrecipient will use its best efforts to afford small businesses, minority business enterprises, and women's business enterprises the maximum practicable opportunity to participate in the performance of this Agreement.

As used in this Agreement, the terms “small business” means a business that meets the criteria set forth in section 3(a) of the Small Business Act, as amended (15 U.S.C. 632), and “minority and women’s business enterprise” means a business at least fifty-one (51) percent owned and controlled by minority group members or women. For the purpose of this definition, “minority group members” are African-Americans, Spanish-speaking, Spanish surnamed, or Spanish-heritage Americans, Asian-Americans, and American Indians. Subrecipient may rely on written representations by businesses regarding their status as minority and female business enterprises in lieu of an independent investigation.

b. HTFC Requirements

Pursuant to New York State Executive Law Article 15-A (“Article 15-A”), HTFC recognizes its obligation under the law to promote opportunities for maximum feasible participation of certified minority-and/or women-owned business enterprises (“M/WBEs”) in the performance of HTFC-funded contracts. HTFC values affording M/WBEs the opportunity to participate in the performance of the contract(s) to be awarded for this project. Accordingly, Subrecipient certifies that it has made and will continue to make good-faith efforts to promote and assist the participation of certified M/WBEs through the use of contractors and their subcontractors at all tiers on this project, in an amount equal to fifteen percent (15%) minority-owned business enterprises (“MBE”) and fifteen percent (15%) women-owned business enterprises (“WBE”) of the total dollar value of this project. Notwithstanding the foregoing goals, should the State of New York change such goals, Subrecipient and its contractors and their subcontractors (at all tiers) shall continuously make good-faith efforts to achieve the M/WBE goals in effect at any given time during the performance of this Agreement and their contract(s) respectively. These participation goals are applicable to this Agreement as set forth in Exhibit E, Appendix III and will be monitored by HTFC.

Subrecipient shall require that its contractors and their subcontractors at all tiers comply with the aforementioned M/WBE requirements as set forth in the Participation by Minority Group Members and Women Requirements and Procedures for Contracts with Housing Trust Fund Corporation, attached hereto at Exhibit E, Appendix III. In accordance with those requirements, Subrecipient shall require all covered contractors and their subcontractors at all tiers to submit the required M/WBE documentation, including utilization plans and quarterly reports, to Subrecipient. Subrecipient shall provide quarterly reporting of M/WBE data in a form acceptable to HTFC, with copies of contractor and subcontractor M/WBE documentation as supporting documentation. Notwithstanding the provision of such reports and supporting documentation, Subrecipient, and Subrecipient’s contractors and their subcontractors at all tiers, shall maintain copies of all reports and supporting documents as set forth in this Agreement.

3. Equal Employment Opportunity (“EEO”) and Non-Discrimination

a. Equal Employment Opportunity and Affirmative Action (EEO/AA) Statement

Subrecipient will, in all solicitations or advertisements for employees placed by or on behalf of Subrecipient, state that it is an Equal Opportunity or Affirmative Action employer.

b. Non-Discrimination

Subrecipient shall comply with the provisions of the Human Rights Law, and all other State and Federal statutory and constitutional non-discrimination provisions. Subrecipient shall not discriminate against any employee or applicant for employment because of race, creed (religion), color, sex, national origin, sexual orientation, military status, age, disability, predisposing genetic characteristic, marital status, or domestic violence victim status, and shall also follow the requirements of the Human Rights Law with regard to non-discrimination on the basis of prior criminal conviction and prior arrest.

c. HTFC Requirements

Pursuant to New York State Executive Law Article 15-A (“Article 15-A”), HTFC recognizes its obligation under the law to promote opportunities for the employment of minority group members and women in the performance of HTFC-funded contracts.

Subrecipient shall require that its contractors and their subcontractors at all tiers comply with the EEO requirements found in the Participation by Minority Group Members and Women Requirements and Procedures for Contracts with Housing Trust Fund Corporation, attached hereto at Exhibit E, Appendix III. In accordance with those requirements, Subrecipient shall require all covered contractors and their subcontractors at all tiers to submit the required documentation, including an EEO policy statement, staffing plan, and quarterly reports to Subrecipient. Subrecipient shall provide quarterly reporting of EEO data in a form acceptable to HTFC, with copies of contractor and subcontractor EEO documentation as supporting documentation. Notwithstanding the provision of such reports and supporting documentation, Subrecipient, and Subrecipient’s contractors and their subcontractors at all tiers, shall maintain copies of all reports and supporting documents as set forth in this Agreement.

4. Access to Records

Subrecipient shall furnish and cause each of its own sub-subrecipients, contractors, and subcontractors to furnish all information and reports required hereunder and will permit access to its books, records and accounts by Grantee, HUD or its agent, the Comptroller General of the United States, or other authorized Federal officials for purposes of investigation to ascertain compliance with the rules, regulations, and provisions stated herein.

5. Contract Provisions

Subrecipient will include the provisions of Paragraphs XI.A., Civil Rights, and B., Affirmative Action, in every subsequent sub-subrecipient agreement, contract, subcontract, or purchase order, specifically or by reference, so that such provisions will be binding upon each of its own sub-subrecipients, contractors, or subcontractors.

C. Employment Restrictions

1. Prohibited Activity

Subrecipient is prohibited from using funds provided herein or personnel employed in the administration of the program for: political activities; inherently religious activities; lobbying; political patronage; and nepotism activities.

2. Labor Standards

Subrecipient agrees to comply with the requirements of the Secretary of Labor in accordance with the Davis-Bacon Act, as amended, the provisions of Contract Work Hours and Safety Standards Act (40 U.S.C. 327 et seq.), and all other applicable Federal, state, and local laws and regulations pertaining to labor standards insofar as those acts apply to the performance of this Agreement. Subrecipient agrees to comply with the Copeland Anti-Kick Back Act (18 U.S.C. 874 et seq.) and its implementing regulations of the U.S. Department of Labor at 29 CFR Part 5. Subrecipient shall maintain documentation that demonstrates compliance with hour and wage requirements of this part. Such documentation shall be made available to Grantee for review upon request. Subrecipient agrees that, except with respect to the rehabilitation or construction of residential property containing less than eight (8) units, all contractors engaged under contracts in excess of \$2,000.00 for construction, renovation, or repair work financed in whole or in part with assistance provided under this Agreement, shall comply with Federal requirements adopted by Grantee pertaining to such contracts and with the applicable requirements of the regulations of the Department of Labor, under 29 CFR Parts 1, 3, 5 and 7 governing the payment of wages and ratio of apprentices and trainees to journey workers; provided that, if wage rates higher than those required under the regulations are imposed by state

or local law, nothing hereunder is intended to relieve Subrecipient of its obligation, if any, to require payment of the higher wage. Subrecipient shall cause or require to be inserted in full, in all such contracts subject to such regulations, provisions meeting the requirements of this paragraph.

3. “Section 3” Clause

a. Compliance

Compliance with the provisions of Section 3 of the HUD Act of 1968, as amended, and as implemented by the regulations set forth in 24 CFR 135, and all applicable rules and orders issued hereunder prior to the execution of this Agreement, shall be a condition of the Federal financial assistance provided under this Agreement and binding upon Grantee, Subrecipient, and any of Subrecipient’s sub-subrecipients, contractors, and subcontractors. Failure to fulfill these requirements shall subject Grantee, Subrecipient, and any of Subrecipient’s sub-subrecipients, contractors, and subcontractors, as well as their successors and assigns, to those sanctions specified by the agreement through which Federal assistance is provided. Subrecipient certifies and agrees that no contractual or other disability exists that would prevent compliance with these requirements.

Subrecipient further agrees to comply with these “Section 3” requirements and to include the following language in all subsequent sub-subrecipient agreements, contracts, and subcontracts executed under this Agreement:

“The work to be performed under this Agreement is a project assisted under a program providing direct Federal financial assistance from HUD and is subject to the requirements of Section 3 of the Housing and Urban Development Act of 1968, as amended (12 U.S.C. 1701). Section 3 requires that to the greatest extent feasible opportunities for training and employment be given to low- and very low-income residents of the project area, and that contracts for work in connection with the project be awarded to business concerns that provide economic opportunities for low- and very low-income persons residing in the metropolitan area in which the project is located.”

Subrecipient further agrees to ensure that opportunities for training and employment arising in connection with a housing rehabilitation (including reduction and abatement of lead-based paint hazards), housing construction, or other public construction project are given to low- and very low-income persons residing within the metropolitan area in which the CDBG-DR funded project is located; where feasible, priority should be given to low- and very low-income persons within the service area of the project or the neighborhood in which the project is located, and to low- and very low-income participants in other HUD programs; and award contracts for work undertaken in connection with a housing rehabilitation (including reduction and abatement

of lead-based paint hazards), housing construction, or other public construction project to business concerns that provide economic opportunities for low- and very low-income persons residing within the metropolitan area in which the CDBG-DR funded project is located; where feasible, priority should be given to business concerns that provide economic opportunities to low- and very low-income residents within the service area or the neighborhood in which the project is located, and to low- and very low-income participants in other HUD programs.

Subrecipient certifies and agrees that no contractual or other legal incapacity exists that would prevent compliance with these requirements.

b. Notifications

Subrecipient agrees to send to each labor organization or representative of workers with which it has a collective bargaining agreement or other contract or understanding, if any, a notice advising said labor organization or worker's representative of its commitments under this Section 3 clause and shall post copies of the notice in conspicuous places available to employees and applicants for employment or training.

c. Contracts

Subrecipient will include this Section 3 clause in subsequent sub-subrecipient agreements, contracts, and subcontracts, and will take appropriate action, pursuant to any such agreement, upon a finding that a sub-subrecipient, contractor, or subcontractor is in violation of regulations issued by HUD. Subrecipient will not subgrant or contract with any entity where it has notice or knowledge that the entity has been found in violation of regulations under 24 CFR Part 135, and will not let any sub-subrecipient agreement or contract unless the entity has first provided it with a preliminary statement of ability to comply with the requirements of these regulations.

d. Reporting

Irrespective of any applicable Federal reporting requirements, Subrecipient shall submit quarterly reports along with any supporting documentation, in a form acceptable to Grantee, of its Section 3 compliance efforts to Grantee. Notwithstanding the provision of such reports and supporting documentation, Subrecipient shall maintain copies of all reports and supporting documents as set forth in this Agreement. A summary of this and certain other reporting obligations is provided at paragraph IX.C.5.

D. Conduct

1. Hatch Act

Subrecipient agrees that no funds provided, nor personnel employed under this Agreement, shall be in any way or to any extent engaged in the conduct of political activities in violation of Chapter 15 of Title V of the U.S.C.

2. Conflict of Interest

Subrecipient agrees to abide by the provisions of 24 CFR 85.36 or 84.42-43, as applicable, and 24 CFR 570.611, which include (but are not limited to) the following:

a. It is presumed that Subrecipient is subject to state and local ethic laws and regulations related to the conduct of its officers, employees or agents engaged in the award and administration of this Agreement.

b. In the event Subrecipient is not, Subrecipient shall maintain written standards of conduct governing the performance of its employees engaged in the award and administration of this Agreement. No employee, officer, or agent shall participate in the selection, award, or administration of a contract supported by Federal funds if a real or apparent conflict of interest would be involved. Such a conflict would arise when the employee, officer, or agent, any member of his or her immediate family, his or her partner, or an organization which employs or is about to employ any of the parties indicated herein, has a financial or other interest in the firm selected for an award. The officers, employees, and agents of the recipient shall neither solicit nor accept gratuities, favors, or anything of monetary value from contractors, or parties to subagreements. However, recipients may set standards for situations in which the financial interest is not substantial or the gift is an unsolicited item of nominal value. The standards of conduct shall provide for disciplinary actions to be applied for violations of such standards by officers, employees, or agents of the recipient.

c. No covered persons who exercise or have exercised any functions or responsibilities with respect to CDBG-DR assisted activities, or who are in a position to participate in a decision-making process or gain inside information with regard to such activities, may obtain a financial interest in any contract, or have a financial interest in any contract, subcontract, or agreement with respect to the CDBG-DR assisted activity, or with respect to the proceeds from the CDBG-DR assisted activity, either for themselves or those with whom they have business or immediate family ties, during their tenure or for a period of one (1) year thereafter. For purposes of this paragraph, a "covered person" includes any person who is an employee, agent, consultant, officer, or

elected or appointed official of Grantee, Subrecipient, or any designated public agency.

3. Lobbying

Subrecipient hereby certifies that:

a. To the best of its knowledge and belief, no Federal appropriated funds have been paid or will be paid, by or on behalf of it, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Agreement.

b. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Agreement, Subrecipient shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

c. This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S.C. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

d. It has and will comply with Section 139-j and 139-k of the State Finance Law.

e. It will require that the language of paragraphs (a) through (e) of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

4. Copyright

If this Agreement results in any copyrightable material or inventions, Grantee and/or HUD reserves the right to royalty-free, non-exclusive and irrevocable license to reproduce, publish or otherwise use and to authorize others to use, the work or materials for governmental purposes. This clause shall survive indefinitely the termination of this Agreement for any reason.

5. Religious Activities

Subrecipient agrees that funds provided under this Agreement will not be utilized for inherently religious activities prohibited by 24 CFR 570.200(j), such as worship, religious instruction, or proselytization.

XII. ENVIRONMENTAL CONDITIONS

A. Environmental Laws

Subrecipient agrees to comply with, and shall retain an independent environmental monitor to document compliance, to the extent applicable, with the following requirements (and their state and/or local counterparts or analogues, if any) insofar as they apply to the performance of this Agreement or the Grantee Program, as any of the following may hereinafter be amended, superseded, replaced, or modified:

- Executive Order 11988, Floodplain Management, May 24, 1977 (42 FR 26951, 3 CFR, 1977 Comp., p. 117, as interpreted at 24 C.F.R. Part 55), and Executive Order 11990, Protection of Wetlands, May 24, 1977 (42 FR 26961; 3 CFR, 1977 Comp., p. 121);
- Coastal Zone Management Act of 1972, as amended (16 U.S.C. § 1451 *et seq.*);
- Safe Drinking Water Act of 1974 (42 U.S.C. 201, 300(f) *et seq.*, and 21 U.S.C. § 349, as amended), and EPA regulations for Sole Source Aquifers (40 C.F.R. Part 149);
- Endangered Species Act of 1973, as amended (16 U.S.C. § 1531 *et seq.*);
- Wild and Scenic Rivers Act of 1968, as amended (16 U.S.C. § 1271 *et seq.*);
- Clean Air Act, as amended (42 U.S.C. § 7401 *et seq.*);
- EPA regulations for Determining Conformity of Federal Actions to State or Federal Implementation Plans (40 C.F.R. Parts 6, 51, and 93);
- Farmland Protection Policy Act of 1981 (7 U.S.C. § 4201 *et seq.*), and USDA regulations at 7 C.F.R. Part 658;
- HUD criteria and standards at 24 C.F.R. Part 51;
- Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, Feb. 11, 1994 (59 FR 7629, 3 CFR, 1994 Comp. p. 859);

- Flood Disaster Protection Act of 1973, as amended (42 U.S.C. § 4001-4128);
- National Flood Insurance Reform Act of 1994 (42 U.S.C. § 5154a);
- Coastal Barrier Resources Act, as amended by the Coastal Barrier Improvement Act of 1990 (16 U.S.C. § 3501);
- Runway Clear Zone regulations (24 C.F.R. Part 51);
- Federal Water Pollution Control Act, as amended (33 U.S.C. § 1251, *et seq.*), 1318 relating to inspection, monitoring, entry, reports, and information, as well as other requirements specified in said Section 114 and Section 308, and all regulations and guidelines issued thereunder;
- Environmental Protection Agency (EPA) regulations at 40 CFR Part 50, as amended;
- HUD regulations at 24 C.F.R. Part 51, Subpart B, and New York State and local laws, regulations, and ordinances related to noise abatement and control, as applicable;
- HUD regulations at 24 C.F.R. Part 51 Subpart C regarding siting of projects near hazardous operations handling conventional fuels or chemicals of an explosive or flammable nature;
- HUD and EPA regulations related to asbestos-containing material and lead-based paint, including but not limited to Part 56 of Title 12 of the Official Compilation of Codes, Rules and Regulations of the State of New York Department of Labor (12 NYCRR Part 56), the National Emission Standard for Asbestos (40 C.F.R. § 61.145), the National Emission Standard for Asbestos (40 C.F.R. § 61.150), and 24 C.F.R. Part 35 Subparts B, H, and J; and
- All other applicable Environmental Laws that may exist now or in the future. For the purposes of this section, “Environmental Laws” shall mean any federal, state, provincial or local law (including but not limited to statutes, rules, regulations, ordinances, directives, guidance documents or judicial or administrative interpretation thereof, or any judicial or administrative order, ruling or other such written requirement). Environmental Laws include, without limitation, any action which causes a review or reassessment of the Grantee Program.

B. Flood Disaster Protection

In accordance with the requirements of the Flood Disaster Protection Act of 1973 (42 U.S.C. 4001), Subrecipient shall assure that for activities located in an area identified by the Federal Emergency Management Agency (FEMA) as having special flood hazards, flood insurance under the National Flood Insurance Program is obtained and

maintained as a condition of financial assistance for acquisition or construction purposes (including rehabilitation).

C. Lead-Based Paint

Subrecipient agrees that any construction or rehabilitation of structures containing residential units with assistance provided under this Agreement shall be subject to HUD Lead-Based Paint Regulations at 24 CFR 570.608, and 24 CFR Part 35, Subpart B. Such regulations pertain to all CDBG-assisted housing and require that all owners, prospective owners, and tenants of properties constructed prior to 1978 be properly notified that such properties may include lead-based paint. Such notification shall point out the hazards of lead-based paint and explain the symptoms, treatment and precautions that should be taken when dealing with lead-based paint poisoning and the advisability and availability of blood lead level screening for children under seven. The notice should also point out that if lead-based paint is found on the property, abatement measures may be undertaken. The regulations further require that, depending on the amount of Federal funds applied to a property, paint testing, risk assessment, treatment and/or abatement may be conducted.

D. Historic Preservation

Subrecipient agrees to comply with the Historic Preservation requirements set forth in the National Historic Preservation Act of 1966, as amended (16 U.S.C. 470) and the procedures set forth in 36 CFR Part 800 and 801, Advisory Council on Historic Preservation Procedures for Protection of Historic Properties, insofar as they apply to the performance of this agreement, as well as any other applicable laws or regulations relating to historic properties.

In general, this requires concurrence from the State Historic Preservation Officer for all rehabilitation and demolition of historic properties that are fifty years old or older or that are included on a Federal, state, or local historic property list.

E. Implementation of Mitigation Measures

Subrecipient agrees to comply with and timely implement any and all mitigation measures and other requirements set forth in any environmental reviews, environmental assessments, or environmental impact statements performed or to be performed in connection with, or records of decision or any similar documents, issued or to be issued in connection with, the CDBG-DR Program as may be applicable to this Agreement. It is Subrecipient's responsibility to ensure that it has complete copies of all such documents.

XIII. ASSIGNMENT

Subrecipient shall not assign or transfer any interest in this Agreement without the prior written consent of Grantee.

XIV. SEVERABILITY

If any provision of this Agreement is held invalid, the remainder of the Agreement shall not be affected thereby and all other parts of this Agreement shall nevertheless be in full force and effect.

XV. SECTION HEADINGS AND SUBHEADINGS

The section headings and subheadings contained in this Agreement are included for convenience only and shall not limit or otherwise affect the terms of this Agreement.

XVI. WAIVER

Grantee's failure to act with respect to a breach by Subrecipient does not waive its right to act with respect to subsequent or similar breaches. The failure of Grantee to exercise or enforce any right or provision shall not constitute a waiver of such right or provision.

XVII. CHOICE OF LAW

This Agreement shall be governed by and construed under the laws of the State of New York without giving effect to its conflict of law principles. Nothing in the Agreement shall preclude either Party from seeking injunctive relief to protect its rights under this Agreement.

The Parties consent to and agree that any and all disputes arising out of or relating in any way to the Agreement shall be subject to the exclusive jurisdiction of the state courts or Federal District Courts of New York. The Parties consent to the jurisdiction of such courts, agree to accept service of process by mail, and waive any jurisdictional or venue defenses otherwise available.

XVIII. COMPLIANCE WITH LAW

It is the intention and understanding of the Parties hereto that each and every provision of law required to be inserted in this Agreement should be and is inserted herein. Furthermore, it is hereby stipulated that every such provision is deemed to be inserted and if, through mistake or otherwise, any such provision is not inserted herein or

is not inserted in correct form, then this Agreement shall forthwith, upon the application of any Party, be amended by such insertion so as to comply strictly with the law and without prejudice to the rights of any Party.

XIX. SUBROGATION

Subrecipient acknowledges that funds provided through this Agreement are Federal funds administered by HUD under the CDBG-DR Program and that all funds provided by this Agreement are subject to audit, disallowance, and repayment. Any disagreement with adverse findings may be challenged and subject to Federal regulation, however, Subrecipient shall promptly return any and all funds to Grantee, which are found to be ineligible, unallowable, unreasonable, a duplication of benefits, or non-compensable, no matter the cause. This clause shall survive indefinitely the termination of this Agreement for any reason.

XX. ENTIRE AGREEMENT

This Agreement constitutes the entire agreement among the Parties for the use of funds received under this Agreement and it supersedes all prior or contemporaneous communications and proposals, whether electronic, oral, or written among the Parties with respect to this Agreement.

IN WITNESS WHEREOF, this Agreement has been executed by a duly authorized representative of the parties.

Housing Trust Fund Corporation

By: _____
Name: Lisa Bova-Hiatt
Title: Interim Executive Director,
Governor's Office of Storm Recovery

City of Rye

By: _____
Name: Joseph A. Sack
Title: Mayor

This contract has been approved by Grantee's Counsel as to form and its Treasurer as to fiscal sufficiency.

EXHIBIT A
Subrecipient Program Description

EXHIBIT B
Budget

EXHIBIT C
Designation of Depository

EXHIBIT D

HUD and Grantee Recognition

Please find below guidelines for recognition of HUD, Housing Trust Fund Corporation (“HTFC”), and the Governor’s Office of Storm Recovery (“GOSR”) (collectively referred to herein as the “Grantee”) in any work done as a result of this subrecipient agreement. Note, any public information and all of the items below must be approved by the Grantee in advance of publication or posting. Note: The following serve as general guidelines, Grantee reserves the right to direct specific reasonable recognition requirements on a case-by-case basis, including by not limited to the size and content, waiver, removal or addition of such recognition.

Written documents:

All written documents must include the following language, unless otherwise specified in writing by the Grantee:

1. “This [program/project] is made possible by a grant from the Housing Trust Fund Corporation, which is funded through Community Development Block Grants from the U.S. Department of Housing and Urban Development.”
2. Written documents should also include the Grantee logo(s) and the name of the Governor.

Internet information and e-mail information:

1. Internet information must include all of the items required for written documentation and a link to the Grantee’s website(s).

Offices open to the public providing services funded by the Grantee:

1. All offices must include a sign including all of the items required for written documentation.

Construction Signs:

1. All construction signs must include a sign including all of the items required for written documentation.
2. All construction signs must also include the name of the project, an expected end date for the project, the name of the subrecipient, and a phone number for the public to call to obtain information about the project. This must be a phone number maintained by the subrecipient or one of its subcontractors.

Completed Projects:

1. All completed projects must include permanent recognition of the Grantee. The subrecipient is required to submit to the Grantee for written approval of the proposed permanent recognition.

EXHIBIT E
Appendices for Contractors and Subcontractors at all Tiers

OFFERED BY:

SECONDED BY:

RESOLUTION NO. _____

A RESOLUTION ADOPTING THE FOLLOWING PROCEDURES AND POLICIES FOR THE CITY OF RYE IN THE PROCUREMENT OF GOODS AND SERVICES NECESSARY FOR THE IMPLEMENTATION OF PROJECTS FUNDED BY THE GOVERNOR’S OFFICE OF STORM RECOVERY OF THE NEW YORK STATE HOUSING TRUST FUND CORPORATION

WHEREAS, in the aftermath of Superstorm Sandy, the United States Congress, through Public Law passed the Disaster Relief Appropriations Act of 2013 (Public Law 113-2, approved January 29, 2013), as amended (the “Act”), appropriating \$16 billion, later reduced to \$15.18 billion, to the U.S. Department of Housing and Urban Development (“HUD”) for Community Development Block Grant Disaster Recovery (“CDBG-DR”) funds for necessary expenses related to disaster relief, long-term recovery, restoration of infrastructure, and housing and economic revitalization in the most impacted and distressed areas resulting from a major disaster declared due to Superstorm Sandy and other eligible events, including Hurricane Irene and Tropical Storm Lee, in calendar years 2011, 2012, and 2013 (the “Storms”), subject to the Federal statutes and regulations governing CDBG grants, as modified by exceptions and waivers previously granted and which may hereafter be granted by HUD; and,

WHEREAS, pursuant to the CDBG-DR Grant Program and Federal Register Notice (78 Fed. Reg. 14,329), published March 5, 2013, titled, *“Allocations, Common Applications, and Alternative Requirements for Grantees Receiving Community Development Block Grant (CDBG) Disaster Recovery Funds in Response to Hurricane Sandy (as amended),”* the State has received an allocation of CDBG-DR funds from HUD in the amount of \$1,713,960,000; and

WHEREAS, pursuant to the CDBG-DR Grant Program and Federal Register Notice (78 Fed. Reg. 69,104), entitled *Second Allocation, Waivers, and Alternative Requirements for Grantees Receiving Community Development Block Grant (CDBG) Disaster Recovery Funds in Response to Hurricane Sandy (as amended),”* the State has received a second allocation of CDBG-DR funds from HUD in the amount of \$2,097,000,000; and

WHEREAS, pursuant to the CDBG-DR Grant Program and Federal Register Notice (79 Fed. Reg. 62,183), entitled *Third Allocation, Waivers, and Alternative Requirements for Grantees Receiving Community Development Block Grant (CDBG) Disaster Recovery Funds in Response to*

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3/1/2015

Hurricane Sandy (as amended),” the State has received a third allocation of CDBG-DR funds from HUD in the amount of \$639,056,000; and

WHEREAS, the City of Rye has entered into a subrecipient agreement with the Governor’s Office of Storm Recovery of the New York State Housing Trust Fund Corporation.

NOW, THEREFORE BE IT RESOLVED by the City Council of the City of Rye, on behalf of the City of Rye that the City of Rye shall follow these policies and procedures in the procurement of goods and services necessary for the implementation of projects funded by the Governor’s Office of Storm Recovery of the New York State Housing Trust Fund Corporation:

AVOIDING PROCUREMENT OF UNNECESSARY OR DUPLICATIVE ITEMS OR SERVICES

The director or supervisor of each department or agency of the City of Rye responsible for procurement of services, supplies, equipment, or construction obtained with Federal, State or Local funds shall review all proposed procurement actions to avoid the purchase of unnecessary or duplicative items. Such reviews shall consider consolidation or breaking out to obtain a more economical purchase. When determined appropriate by the director or supervisor, an analysis should be made of lease versus purchase alternatives and any other analysis to determine the most economical approach.

CODE OF CONDUCT

No employee, officer or agent of the City of Rye shall participate directly or indirectly in the selection or in the award or administration of any contract if a conflict, real or apparent, would be involved. Such conflict would arise when a financial or other interest in a firm selected for award is held by:

1. An employee, officer or agent involved in making the award;
2. His/her relative including father, mother, son, daughter, brother, sister, uncle, aunt, first cousin, nephew, niece, husband, wife, father-in-law, mother-in-law, son-in-law, daughter-in-law, brother-in-law, sister-in-law, stepfather, stepmother, stepson, stepdaughter, stepsister, half-brother, or sister;
3. His/her partner; or
4. An organization which employs, is negotiating to employ, or has an arrangement concerning prospective employment of any of the above.

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3/1/2015

PROCUREMENT AND CONTRACT PROTEST PROCEDURES

Any actual or prospective contractor may protest the solicitation or award of a contract for serious violations of the principles of this Statement. Any protest against solicitations must be received before the due date for receipt of bids or proposals, and any protest against the award of a contract must be received within ten calendar days after contract award, or the protest will not be considered. All bid protests shall be in writing, submitted to Purchasing Agent or **City Manager**. The Purchasing Agent or **City Manager** may, at his/her discretion, suspend the procurement pending resolution of the protest, if warranted by the facts presented.

DRAFT

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3/1/2015

SAMPLE

**OFFERED BY
SECONDED BY**

RESOLUTION NO. _____

A RESOLUTION TO ADOPT A CITIZEN PARTICIPATION PLAN AS REQUIRED UNDER THE NEW YORK STATE COMMUNITY DEVELOPMENT BLOCK GRANT-DISASTER RECOVERY (CDBG-DR) PROGRAM.

WHEREAS, the _____ is a subrecipient receiving New York State Community Development Block Grant-Disaster Recovery (CDBG-DR) funds, as administered by the Housing Trust Fund Corporation, Governor's Office of Storm Recovery (GOSR) to assist in addressing unmet needs from either Hurricane Irene, Tropical Storm Lee, or Superstorm Sandy; and,

WHEREAS, participation in the New York State Community Development Block Grant-Disaster Recovery (CDBG-DR) Program requires the adoption and implementation of a Citizen Participation Plan to comply with Section 508 of the Housing and Community Development Act of 1974, as amended; and,

WHEREAS, the purpose of this plan is to provide for and encourage citizen participation, with particular emphasis on participation by persons of low and moderate income who are residents of slum and blighted areas and of areas in which funds are proposed to be used.

NOW, THEREFORE, BE IT RESOLVED by the _____ that the attached New York State Community Development Block Grant-Disaster Recovery (CDBG-DR) Citizen Participation Plan be hereby officially adopted for implementation in the _____ New York State CDBG-DR Program.

This document is a sample adopting resolution and is not intended to be and should not be construed in any way as legal advice by the Governor's Office of Storm Recovery (GOSR). All sample or template documents provided by GOSR should be reviewed by an attorney prior to adoption.

SAMPLE

**OFFERED BY
SECONDED BY**

RESOLUTION NO. _____

A RESOLUTION TO ADOPT AN AFFIRMATIVE ACTION PLAN AS REQUIRED UNDER THE NEW YORK STATE COMMUNITY DEVELOPMENT BLOCK GRANT-DISASTER RECOVERY (CDBG-DR) PROGRAM.

WHEREAS, the _____ is a subrecipient receiving New York State Community Development Block Grant-Disaster Recovery (CDBG-DR) funds, as administered by the Governor’s Office of Storm Recovery (GOSR) of the New York State Housing Trust Fund Corporation (HTFC) to assist in addressing unmet needs from either Hurricane Irene, Tropical Storm Lee, or Superstorm Sandy; and,

WHEREAS, participation in the New York State CDBG-DR Program requires the adoption and implementation of an Affirmative Action Plan to meet the Equal Employment Opportunity (EEO) requirements of Executive Order 11246 and other program policies; and,

WHEREAS, the purpose of this plan is to prohibit workplace employment discrimination on the basis of age, race, color, religion, gender, creed, national origin, physical or mental disability, marital status, veteran status, disabled veteran status, or status as a member of any other protected group or activity.

NOW, THEREFORE, BE IT RESOLVED by the _____ that the attached Affirmative Action Plan be hereby officially adopted for implementation in the _____ New York State CDBG-DR Program.

This document is a sample Affirmative Action Plan and Resolution and is not intended to be and should not be construed in any way as legal advice by the Governor’s Office of Storm Recovery (GOSR). All sample or template documents provided by GOSR should be reviewed by an attorney prior to adoption.

OFFERED BY:

SECONDED BY:

RESOLUTION NO. _____

A RESOLUTION ADOPTING THE FOLLOWING SECTION 504 POLICIES AND GRIEVANCE PROCEDURES FOR THE _____[SUBRECIPIENT]

SECTION 504 RESOLUTION/(*INSERT NAME OF SUBRECIPIENT*)

WHEREAS, Section 504 of the Rehabilitation Act of 1973 prohibits discrimination on the basis of disability in programs and activities conducted by the U.S. Department of Housing and Urban Development (HUD) or by grantees that receive financial assistance from HUD, and

WHEREAS, Part 8 of Title 24 of the Code of Federal Regulations (24 CFR) requires adoption of grievance procedures to address complaints of those who feel they may have been discriminated against on the basis of disability and also requires the provision of notice of said grievance procedures, and

WHEREAS, it is the policy of the (*insert name of subrecipient*) not to discriminate against any individual, person, or group on the basis of disability and the intent of the (*insert Village, Town, or City or name of organization, as appropriate*) to address any complaints that may arise pursuant to Section 504,

NOW, THEREFORE, BE IT RESOLVED that the (*insert name of subrecipient*) does hereby adopt by resolution internal grievance procedures (the "Procedure") providing for the prompt and equitable resolution of complaints alleging any action prohibited by Section 504 of the Rehabilitation Act of 1973 of the U.S. Department of Health and Human Services regulations implementing the Act, and

BE IT FURTHER RESOLVED, that the (*insert name of subrecipient*) does hereby designate the (*insert TITLE ONLY of appointed Grievance Coordinator, i.e. Village Clerk, Town Supervisor, etc.*) as the Grievance Coordinator who shall be responsible for receiving and addressing complaints pursuant to the Procedure adopted hereby and attached hereto, and

BE IT FINALLY RESOLVED, that the (*insert name of subrecipient*) will place its employee, the public, and potential beneficiaries of certain federal public programs on notice by undertaking certain actions that will include, but may not be limited to (1) providing a copy of the grievance procedure to its employees, (2) putting the public on notice by placing a notice in the (*insert Village's, Town's, City's, or the name of the organization, as appropriate*) official newspaper, posting of notices in the (*insert Village's, Town's, City's, or the name of the organization, as appropriate*) offices and facilities, placing notices in (*insert*

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5/11/2015

Village's, Town's, City's, or the name of the organization, as appropriate) publications, and/or distribution of memoranda or other written communications subsequent to adoption of this Procedure, (3) placing copies of the Procedure in the *(insert location of where Procedure can be viewed such as Village Offices, Clerk's Office, City Hall, etc.)* for review and dissemination, and (4) adding language to federal program brochures to insure all potential program beneficiaries are aware of the *(insert Village, Town, City, or name of organization, as appropriate)* adopted grievance procedures.

BACKGROUND: Section 504 of the Rehabilitation Act of 1973 (the "Act") as amended prohibits discrimination on the basis of disability in programs and activities conducted by HUD or that receive financial assistance from HUD. This includes the New York State Community Development Block Grant-Disaster Recovery (CDBG-DR) Program funded by HUD, administered by the Governor's Office of Storm Recovery (GOSR), and under which the *(insert subrecipient's name)* has received financial assistance. The Act specifically provides that no qualified individual shall, solely by reason of his or her handicap, be excluded from program participation, including employment, be denied program benefits, or be subjected to discrimination. The Americans with Disabilities Act of 1990 (ADA) established provisions for assuring equality of opportunity, full participation, independent living, and self-sufficiency of disabled persons relative to employment, benefits and services, accommodations, commercial facilities, and multi-family housing.

SECTION 504 POLICY/COMPLIANCE: Part 8 of Title 24 of the Code of Federal Regulations (24 CFR) requires the adoption and notice/publication of ADA grievance procedures for municipalities with 15 or more employees, Sections 8.53 and 8.54, respectively. Therefore, be it known that it is the policy of the *(insert subrecipient's name here)* not to discriminate on the basis of disability. Towards that end, the *(insert subrecipient's name here)* has adopted by resolution an internal grievance procedure providing for prompt and equitable resolution of complaints alleging any action prohibited by Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) of the U.S. Department of Health and Human Services regulations implementing the Act. The subject law and implementing regulations may be examined in the *(insert location of where policy can be viewed i.e. Village Clerk's Office, Mayor's Office, etc.)*. The *(insert TITLE of Grievance Procedure Coordinator here rather than a person's name, i.e. Town Code Enforcer, City Clerk, etc.)* for the *(insert subrecipient's name here)* has been designated to coordinate the efforts of the *(insert subrecipient's name here)* with respect to Section 504 compliance. This information can also be accessed on the Internet at the following address:
http://portal.hud.gov/hudportal/HUD?src=/program_offices/fair_housing_equal_opp/disabilities/sect504. The *(insert name of office where coordinator is located i.e. Code Enforcer's office)* is located at *(insert street address and name of subrecipient here)*, New York. The Section 504 Coordinator can be reached at *(insert phone number here including area code)*.

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5/11/2015

GRIEVANCE PROCEDURE: Any person who believes he or she has been subjected to discrimination on the basis of disability may file a grievance under the procedure adopted by the ***(insert Village, Town, City, or name of organization, as appropriate)*** outlined below.

- Grievances must be submitted to the Section 504 Coordinator within 60 days of the date the person filing the grievance becomes aware of the alleged discriminatory action.
- A complaint must be in writing, containing the name and address of the person filing it. The complaint must state the problem or action alleged to be discriminatory and the remedy or relief sought.
- The Section 504 Coordinator (or her/his designee) shall conduct an investigation of the complaint. This investigation may be informal, but it must be thorough, affording all interested persons an opportunity to submit evidence relevant to the complaint. The Section 504 Coordinator will maintain the files and records of the ***(insert subrecipient's name here)*** relating to such grievances.
- The Section 504 Coordinator will issue a written decision on the grievance no later than 30 days after its filing.
- The person filing the grievance may appeal the decision of the Section 504 Coordinator by writing to the ***(insert Village, Town, City, or name of organization) (Board, Council, etc.)*** within 15 days of receiving the Section 504 Coordinator's decision. The ***(insert Village, Town, City, or name of organization) (Board, Council, etc.)*** shall issue a written decision in response to the appeal no later than 30 days after its filing.
- The availability and use of this grievance procedure does not prevent a person from filing a complaint of discrimination on the basis of disability with the U. S. Department of Health and Human Services, Office for Civil Rights.

The ***(insert subrecipient's name here)*** will make appropriate arrangements to ensure that disabled persons are provided accommodations, if needed, to participate in this grievance process. Such arrangements may include, but are not limited to, providing interpreters for the deaf, providing taped cassettes of material for the blind, or assuring a barrier-free location for the proceedings. The Section 504 Coordinator will be responsible for such arrangements.

It is against the law for the ***(insert subrecipient's name here)*** to retaliate against anyone who files a grievance or cooperates in the investigation of a grievance.

ADOPTED: _____

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5/11/2015

(Name of Subrecipient)
NEW YORK STATE
GOVERNOR'S OFFICE OF STORM RECOVERY (GOSR)
COMMUNITY DEVELOPMENT BLOCK GRANT-DISASTER RECOVERY (CDBG-DR) PROGRAM

AFFIRMATIVE ACTION PLAN

The (subrecipient) has adopted the following Affirmative Action Plan to meet the Equal Employment Opportunity (EEO) requirements of Executive Order 11246 and the program policies of the New York State Community Development Block Grant-Disaster Recovery (CDBG-DR) Program. Executive Order 11246 prohibits federal contractors and subcontractors from engaging in workplace employment discrimination on the basis of age, race, color, religion, gender, creed, national origin, physical or mental disability, marital status, veteran status, disabled veteran status, or status as a member of any other protected group or activity.

- 1) The (subrecipient) is committed to equal employment opportunity and as part of its Affirmative Action Plan shall:
 - a) Recruit, hire, upgrade, train, and promote in all job classifications, without regard to age, race, color, religion, gender, creed, national origin, physical or mental disability, marital status, veteran status, disabled veteran status, or status as a member of any other protected group or activity.
 - b) Base employment decisions on the principles of equal employment opportunity, and with the intent to further the (subrecipient's) commitment to affirmative action;
 - c) Ensure that all terms and conditions of employment such as compensation, benefits, layoff, return from layoff, training, educational tuition assistance, and social and recreation programs, shall be administered without regard to age, race, color, religion, gender, creed, national origin, physical or mental disability, marital status, veteran status, disabled veteran status, or status as a member of any other protected group or activity.
 - d) Ensure that promotion decisions will be made in accordance with the principles of affirmative action by imposing only valid requirements for promotional opportunities;
 - e) Take action to prevent harassment or intimidation of all employees, particularly those encompassed by the (subrecipient's) affirmative action efforts.

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- 2) The (subrecipient) will post the federal EEO Poster in a conspicuous location.
- 3) In all solicitations or advertisements for employment the (subrecipient) shall state that all qualified applicants will receive consideration for employment without regard to age, race, color, religion, gender, creed, national origin, physical or mental disability, marital status, veteran status, disabled veteran status, or status as a member of any other protected group or activity.
- 4) The (subrecipient) will maintain written employment records to demonstrate compliance with Executive Order 11246.
- 5) The (subrecipient) will pursue opportunities to recruit and develop qualified job candidates to avoid employment barriers and to ensure equal opportunity for candidates.
- 6) The (subrecipient's) Affirmative Action Plan will be posted on the Human Resources Office web page at (website address).
- 7) (Title of officer) has been assigned responsibility for the implementation and administration of this Affirmative Action Plan.

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CITY COUNCIL AGENDA

NO. 11

DEPT.: City Manager

DATE: July 9, 2015

CONTACT: Marcus Serrano, City Manager

AGENDA ITEM: Resolution to approve a Memorandum of Agreement between the City of Rye and the Rye CSEA Local 1000 Clerical Unit.

FOR THE MEETING OF:

July 9, 2015

RYE CITY CODE,

CHAPTER

SECTION

RECOMMENDATION: That the Council approve the Memorandum of Agreement and enter in an agreement for the contract period of 01/01/2014 – 12/31/2016.

IMPACT: Environmental Fiscal Neighborhood Other:

BACKGROUND: The City of Rye and the Rye CSEA Local 1000 Clerical Unit have reached a Memorandum of Agreement. The Union ratified the proposed MOA, and the City is requesting the Council to act as follows:

WHEREAS, The City of Rye and the Rye CSEA Local 1000 Clerical Unit have negotiated a new Memorandum of Agreement which will replace the agreement which expired on December 31, 2013, and:

WHEREAS, The CSEA Clerical Unit ratified the proposed terms of the MOA, now therefore be it;

RESOLVED, that the City Council approve the three year contract MOA between the Rye CSEA Local 1000 Clerical Unit for the contract period of 01/01/2014 to 12/31/2016.

**Memorandum of Agreement
City of Rye
CSEA Clerical Unit**

1. Article III Salaries and Wages:

- a) Effective January 1, 2014 the salary schedule shall increase by 2.25%
- b) Effective January 1, 2015 the salary schedule shall increase by 2.25%
- c) Effective January 1, 2016 the salary schedule shall increase by 2.25%

NOTE: retroactive pay is limited to employees in active service and on the City's payroll as of the date of the fully executed MOA

2. Job Titles: the following job titles will be deleted from the Clerical Negotiating Unit:

Grade 5B Telephone Operator

Grade 8B Office Assistant (Building Department)
Office Assistant (Community Development)
Office Assistant (Police Department)
Office Assistant (Public Works)
Office Assistant (Recreation)

NOTE: These are vacant and/or no longer recognized titles. The Senior Account Clerk title would be reallocated to Grade 8B for employees placed in that title after the ratification of this Agreement. It would not impact the current employee in that title.

3. Article XVI Health Benefits:

- A.** Effective on the first pay period after full ratification of the Memorandum of Agreement, all active employees shall contribute twenty-five (25%) percent of the cost of health benefit premiums not to exceed 5% of their base annual salary.
- B.** The contribution for employees hired on or after the date of execution of this Memorandum of Agreement will be twenty-five (25%) percent of the cost of health benefit premiums not to exceed 9.5% of the employee's base annual salary.
- C.** For employees hired on or after the date of execution of this Memorandum of Agreement, the employer shall contribute fifty (50%) percent of the cost of health benefit premiums for retired employees and their dependents during the lifetime of the retired employee.
- D.** Effective upon ratification of the Memorandum of Agreement, to the extent permissible by law and the terms of the health insurance plan from which the employee withdraws from coverage, the City shall provide a health insurance buyout for anyone who has alternate coverage, and who chooses not to take the

City offered plan. The value of the buyout shall be 25% of the Employer's net savings, and the dollar amount shall be pro-rated throughout the yearly payroll so that, if a qualifying event takes place which necessitates that the employee re-enroll, the buyout payments shall cease.

- E. Effective upon ratification of the Memorandum of Agreement, in case of a line of duty death, the Employer shall continue to provide full premium payments for the deceased members spouse until the spouse is eligible for continuing coverage under Medicare or obtains coverage by another source, such as an employer or spousal coverage. Dependents are also eligible for continued participation at the employer expense for premium payments in the health insurance plan until emancipation, the attainment of the maximum age for dependent eligibility, or until coverage is obtained by another source.

- 4. **Article XVIII Vision Care/Hearing Plan:** Effective January 1, 2014, the rates paid out for the current vision/hearing plans shall be changed to reflect the current rates required to provide these benefits.

CSEA NEGOTIATING COMMITTEE

Diane G. Moore

CITY OF RYE

By: *Ellen M. Hultine* 6/25/15
Interim City Manager

CSEA LABOR RELATIONS SPECIALIST

Arista Cagle

CSEA LOCAL 1000, AFSCME, AFL-CIO
CITY OF RYE CLERICAL UNIT

By: *Angela C. Yusi*
President



CITY COUNCIL AGENDA

NO. 12

DEPT.: City Council

DATE: July 8, 2015

CONTACT: Councilwoman Julie Killian

AGENDA ITEM: Resolution to adopt the Climate Smart Communities Pledge.

FOR THE MEETING OF:

July 8, 2015

RYE CITY CODE,

CHAPTER

SECTION

RECOMMENDATION:

IMPACT: Environmental Fiscal Neighborhood Other:

BACKGROUND: The Climate Smart Communities (CSC) program is a network of New York communities engaged in reducing greenhouse gas emissions and improving climate resilience. To become a Climate Smart Community the City must adopt the Climate Smart Communities Pledge and notify the NYS DEC that it has been adopted. Additional information on CSC is available at: <http://www.dec.ny.gov/energy/50845.html>

The following communities in Westchester County are Climate Smart Communities: City of New Rochelle; City of Peekskill; City of White Plains; City of Yonkers; Town of Bedford; Town of Cortlandt; Town of Greenburgh; Town of Lewisboro; Town of Mamaroneck; Town of New Castle; Town of North Castle; Town of North Salem; Town of Ossining; Town of Pound Ridge; Town of Somers; Town of Yorktown; Village of Ardsley; Village of Dobbs Ferry; Village of Croton-on-Hudson; Village of Hastings-on-Hudson; Village of Irvington; Village of Larchmont; Village of Mamaroneck; Village of Mount Kisco; Village of Ossining; Village of Port Chester; Village of Tarrytown; Village of Sleepy Hollow

See attached Climate Smart Communities Pledge.

Climate Smart Communities Pledge

Summary Text

The Climate Smart Communities Pledge contains all the elements of a successful local climate program.

To become a recognized Climate Smart Community, the municipality's governing body must adopt a resolution that explicitly includes all ten elements of the [Model Pledge](#). Additional pledge elements or legislative findings may be added. The required ten elements of the pledge are as follows:

1. **Pledge to be a Climate Smart Community.**
2. **Set goals, inventory emissions, plan for climate action.**
3. **Decrease community energy use.**
4. **Increase community use of renewable energy.**
5. **Realize benefits of recycling and other climate-smart solid waste management practices.**
6. **Reduce greenhouse gas emissions through use of climate-smart land-use tools.**
7. **Enhance community resilience and prepare for the effects of climate change.**
8. **Support development of a green innovation economy.**
9. **Inform and inspire the public.**
10. **Commit to an evolving process of climate action.**

Model Resolution for Community Adoption

Council member _____ moved and Council member _____ seconded that:

WHEREAS, the Town/Village/City/County of _____ (hereinafter "local government") believes that climate change poses a real and increasing threat to our local and global environments and is primarily due to the burning of fossil fuels; and

WHEREAS, the effects of climate change will endanger our infrastructure, economy and livelihoods; harm our farms, orchards, and ecological communities, including native fish and wildlife populations; spread invasive species and exotic diseases; reduce drinking water supplies and recreational opportunities; and pose health threats to our citizens; and

WHEREAS, we believe that our response to climate change provides us with an unprecedented opportunity to save money, and to build livable, energy-independent and secure communities, vibrant innovation economies, healthy and safe schools, and resilient infrastructures; and

WHEREAS, we believe the scale of greenhouse gas (GHG) emissions reductions required for climate stabilization will require sustained and substantial efforts; and

WHEREAS, we believe that even if emissions were dramatically reduced today, communities would still be required to adapt to the effects of climate change for decades to come,

IT IS HEREBY RESOLVED that Town/Village/City/County of _____, in order to reduce greenhouse gas emissions and adapt to a changing climate, adopts the New York State Climate Smart Communities Pledge, which comprises the following ten elements:

1. Pledge to be a Climate Smart Community.
2. Set goals, inventory emissions, plan for climate action.
3. Decrease community energy use.
4. Increase community use of renewable energy.
5. Realize benefits of recycling and other climate-smart solid waste management practices.
6. Reduce greenhouse gas emissions through use of climate-smart land-use tools.
7. Enhance community resilience and prepare for the effects of climate change.
8. Support development of a green innovation economy.
9. Inform and inspire the public.
10. Commit to an evolving process of climate action.



CITY COUNCIL AGENDA

NO. 14

DEPT.: Public Works

DATE: July 8, 2015

CONTACT: Ryan X. Coyne, City Engineer

ACTION: Award bid for the Annual Street Resurfacing contract (Contract #2015-04).

FOR THE MEETING OF:

July 8, 2015

RYE CITY CODE,

CHAPTER

SECTION

RECOMMENDATION: That Contract #2015-04 be awarded to the low bidder, Bilotta Construction Corp., in the amount of eight hundred eighty six thousand six hundred and thirty four dollars (\$886,634.00) as recommended by the City Engineer.

IMPACT: Environmental Fiscal Neighborhood Other:

BACKGROUND: Using the City of Rye's Pavement Management System, the Engineering Department has prioritized a list of streets for resurfacing. Utility companies have been notified of the selected streets in order to coordinate construction activities and avoid excavation of new roadways.

The City Engineer's recommendation and bid results are attached for your review.



CITY OF RYE
Engineering Department

Interoffice Memorandum

To: Marcus Serrano, City Manager
From: Ryan Coyne, PE, City Engineer
Date: July 2, 2015
Subject: **Annual Street Resurfacing Program
Contract 2015-04**

I have checked and tabulated the four bids received on July 1, 2015 for the above contract. A copy of the bid results is attached. I recommend the bid be awarded to the low bidder, Bilotta Construction Corp., in the amount of \$886,634.00. Bilotta is the lowest responsive and responsible bidder. Sufficient funds exist within the Capital Budget for this project to be awarded.

I have attached a list of recent projects that Bilotta was required to submit with their bid. As can be seen, they have experience with similar street resurfacing projects, as well as with other site construction work. In the recent past, Bilotta was the City's contractor for last year's *Street Resurfacing* project as well as the *Annual Sidewalk Replacement* project in 2013.

The proposed streets to be repaved this year are *Purchase Street* between Cedar Street and Hillside Avenue, *Milton Road* between Palisade Road and the Presbyterian Church, *Milton Road* between Oakland Beach Avenue and Hewlett Avenue, and the *Boston Post Road* between Purchase Street and Peck Avenue.

Please feel free to contact me should you need additional information.

**Annual Street Resurfacing Program - Contract 2015-04
Bid Tabulation**



Item Number	Item	Unit	Quantity	1. Bilotta Construction		2. Montesano Bros.		3. ELQ Industries		4. PCI Industries	
				Unit Price	Total Price	Unit Price	Total Price	Unit Price	Total Price	Unit Price	Total Price
48A	Milling of Asphalt Roads (3"-6" depth)	SY	33,000	\$4.80	\$158,400.00	\$9.50	\$313,500.00	\$8.00	\$264,000.00	\$7.00	\$231,000.00
83SB	Pre-Coated Non-Woven Fabric Reinforcement (18" Wide Mat)	LF	25,000	\$3.35	\$83,750.00	\$4.00	\$100,000.00	\$4.00	\$100,000.00	\$3.45	\$86,250.00
W604.07	Remove, Replace, and Adjust Manhole Castings for Resurfacing Work	EA	5	\$950.00	\$4,750.00	\$900.00	\$4,500.00	\$800.00	\$4,000.00	\$438.00	\$2,190.00
203.02	Unclassified Excavation	CY	32	\$54.00	\$1,728.00	\$188.00	\$6,016.00	\$80.00	\$2,560.00	\$150.00	\$4,800.00
304.15	Subbase Course, Optional Type - Coarse Aggregate CA1 (3/4" Crushed Stone)	CY	16	\$55.00	\$880.00	\$254.00	\$4,064.00	\$70.00	\$1,120.00	\$65.00	\$1,040.00
403.138902	Hot Mix Asphalt, Type 3 Binder	Tons	1,000	\$117.25	\$117,250.00	\$112.60	\$112,600.00	\$120.00	\$120,000.00	\$130.00	\$130,000.00
403.178902	Hot Mix Asphalt, Type 6 Top	Tons	3,700	\$117.25	\$433,825.00	\$101.85	\$376,845.00	\$121.00	\$447,700.00	\$130.00	\$481,000.00
407.0103	Straight Tack Coat	Gal	1,600	\$5.25	\$8,400.00	\$10.00	\$16,000.00	\$10.00	\$16,000.00	\$6.00	\$9,600.00
608.0101	Concrete Sidewalks and Driveways	CY	16	\$975.00	\$15,600.00	\$1,067.00	\$17,072.00	\$900.00	\$14,400.00	\$700.00	\$11,200.00
608.21	Embedded Detectable Warning Unit	SY	43	\$225.00	\$9,675.00	\$185.00	\$7,955.00	\$314.00	\$13,502.00	\$300.00	\$12,900.00
619.01	Basic Work Zone Traffic Control	LS	1	\$34,000.00	\$34,000.00	\$47,526.00	\$47,526.00	\$35,000.00	\$35,000.00	\$40,000.00	\$40,000.00
619.0901	Temporary Pavement Markings	LF	15,000	\$0.17	\$2,550.00	\$0.16	\$2,400.00	\$0.50	\$7,500.00	\$1.60	\$24,000.00
685.11	White Epoxy Reflectorized Pavement Stripes, 20 mils	LF	3,000	\$1.33	\$3,990.00	\$1.26	\$3,780.00	\$1.35	\$4,050.00	\$0.60	\$1,800.00
685.12	Yellow Epoxy Reflectorized Pavement Stripes, 20 mils	LF	15,200	\$0.43	\$6,536.00	\$0.41	\$6,232.00	\$0.44	\$6,688.00	\$0.60	\$9,120.00
687.0101.	Thermoplastic Reflectorized Pavement Markings (Crosswalks)	LF	5,000	\$1.04	\$5,200.00	\$0.99	\$4,950.00	\$2.50	\$12,500.00	\$1.00	\$5,000.00
698.04	Asphalt Price Adjustment	DC	1	\$100.00	\$100.00	\$100.00	\$100.00	\$100.00	\$100.00	\$100.00	\$100.00
Engineer's Total				\$886,634.00		\$1,023,540.00		\$1,049,120.00		\$1,050,000.00	
Contractor's Total				\$886,634.00		\$1,023,540.00		\$1,049,120.00		\$1,050,000.00	

Bid Opening:
July 1, 2015

BILOTTA CONSTRUCTION CORP

296 PURCHASE ST

RYE, NY 10580

2011 -2012 2013 -2014 COMPLETED PROJECTS

2014

TOWN OF NORTH CASTLE RESURFACING 2014 Jamie Norris supt highway 273-3561	\$831,630.03	DEC 2014
CITY OF RYE RESURFACING 2014 CONTR # 2014-02 RYAN COYNE,PE 967-7658	\$ 491,576.61	OCT 2014
TOWN OF SOMERS TOM CHIAVERINI SUPT 232-4848	\$ 316,030.89	SEPT 2014
CITY OF PEEKSKILL 2014 BRENT VAN ZANDT, PE 734-4130	\$254,428.51	SEPT 2014
Town of Mt Pleasant Resurfacing 2014 PETER SCILIANO 769 1045	\$262,470.62	SEPT 2014
TOWN OF YORKTOWN 2014 RESURFACING STILL UNDER 2011 BID	\$ 627,768.19	AUG 2014
Village of Croton on Hudson Old Post Rd & High St Drainage MARCO GENNERELLI PE 271-4781	\$ 327,687.53	AUG 2014
VILLAGE OF PLEASANTVILLE S/W CURB REPLC CONTR # 2013-8 JEFF ECONOM, PE 769-1900	\$129,383.69	JULY 2014
Montrose Improvement District Frances Drive Water Main Repl CONTR 2013-1	\$ 149,600.00	JULY 2014
Village of Mt Kisco Resurfacing 2013 Anthony Olivieri 914 631 8600	\$ 276,357.85	JUNE 2014
Village of Pleasantville Sidewalk/curb Improvments Jeff Econom Vill Eng 769-1690	\$ 129,383.69	JUNE 2014
Westchester Cty Contr # 13-509 Resurfacing/Drainage Impr Ward Pound Ridge Reservation Town of Pound Ridge/Lewisboro Scott Donnelly 995 2505	\$ 2,188,856.00	JUNE 2014
Westchester Country Club Resurfacing 2014 Attn : Dave Dudones 967-6000	\$ 110,020.00	May 2014

2013

Village of Rye Brook Resurfacing 2013 Contr # 13-03 Michal Nowak 939 0753	\$ 405,293.13	NOV 2013
City of Rye Sidewalk Rehab 2013 Contr # 2013-05 Ryan Coyne 914-967-7676	\$ 255,225.77	DEC 2013
Westchester Country Club Resurfacing Dave Dudones 967-6000	\$ 100,340.15	Nov 2013
Village of Ossining Bituminous Matl Laid in Place 2013 Paul Fraioli Pe 941 4660	\$ 73,858.92	Nov 2013
Town of Cortlandt Resurfacing 2013 Contr # TE2013.03 Ed Vergano 734 1060	\$ 1,024,736.79.	Nov 2013
Town of North Castle Bituminous Laid In Place 2013 Jamie Norris supt highway 273-3561	\$ 581,633.34	Nov 2013
Town of North Castle Roadway Repair Various Locations Jamie Norris Supt Highway 273-3561	\$ 2,400,861.30	Oct 2013
Town of Mt Kisco Columbus Ave Road Improvmnt Cont # 2013-9 Dolph Rotfeld Engineer 631 8600	\$ 334,671.77	Oct 2013
Town of Mt Pleasant Resurfacing 2013 Peter Sciliano 769 1045	Total to date \$ 408,746.05	OCT 2013
Village of Briarcliff Manor Resurf 2013	\$ 304,593.68	Oct 2013
Town of Yorktown Resurfacing 2013 (Thru 2011 Resurf contract) Eric DeBartolo 962 5781	\$ 1,282,312.61	SEPT 2013
Town of Cortlandt Rte 35/ 202 Improvement Edward Vergano, PE 734-1060	\$ 2,251,985.12	SEPT 2013
NYSDOT D262218 RTE 134 Road Improvements Ossining NY Michael Ruddy, EIC	\$ 1,686,116.95	SEPT 2013
Westchester Cty Contr # 11-551 Resurf & Addl Imp West & East Main Street Peekskill,NY Scott Donnelly 995-2505	\$1,983,643.64	AUG/2013

Village of Croton on Hudson Resurfacing 2013 marco gennarelli pe 271-3775	\$128,634 .51	Aug 2013
Village of Pleasantville Resurfacing 2013 Jeffrey Econom	\$ 110,518.72	Aug 2013
Town of Pound Ridge Resurfacing 2013 Vinnie Duffield	\$ 153,099.74	Aug 2013
Town of Harrison West St Re-alignment Mike Amedeo PE 835-2000	\$ 161,294.04	June 2013
Town of Cortlandt Continental Village Water Main Water Main Replacement Edward Vergano, PE 734-1060	\$ 889,706.15	May 2013
Village of Rye Brook Resurfacing 2012 Michal Nowak 939 0753	\$437,721.99	May 2013
<u>2012</u>		
Town of Cortlandt Manor Resurfacing 2012 Ed Vergano, PE 914 734-1060	\$792,846.00	Dec 2012
Town of North Castle Resurfacing 2012	TOWN DID NO QTYS 2012	
Town of North Salem Keeler Lane Hunt Lane Rt121 Repair & Re-pave Paul Volpicelli Hahn Engineers 845-279-2220	\$ 188,632.02	Oct 2012
Village of Port Chester Resurfacing 2012 Dolph Rotfeld, PE Rotfeld Engineering 914 631 8600	\$ 372974.00	Oct 2012
Village of Briarcliff Manor Ed Torhan 914 941v9105	\$207,947.19	Oct 2012
City of Peekskill Resurfacing 2012 Greg Rich 914 734 4135	\$ 216,574.05	Oct 2012
Toll Brothers Westchester Estates @ Wilson Park Tarrytown, NY Site Work & Improvements Casey Devlin	\$ 1,018,984.42	10/12
Village of Ossining Resurfacing 2012 Paul Fraioli, PE 914 941 4660	\$ 48,309.66	8/12

Town of Ossining Misc Resurfacing 2012 Paul Fraioli PE 914 941 4660	\$ 27,831.92	8/12
Town of Pound Ridge Resurfacing 2012 Vinnie Duffield Highway Super 914 755 4514	\$ 94,638.00	8/12
Town of New Castle Resurfacing 2012 Anthony Vaccaro Comm. 914 238-3968	\$ 396,041.00	8/12
Town of Pleasantville Resurfacing 2012 Jeff Econom PE 914 769 1690	\$ 165,180.00	8/12
Town of Mt Pleasant Resurfacing 2012 Peter Sciliano 914 769 1045	\$ 267,000.00	8/12
Westchester Cty Contr # 05-508 June Rd Reconst Scott Donnelly 914 995 8110 North Salem	\$ 3,122,913.93	7/12
Town of Yorktown Resurfacing 2012 (thru 2011 contract) Eric DeBartolo 962-5781	\$ 714,162.12	7/12
Westchester County Contr # 10-044 Sprout Brook Final Closure phase 3 -Cortlandt Manor, NY Leah Radko PE/Scott Donnelly 914 995 8110	\$ 5,900,013.93	6/12
westchester County Cont # 11-507 Improvements to Roads and Areas Phase I Georges Island Park, Blue Mountain and Croton Gorge Park Nick Rienzi /Scott Donnelly 995 8110	\$ 1,391,482.00	5/12
<u>2011</u>		
Village of Rye Brook Resurfacing 2011 Michael Nowak 914 939 0753	\$ 321,806.36	12/11
Village of Briarcliff Manor Central Drive Water Main Dave Turiano/ Ed Torhan 941 9105	\$ 130,580.59	12/11
Town/Village of Harrison Sidewalk & Resurfacing 2011 Mike Amedeo PE 835-2000	\$ 694,993.88	10/11
Town of Mt Pleasant Water Main Replacement Bear Ridge Water Dist. Robert Guena	\$ 647,897.22	10/11
Town of Yorktown Resurfacing 2011 Eric DeBartolo 962-5781	\$ 314,963.19	9/11
City of New Rochelle North Ave Transit District Streetscape Phase II Blvd & Memorial Hwy	\$ 1,366,661.33	6/11

VA Hospital Resurfacing (Bilotta is subcontractor)
Spanish Springs is Prime Contractor
Adam Rutherford (775)-425-4000

\$1,524,651.92 6/11

Town/Village of Harrison Westchester Avenue/
Woods End Sewer Improvement

\$ 270,571.85 6/11

2010

Westchester Cty Contr # 09-555
Rehab Taxiway L @ West Cty Airport

\$ 1,959,194.16 Dec 2010

Village of Scarsdale Resurfacing 2010
Frank Diodati 772-1105

\$ 481,174.98
Dec 2010

Town of Cortlandt Resurfacing 2010
Ed Vergano, PE 734-1060

\$ 454,898.67
Nov 2010

Perini Corporation (Bilotta is subcontractor)
Asphalt Resurfacing NYSDOT Proj D260694
Rte 9 Peekskill, NY

\$ 1,728,894.55 Oct 2010

Village of Ossining Resurfacing 2010
Paul Fraioli

\$ 95,776.54
Nov 2010

Village of Briarcliff Manor Resurfacing 2010
Ed Torhan, Vince D'Addona

\$ 227,708.34
Nov 2010

Liberty Lines Transit Prj 764
Cerrato Spill Contnment & Water Treatmnt Syst
Ray Periera

\$ 292,594.00
Nov 2010

City of Rye Pedestrian Safety Improvements
George Mottarella, PE 967-7676

\$ 631,571.97
Oct 2010

City of Rye Hewlett Ave Sanitary Sewer

\$ 230,056.47
Oct 2010

Town of Mt Pleasant Resurfacing 2010

\$ 262,475.08
Sept 2010

Pugni & Son West Cty Airport Hangar E Sewer John Hsu West Cty	\$ 87,595.51 Sept 2010
Town of Yorktown Resurfacing Eric DeBartolo	\$ 283,691.22 Sept 2010
City of White Plains #902773 Water Main Rep E. Post Rd Rte 22 Brian Murphy PE 422-1215	\$ 284,926.66 Sept 2010
Westchester Cty 07-541 Bedford Center Rd Reconstruction John Hsu	\$ 1,797,781.50 Aug 2010
City of Rye Oakland Beach Ave Re-alignment	\$ 169,131.39 Aug 2010
City of New Rochelle- Lincoln Ave Improvements Contr # 04-497.1P2 John Clemente, PE 654-2131	\$ 4,042,793.39 AUG 2010
City of Rye Resurfacing 2009-2010 Extension George Mottarella, Pe July 2010	\$ 335,496.88
Willow Ridge Country Club Water Service Line Installation Scott Garvin June 2010	\$ 189,565.03
Town of Somers Single Course Overlay Resurfacing Tom Chiaverini June 2010	\$ 564,000.48
International Sheet Metal Workers Union Brewster Hall Parking Lot Reconstruction June 2010	\$ 194,000.00
City of New Rochelle- North Avenue Streetscape Phase I	\$ 1,567,612.69 June 2010
Village of Rye Brook Edgewood Rd Detention Basin -M.Nowak Rye Brook 939-0668 Dolph Rotfeld Consultant	\$ 663,126.16 May 2010
<u>2009</u>	
City of New Rochelle- Lincoln Ave Improvements Contr # 04-497.1P2 John Clemente, PE 654-2131	\$ 3,609,283.45 Dec 2009

Village of Croton on Hudson Resurfacing 2009 Dan O'Connor, PE 271-4783	\$ 235,365.36 Nov 2009
Town/Village of Harrison Century Trail Sewer Improvements Robert Wasp, PE 835-2000 Nov 2009	\$ 99,870.52
City of Peekskill Street Resurfacing 2009 Various Locations Dave Greener 734-4130	\$ 695,899.21 Nov 2009
City of Peekskill- Main & No. Division Streetscape Dave Greener	\$ 1,264,584.74 Nov 2009
Putnam County Resurfacing 2009 Contr # RFB 14-09 Harold Gary (845) 878-6331	\$ 711,821.85 Nov 2009
Town of Bedford Resurfacing 2009 Various Locations	Phase I July 09 \$ 171,177.73 Phase II Sept-Oct 09 \$ 231,908.13
City of Rye Resurfacing 2009 Various Locations George Mottarella, PE 967-7658	\$ 689,506.87 Oct 2009
Town of New Castle Resurfacing Various Locations Anthony Vaccaro 238-4771 Aug 2009	\$ 156,489.66
Con Ed Peekskill Main/No Division Interference	\$ 195,730.69 Aug 2009
Westchester County Contr # 06-543 Taxiway A Rehab Westchester County Airport	\$ 3,089,502.86 July 2009

City of Rye- Elm Street Retaining Wall Replcmt
George Mottarella, PE 967-7658

\$ 1,164,041.92
May 2009

Town of Yorktown Hunterbrook Sewer District
Sharon Robinson PE 962-5722 May 2009

\$ 1,264,599.88

Town of Harrison Resurfacing 2008
Robert Wasp PE May 2009

\$ 789,461.38

Westchester County Contr # 04-526
West Cty Center Parking Lot

\$ 2,542,422.54
April 2009

Westchester County Contr # 08-209
Culvert & Security Fence Replacmnt

\$ 92,688.33
FEB 2009

BILOTTA CONSTRUCTION

Year	Description	Vin Number
1983	MACK DUM.	1M2N182CODA084485
1983	MACK DUMP BR	1M2N182C9DA084484
1984	CATER RBM YW	33Z00720
1985	FORD DUMP WH	1FDPR7OU2FVA09287
1985	FORD RBM BL	1FDNF70H9FVA47800
1986	FORD DUMP GY	2FDKF3710GCA97903
1986	GMC FLAT WH	1GDM8C1YOGV535872
1988	CHEVR UTIL RD	1GBHR34K1JJ113400
1988	FORD UTIL DK/BL	1FDKF37HOJNB13855
1989	MACK DUMP BL	2M2AM24C9KC001146
1992	HONDA 4DSD RD	1HGCB765XNA202494
1993	ISUZU DELV WH	JALC4B1K1P7011182
1993	PETER TRAC BL	1XP5DB9X1PN334300
1994	ATHEY SWEEPER	1A9P24DR6RR059009
1995	DODGE PICK WH	1B6MC36C2SS246152
1995	COBRA SEMI GY	4FNC130COS2S81006
1996	CATER P/SH YW	5BL01063
1997	FORD SUBN BL	1FMDU35PXVZB69471
1997	GMC DUMP GR	1GDJC34R9VF019426
1998	CAT 534 ROLLER	5HN00365
1999	CHEVR STAK WH	1GBHC34J9XF072387
1999	FORD PICKUP WH	1FTWF32L3XED30603
2000	CHEVR SUBN GY	1GCEK14T8YZ101806
2000	SPECT SEMI GY	1S9DS2836YS188133
2000	FLOWB TRLR BL	1H9SP3434YN101107
2000	FLOWBOY TRLR	1H9SP3738YN101042
2000	CATEP P/SH YW	8AL02385
2000	MACK DUMP BL	1M2P267C1YM052765
2000	MACK TRAC BL	1M1AD62YOYW010535
2001	CATEP P/SH YW	6WS02744
2001	GMC WATER TRK	1GDJ7H1C31J504945
2001	TALBE TRLR RD	40FS0513X11020408
2002	FORD DUMP GR	1FDXF46S62EB44618
2002	CHEVR SUBN BK	3GNEK13T42G272827
2002	CATER P/SH YW	CAT00248T6LZ01532
2003	CHEVR PICK WH	1GCEC14X83Z207228
2003	CATER P/SH YW	CAT0430DJBK03132
2003	CONTR TRLR YW	4KNUC16233L160083

2004	FLOWB SEMI GY	1H9SP37314N101006
2004	CAT 434D ROLLER	CATCB434LCNH00373
2005	CHEVY DUMP GR	1GBE4C12X5F505726
2005	JEEP SUBN BL	1J4GL48KO5W653882
2005	PETER DUMP BL	1NP5XBEX35N845382
2005	PETER TRAC BL	1XP5DB0X45N840262
2005	CATER P/SH YW	CAT0446DLDBL00306
2006	CAT M318	CATM318CCH2D00598
2006	CHEVY P/U 2500HD	1GCHC24U26E237295
2006	CHEVY DUMP WH	1GBJ7C1336F433767
2006	SPECT SEMI GY	1S9DS28346S188922
2006	HUMMER	5GRGN22U16H110849
2007	CHEVY DUMP WH	4KBC4B1U97J801257
2007	MERCEDES (JB)	4JGBF71EX7A185569
2007	KENWORTH TRACT	2XKDD40X07M204552
2007	CHEVY TAHOE	1GNFK13097J375631

Client Name and Address

Bilotta Construction Corp.
 296 Purchase Street
 Rye, NY 10580

Sch.#	Item #	Schedule / Item Description
1		Owned equipment (Bilotta)
	1	1984 Caterpillar Wheel Loader - 936 Serial#:33Z00720
	2	Ingersoll Rand Air Compressor P175WD Serial#:178023
	3	4" Hydra-Tech S-4T Pump Power Unit Serial#:SNB300/4B96
	4	6" Hydra-Tech Pump-S6TSR Serial#:6B754
	5	#8 elco rock & concrete splitter Power unit Serial#:352343
	6	Ingersoll-Rand DD25 Vibratory Roller ; 1989 Serial#:5680S
	7	SE TC-3 Trafcon Arrowboard & Flasher ; N Serial#:0591LD15067 Valued on: 02-14-92
	8	SE Trafcon Arrowboard w 545 hr ; N Serial#:0591LD15061 Valued on: 02-14-92
	9	Miller Dimension 400 cc/cv welder ; N Serial#:230-460-575 Valued on: 02-19-92
	11	Caterpillar D3B Tractor ; 1987 ; U Serial#:27Y04690 Valued on: 08-24-92
	13	Ingersoll Rand Mdl P185CWJD Diesel Portable Compressor ; 1993 Serial#:163034U87957 Valued on: 04-28-94
	14	Wanco Arrowboard Model #WTDB8-SA Serial#:0527949
	15	Hydrotek High Pressure Washer Model HP20004-E2 Serial#:9503525
	16	1995 Blaw knox PF200 Serial#:200-20-17 Valued on: 10-03-95
	17	Wacker Compact Rammer Model BS60Y ; U Serial#:677913777
	18	Target Concrete Saw Pro 65 II ; N Serial#:208861
	19	1996 Cat Backhoe Loader Model 446B

Schedule of Property

Sch.#	Item #	Schedule / Item Description
		Serial#:5BL1063
	20	Wacker Rammer Model BS500 Serial#:5070585 Valued on: 05-13-99
	21	CAT Rubber-tired Excavator VA Boom w/ hammer (LEASED 12-36 MONTHS) Serial#:8AL02385 Valued on: 04-18-00
	22	2000 Caterpillar 325 BL Hyd. Excavator Serial#:2JR02825 Valued on: 08-02-00
	23	1998 Caterpillar CB534C Roller Serial#:SHN00365
	24	2001 Caterpillar Wheel Loader Serial#:6WS02744
	25	Kobelco Model SK330LC Hydraulic Excavator Serial#:YC06U0134
	26	Catepillar Wheel Loader 962G Serial#:5AS0024900
	27	Tru Test Pump Serial#:2503
	28	Mueller Tapping Machine Serial#:HB101
	29	Hammer Model #UB215 Serial#:80001J041
	30	2003 Contrail Trailer V#4KNUC16233L160083
	31	2002 Cat 248 Skidster Loader Vin#CAT00248T6LZ01532 Serial#:6LZQ1532
	32	2003 Caterpillar Backhoe 430D Serial#:BNK03132
	33	Target Pro. 65 III- self propelled walk behind concrete saw Serial#:379578 Valued on: 03-05-04
	34	Caterpillar Asphalt Paver AP1055B Serial#:A3P00228
	35	Caterpillar Asphalt Paver CB434D Serial#:CNH00373
	36	Bomag Double Drum Asphalt Roller, Model BW75AD Serial#:101480310228
	37	2005 Caterpillar 446D Backhoe Loader, s# CAT0446DLDBL00306
	38	Mueller-Electric Tapping Machine Serial#:003113 Valued on: 03-31-04
	39	Wanco Solar Arrowboard, WTSP55-LSA Serial#:11S101131001801
	40	Wacker Rammer Jumping Jack, Model BS-60-2I Serial#:5569887
	41	Leeboy L500S Tack Distributor

Schedule of Property

Sch.#	Item #	Schedule / Item Description
		Serial#:LB4371
	42	Caterpillar 225 Excavator
		Serial#:5IU4812
	43	Ingersoll Rand Air Compressor Model P375WD
		Serial#:161220
	44	Bobcat Mower 40" w/ catcher Ransomes Model XM4801
		Serial#:000352
	45	2006 Caterpillar M318C Excavator
		Serial#:H2D00598
	46	Cat PC205 Trimmer Cold Planer Attachment.
		Serial#:RBG00429
	47	Ski GP-Averaging Sonic Beam attachment for paver..
		Serial#:2576255
	48	Pipe Laser with Vertical Pole Assembly w/ attachments
		Serial#:17532
	49	Ingersoll Rand Air Compressor - Model P185WJD
		Serial#:396810
	53	Cat 1055 Paver
		Serial#:103-32102
	54	Midland SPD8 Widener S/N 259 including Extra Filters & Remote Blade Control
		Serial#:S/N 259 Valued on: 03-24-10
	55	2009 CATERPILLAR AP600D WHEEL ASPHALT PAVER
		Serial#:CATAP600CTFZ00226 Valued on: 04-05-10



CITY COUNCIL AGENDA

NO. 15

DEPT.: City Manager's Office

DATE: July 8, 2015

CONTACT: Marcus Serrano, City Manager

AGENDA ITEM Consideration to amend the Resolution of acceptance for a grant from the New York State Department of Environmental Conservation for reimbursement for equipment purchased by the Department of Public Works.

FOR THE MEETING OF:

July 8, 2015

RYE CITY CODE,
CHAPTER
SECTION

RECOMMENDATION: That the Council consider amending the previously adopted Resolution.

IMPACT: Environmental Fiscal Neighborhood Other:

BACKGROUND: The Department of Public Works received a grant from the New York State Department of Environmental Conservation for a 50% reimbursement on a split body recycling packer truck. The City Council approved a resolution of acceptance for the City to receive the monies in the amount of \$120,000 at the January 25, 2012 City Council meeting. The truck has been purchased by Public Works; in order to complete the reimbursement process the DEC is requiring that this Resolution be amended to reflect that Ryan X. Coyne is the City Engineer.

See previously approved resolution.



At a regular meeting of the City Council of the City of Rye held on January 25, 2012, Councilman Filippi made a motion, seconded by Councilwoman Keith, to adopt the following Resolution:

WHEREAS, the State of New York provides financial aid for municipal waste reduction and municipal recycling projects; and

WHEREAS, the City of Rye herein called the MUNICIPALITY, has examined and duly considered the applicable laws of the State of New York and the MUNICIPALITY deems it to be in the public interest and benefit to file an application under these laws; and

WHEREAS, it is necessary that a Contract by and between THE PEOPLE OF THE STATE OF NEW YORK, herein called the STATE, and the MUNICIPALITY be executed for such STATE Aid;

NOW, THEREFORE, BE IT RESOLVED by the Rye City Council:

1. That the filing of an application in the form required by the State of New York in conformity with the applicable laws of the State of New York including all understanding and assurances contained in said application is hereby authorized.
2. That George Mottarella is directed and authorized as the official representative of the MUNICIPALITY to act in connection with the application and to provide such additional information as may be required and to sign the resulting contract if said application is approved by the STATE;
3. That the MUNICIPALITY agrees that it will fund its portion of the cost of said Municipal Waste Reduction and Recycling Project.
4. That the MUNICIPALITY or MUNICIPALITIES set forth their respective responsibilities by attached joint resolution relative to a joint Municipal Waste Reduction and/or Recycling Project.
5. That this resolution shall take effect immediately.

ROLL CALL:

AYES:	Mayor French, Councilmembers Brett, Filippi, Jovanovich, Keith, Parker and Sack
NAYS:	None
ABSENT:	None

CM COPY

NYSDEC Division of Solid & Hazardous Materials
Bureau of Waste Reduction & Recycling

Municipal Waste Reduction & Recycling
Capital Project Pre-Application

This form entitles the applicant to be considered for a waste reduction/recycling grant administered by the NYSDEC. It is NOT a full application. Upon notice from NYSDEC the applicant will be required to complete a full application.

Step1 Provide some identifying information:

Applicant City of Rye		DEC Region 3	
County <input type="checkbox"/>		County Westchester	
Check Applicant type(s):			
City <input checked="" type="checkbox"/>	Town <input type="checkbox"/>	Village <input type="checkbox"/>	
Local Public Authority <input type="checkbox"/>	Local Public Benefit Corporation <input type="checkbox"/>		
School District <input type="checkbox"/>	Other District <input type="checkbox"/>	Native American tribe or nation (in NYS) <input type="checkbox"/>	

Project Name or Description: **Split Body Recycling Packer Truck**

Project Manager: **George J. Mottarella, City Engineer**
(name & title of Municipal Employee who can provide project information)

Address: **141 Oakland Beach Ave.
Rye, N.Y. 10580**

Phone: **914-967-7461**

E-mail: **gmottarella@ryeny.gov**

Project category: (check all that apply)

Recycling Equipment/Structures/Facilities <input type="checkbox"/>	Recycling Collection Vehicle(s) <input checked="" type="checkbox"/>
Composting Equipment/Structures/Facilities <input type="checkbox"/>	Waste Reduction Equipment/Structures <input type="checkbox"/>

A. Total project cost **\$ 240,000.00**

B. Percent use for Recycling/Composting **100 %** (only projects from 50% to 100% dedicated qualify)

C. State Share Request (50% x A x B) **\$ 120,000.00**

Please do NOT fill-in the green fields. They will calculate values automatically +

Are the items in this pre-application **completely purchased?**

Are the items in this pre-application **partly purchased?**

Are the items in this pre-application **not yet purchased?**

Step 2. Provide a brief SCOPE OF WORK for your project. (one paragraph)

Purchase a split body recycling packer truck and eliminate open body recycling trucks.

Municipal Waste Reduction & Recycling Capital Project Pre-Application (continued)
Step 3. Describe what will be ACCOMPLISHED with this grant (one paragraph).

The split body packer truck has two separate compartments, one for co-mingled materials, the other for pulp, and is designed to compact and eject separately. The split body packer truck provides a lower height to dump recycling boxes, reducing possible injuries to operators. A packer truck will also eliminate multiple trips for dumping due to compaction capabilities.

Step 4. Provide a BUDGET.

You may fill in the form below or submit a separate attachment for your budget.

Period Covered by this Grant Request 2011 to 2017

Description of expense	Total Cost	Recycling Use Percent	Eligible Cost
Purchase Spilt Packer Truck	\$240,000.00	100 %	\$240,000.00
		%	\$0.00
		%	\$0.00
		%	\$0.00
		%	\$0.00
		%	\$0.00
		%	\$0.00
		%	\$0.00
		%	\$0.00
		%	\$0.00

Attach an additional chart, if necessary

Total Eligible Expenses - \$ 240,000.00

State Aid Requested (50% of Total Eligible Expenses) - \$ 120,000.00



CITY COUNCIL AGENDA

NO. 16

DEPT.: City Manager

DATE: July 8, 2015

CONTACT: Marcus Serrano, City Manager

AGENDA ITEM: Authorization for the City Manager to enter into an Agreement with the County of Westchester for 2015-2016 Prisoner Transportation Services.

FOR THE MEETING OF:

July 8, 2015

RYE CITY CODE,

CHAPTER

SECTION

RECOMMENDATION: That the Mayor and Council authorize the City Manager to enter into the agreement.

IMPACT: Environmental Fiscal Neighborhood Other:

BACKGROUND:

The Agreement between the Westchester County Department of Correction and the City of Rye to provide prisoner transportation between the City of Rye and the Westchester County Jail for a two-year period commencing January 1, 2015 through December 31, 2016.

See attached documentation.



Received

MAY 05 2015

City Manager's Office
Rye, New York

Robert P. Astorino
County Executive

Department of Correction

Kevin M. Cheverko
Commissioner

April 24, 2015

Mr. Frank Culross
City Manager's Office
City of Rye
1051 Boston Post Road
Rye, New York 10580

Dear Mr. Culross,

Please find enclosed an original agreement between the Department of Correction and the City of Rye to provide prisoner transportation between the City of Rye and the Westchester County Jail for the term commencing January 1, 2015 and terminating December 31, 2016. Please remember to include a Certificate of Insurance (general liability and auto liability) naming Westchester County as additional insured. If you are self-insured, please provide a Self-Insured Employers Workers' Compensation Form (SI12) which certifies that compensation has been secured.

After filling out and signing all pertinent sections and returning the original copy to this office, a fully executed copy will be returned to you.

If you have any questions or comments, please do not hesitate to me at (914) 231-1336.

Sincerely,

Susan Gheevarghese
Assistant Director of Administrative Services

sSG/ms
Encl.

PRISONER TRANSPORTATION--ZONE RATE

THIS AGREEMENT, made this _____ day of _____, 2015

by and between:

THE COUNTY OF WESTCHESTER, a municipal corporation of the State of New York having an office and place of business in the Michaelian Office Building, 148 Martine Avenue, White Plains, New York 10601

(hereinafter referred to as the "County")

and

CITY OF RYE, a municipality of the State of New York having its office and place of business at 1051 Boston Post Road, Rye, New York 10580

(hereinafter referred to as the "Municipality")

WHEREAS, pursuant to Sections 500-c and 500-d of the Corrections law prisoners are required to be transported from local municipalities to the Westchester County Jail in Valhalla, New York; and

WHEREAS, the County and the Municipality agree to cooperate in providing such prisoner transportation.

NOW, THEREFORE, in consideration of the terms and conditions herein contained, the County and the Municipality agree as follows:

1. **PRISONER TRANSPORTATION**: Except for prisoners arrested by the Westchester County Department of Public Safety, the Municipality shall provide round trip prisoner transportation using its own police department personnel and vehicles between the Municipality and the Westchester County Department of Correction for all prisoners remanded to the Westchester County Jail by court order or required to appear before the local

court within the Municipality. The County will reimburse the Municipality for the actual number of round trips. All municipalities, where possible, shall hold prisoners for one daily trip to the Department of Correction.

2. **REIMBURSEMENT**: The Municipality shall be reimbursed by the County for prisoner transportation services at the rate plus mileage per round trip indicated in the Zone Rate Plan attached hereto as Appendix "A" and made a part hereof. The rate will be paid as follows:

For transportation to County Jail subsequent to arrest - 1 round trip plus mileage;

For Transportation from County Jail to local court; no return - 1 round trip plus mileage;

For Transportation from County Jail to local court; remand to County Jail, where the time expended does not exceed three (3) hours - 2 round trips plus mileage;

Only in the following circumstances will an hourly rate and mileage fee be paid, as an alternative to the zone rate set forth above:

- a. Transportation of female prisoners (1 officer and 1 matron). A minimum of four (4) hours will be reimbursed for a matron; or
- b. Transportation of seven (7) or more prisoners (requiring an additional officer); or
- c. Transportation of prisoners charged with Class A felonies OR classified by Department of Correction as an "A" or "AA" prisoner considered to present danger may warrant (requiring an additional officer); or
- d. Transportation from County Jail to local court and remand to County Jail where time expended exceeds three (3) hours.

In the event that any one of conditions "a" through "d" above are met, then the actual per hour personnel costs incurred by the Municipality will be paid at the hourly wage

and fringe benefit cost as determined in the applicable collective bargaining agreement between the Municipality and the Municipal Police Association for police officers and/or matrons plus a mileage.

Reimbursement for mileage shall be at the rate of fifty-six cents (\$.56) per mile, or at the then current Internal Revenue Service mileage rate, multiplied by the mileage indicated in Appendix "A".

3. **MEALS**: The County shall reimburse the Municipality for meals provided to post-arraignment prisoners for the actual and reasonable costs incurred and receipts submitted as part of the municipality's monthly voucher submitted to the Department of Correction.

4. **TERM**: This Agreement shall commence on January 1, 2015 and shall terminate on December 31, 2016. The County may, upon thirty (30) days written notice to the Municipality, terminate this Agreement in whole or in part when it deems it to be in its best interest. In such event, the Municipality shall be compensated and the County shall be liable only for payment for services rendered prior to the effective date of termination.

5. **PAYMENT**: Requests for reimbursement shall be submitted by the Municipality on a monthly basis on properly executed County claim forms and paid after approval by the Commissioner of Correction. The number of round trips made, prisoners transported and dates should be listed on the claim forms submitted to the Department of Correction. Reimbursement request shall be subject to audit by the County, and the Municipality shall keep and make available to the County such detailed books and records as are reasonably necessary to substantiate the basis for reimbursement. The Municipality shall not be entitled to reimbursement for any prisoner transportation expense not specifically provided for herein.

The total aggregate cost to the County under this Agreement and the agreements with the other municipalities for zone rate prisoner transportation pursuant to the Resolution approved by the Board of Acquisition and Contract on April 2, 2015, shall not

exceed \$1,238,879. This Agreement shall be deemed executory only to the extent of the monies appropriated and available for the purpose of this Agreement and no liability on account hereof shall be incurred by the County beyond the amount of such monies.

6. **INSURANCE AND INDEMNIFICATION**: All personnel and vehicles engaged in prisoner transportation duties shall at all times remain and be deemed the employees and property of the Municipality. In addition to, and not in limitation of the insurance provisions contained in Schedule "B" of this Agreement, the Municipality agrees to indemnify, defend and hold the County, its officers, employees and agents harmless from and against any and all liability, loss, damage or expense the County may suffer as a result of any and all claims, demands, causes of action or judgments arising directly or indirectly out of the transportation of prisoners for which reimbursement is sought hereunder for losses arising out of the negligent acts or omissions of the Municipality, its agents or employees.

7. **ENTIRE AGREEMENT**: This Agreement constitutes the entire and integrated agreement between and among the parties hereto and supersedes any and all prior negotiations, agreements and conditions, whether written or oral. Any modification or amendment to this Agreement shall be void unless it is in writing and subscribed by the party to be charged.

8. **APPLICABLE LAW**: This Agreement shall be construed and enforced in accordance with the laws of the State of New York.

9. **APPROVALS**: This Agreement is subject to the approval of the Westchester County Board of Legislators, the Westchester County Board of Acquisition and Contract and the governing legislative body of the Municipality.

IN WITNESS WHEREOF, the County and the Municipality have executed this Agreement on the _____ day of _____, 2015.

THE COUNTY OF WESTCHESTER

By: _____
Kevin M. Cheverko
Commissioner of Correction

By: _____
(Name)
(Title)

Approved by the Westchester County Board of Legislators by Act No 10 – 2015 on the 9th day of February, 2015.

Approved by the Board of Acquisition and Contract of the County of Westchester on the 2nd day of April, 2015.

Approved by the _____ of the _____
on the _____ day of _____, 20__.

Approved as to form and
manner of execution:

Approved as to form and
manner of execution:

Assistant County Attorney
The County of Westchester
K/l/dcr/Zone Rate Agmt. 15

MUNICIPALITY'S ACKNOWLEDGEMENT

STATE OF NEW YORK)
) ss.:
COUNTY OF WESTCHESTER)

On this _____ day of _____, 2015, before me personally came
_____, to me known, and known to me to be the
_____ of _____,
the municipal corporation described in and which executed the within instrument, who being by me
duly sworn did depose and say that he, the said _____ resides at

and that he is _____ of said municipal corporation.

Notary Public County

CERTIFICATE OF AUTHORITY
(Municipality)

I, _____,
(Officer other than officer signing contract)
certify that I am the _____ of the _____
(Title)

(Name of Municipality)

(the "Municipality") a corporation duly organized in good standing under the

(Law under which organized, e.g., the New York Village
Law, Town Law, General Municipal Law)

named in the foregoing agreement that _____
(Person executing agreement)

who signed said agreement on behalf of the Municipality was, at the time of execution
_____ of the Municipality,
(Title of such person),

that said agreement was duly signed for on behalf of said Municipality by authority of its

(Town Board, Village Board, City Council)

thereunto duly authorized, and that such authority is in full force and effect at the date hereof.

(Signature)

STATE OF NEW YORK)
 ss.:
COUNTY OF WESTCHESTER)

On this _____ day of _____, 2015, before me personally came _____
_____ whose signature appears above, to me known, and know to be the
_____ of _____,
(title)

the municipal corporation described in and which executed the above certificate, who being by
me duly sworn did depose and say that he, the said _____
resides at _____, and that he is
the _____ of said municipal corporation.
(title)

Notary Public County

APPENDIX A

**ZONE PLAN REIMBURSEMENT RATES
WITH DISTANCE TRAVELED TO AND FROM
WESTCHESTER COUNTY DEPARTMENT OF CORRECTION**

(Effective Term: January 1, 2015 through December 31, 2016)

POLICE AGENCY	ROUND TRIP DISTANCE
----------------------	----------------------------

ZONE #1 (1 - 10 Miles)

Reimbursed Rate Per Round Trip:	(1/1/15 – 12/31/15)	\$192.96
	(1/1/15 – 12/31/16)	\$197.78

Plus mileage reimbursed at \$.56 (or the then current IRS mileage rate) times distance.

Elmsford, Village	6 Miles
Sleepy Hollow, Village	8 Miles
Pleasantville, Village	8 Miles
Tarrytown, Village	10 Miles

ZONE #2 (11 - 20 Miles)

Reimbursed Rate Per Round Trip:	(1/1/15 – 12/31/15)	\$202.62
	(1/1/16 – 12/31/16)	\$207.69

Plus mileage reimbursed at \$.56 (or the then current IRS mileage rate) times distance.

Irvington, Village	12 Miles
Briarcliff Manor, Village	14 Miles
New Castle, Town	16 Miles
North Castle, Town	16 Miles
Dobbs Ferry, Village	17 Miles
Ardasley, Village	18 Miles
Scarsdale, Village	19 Miles
Ossining, Village	20 Miles
Hastings-on-Hudson, Village	20 Miles

ZONE #3 (21 - 30 Miles)

Reimbursed Rate Per Round Trip: (1/1/15 – 12/31/15) \$212.25
(1/1/16 – 12/31/16) \$217.55

Plus mileage reimbursed at \$.56 (or the then current IRS mileage rate) times distance.

Rye Brook, Village	23 Miles
Rye, City	25 Miles
Tuckahoe, Village	25 Miles
Eastchester, Town	25 Miles
Port Chester, Village	28 Miles
Mamaroneck, Village	30 Miles
Pelham, Town	30 Miles

ZONE #4 (31 - 40 Miles)

Reimbursed Rate Per Round Trip: ((1/1/15 – 12/31/15) \$221.93
(1/1/16 – 12/31/16) \$227.48

Plus mileage reimbursed at \$.56 (or the then current IRS mileage rate) times distance.

Pelham Manor, Village	35 Miles
-----------------------	----------

SCHEDULE "B"

STANDARD INSURANCE PROVISIONS **(MUNICIPALITY)**

1. Prior to commencing work, the Municipality shall obtain at its own cost and expense the required insurance from insurance companies licensed in the State of New York, carrying a Best's financial rating of A or better, and shall provide evidence of such insurance to the County of Westchester, as may be required and approved by the Director of Risk Management of the County. The policies or certificates thereof shall provide that thirty days prior to cancellation or material change in the policy, notices of same shall be given to the Director of Risk Management of the County of Westchester by registered mail, return receipt requested, for all of the following stated insurance policies. All notices shall name the Municipality and identify the Agreement.

If at any time any of the policies required herein shall be or become unsatisfactory to the County, as to form or substance, or if a company issuing any such policy shall be or become unsatisfactory to the County, the Municipality shall upon notice to that effect from the County, promptly obtain a new policy, submit the same to the Department of Risk Management of the County of Westchester for approval and submit a certificate thereof. Upon failure of the Municipality to furnish, deliver and maintain such insurance, the Agreement, at the election of the County, may be declared suspended, discontinued or terminated. Failure of the Municipality to take out, maintain, or the taking out or maintenance of any required insurance, shall not relieve the Municipality from any liability under the Agreement, nor shall the insurance requirements be construed to conflict with or otherwise limit the contractual obligations of the Municipality concerning indemnification. All property losses shall be made payable to and adjusted with the County.

In the event that claims, for which the County may be liable, in excess of the insured amounts provided herein are filed by reason of any operations under the Agreement, the amount of excess of such claims or any portion thereof, may be withheld from payment due or to become due the Municipality until such time as the Municipality shall furnish such additional security covering such claims in form satisfactory to the County of Westchester.

2. The Municipality shall provide proof of the following coverage (if additional coverage is required for a specific agreement, those requirements will be described in the "Special Conditions" of the contract specifications):

(a) Workers' Compensation. Certificate form C-105.2 (9/07) or State Fund Insurance Company form U-26.3 is required for proof of compliance with the New York State Workers' Compensation Law. State Workers' Compensation Board form DB-120.1 is required for proof of compliance with the New York State Disability Benefits Law. Location of operation shall be "All locations in Westchester County, New York."

Where an applicant claims to not be required to carry either a Workers' Compensation Policy or Disability Benefits Policy, or both, the employer must complete NYS form CE-200, available to download at: www.wcb.state.ny.us (click on Employers/Businesses, then Business Permits/Licenses/Contracts to see instruction manual).

If the employer is self-insured for Worker's Compensation, he/she should present a certificate from the New York State Worker's Compensation Board evidencing that fact (Either SI-12, Certificate of Workers' Compensation Self-Insurance, or GSI-105.2, Certificate of Participation in Workers' Compensation Group Self-Insurance).

(b) Employer's Liability with minimum limit of \$100,000.00.

(c) Commercial General Liability Insurance with a minimum limit of liability per occurrence of \$1,000,000.00 for bodily injury and \$100,000.00 for property damage or a combined single limit of \$1,000,000.00 (c.s.l.), naming the County of Westchester as an additional insured. This insurance shall indicate the following coverages:

- (i) Premises - Operations.
- (ii) Broad Form Contractual.

(d) Automobile Liability Insurance with a minimum limit of liability per occurrence of \$1,000,000.00 per occurrence for bodily injury and a minimum limit of \$100,000.00 per occurrence for property damage or a combined single limit of \$1,000,000.00 unless otherwise indicated in the contract specifications. This insurance shall include for bodily injury and property damage the following coverages:

- (i) Owned automobiles.
- (ii) Hired automobiles.
- (iii) Non-owned automobiles.

3. All policies of the Municipality shall be endorsed to contain the following clauses:

(a) Insurers shall have no right to recovery or subrogation against the County of Westchester (including its employees and other agents and agencies), it being the intention of the parties that the insurance policies so effected shall protect both parties and be primary coverage for any and all losses covered by the above-described insurance.

(b) The clause "other insurance provisions" in a policy in which the County of Westchester is named as an insured, shall not apply to the County of Westchester.

(c) The insurance companies issuing the policy or policies shall have no recourse against the County of Westchester (including its agents and agencies as aforesaid) for payment of any premiums or for assessments under any form of policy.

(d) Any and all deductibles in the above described insurance policies shall be assumed by and be for the account of, and at the sole risk of, the Municipality.



CITY COUNCIL AGENDA

NO. 17

DEPT.: City Manager

DATE: July 8, 2015

CONTACT: Marcus Serrano, City Manager

AGENDA ITEM: Authorization for the City Manager to enter into an Intermunicipal Agreement with the County of Westchester for the Mutual Aid and Rapid Response Plan for the Police Departments of Westchester County.

FOR THE MEETING OF:

July 8, 2015

RYE CITY CODE,

CHAPTER

SECTION

RECOMMENDATION: That the Mayor and Council authorize the City Manager to enter into the agreement.

IMPACT: Environmental Fiscal Neighborhood Other:

BACKGROUND:

The purpose of the Mutual Aid and Rapid Response Plan for the Police Departments of Westchester County is to formalize operational procedures for Law Enforcement assistance to participating agencies. Each member agrees to make its police personnel and equipment available to the others, pursuant to the provisions of the New York State General Municipal Law Section 209-m, upon the occurrence of a condition beyond the scope of its police resources.

The Agreement is for a five-year period commencing July 31, 2015 through July 30, 2020.

See attached documentation.



Robert P. Astorino
County Executive

Department of Public Safety

George N. Longworth
Commissioner-Sheriff

June 22, 2015

Mayor Joseph A. Sack
City of Rye
1051 Boston Post Road
Rye, New York 10580

Dear Mayor Sack:

The current Mutual Aid and Rapid Response Inter-Municipal Agreement (IMA) between the City of Rye and the County of Westchester Department of Public Safety will expire on July 30, 2015. If you would like to continue participating, please sign and notarize the attached IMA. Also included are the Municipality's Acknowledgement and Certificate of Authority.

Once the paperwork is completed, please return all to me for processing. A fully executed electronic copy will be forwarded to you for your files.

If you have any questions, please contact me at (914) 864-7853 or email jkm3@westchestergov.com.

Sincerely,

DEPARTMENT OF PUBLIC SAFETY
Westchester County Police

George N. Longworth
Commissioner-Sheriff
By:

Joy K. Mathai

Joy K. Mathai
Director of Administrative Services

GNL/JKM/cs
Attachment

A New York State Accredited
Law Enforcement Agency

Saw Mill River Parkway
Hawthorne, New York 10532

Telephone: (914) 864-7700

Website: westchestergov.com



AGREEMENT made this day of , 2015 by
and between:

THE COUNTY OF WESTCHESTER, a municipal corporation of the State of New York, having an office and place of business in the Michaelian Office Building, 148 Martine Avenue, White Plains, New York, 10601

(hereinafter referred to as the “County”)

and

THE CITY OF RYE, a municipal corporation of the State of New York having an office and place of business at 1051 Boston Post Road, Rye, New York, 10580

(hereinafter referred to as a “City, Town or Village,” as applicable)

WHEREAS, the purpose of the Mutual Aid and Rapid Response Plan for the Police Departments of Westchester County, New York (the “Plan”) is to formalize operational procedures for Law enforcement assistance to participating agencies; and

WHEREAS, the Signatory Municipalities have executed the Plan by which each member agrees to make available its police personnel and equipment to the others upon the occurrence of a condition which is beyond the scope of its police resources; and

WHEREAS, due to prevailing world, national and local security situations, the ever increasing flow of intelligence, and actual threats directed against once

benign sites and facilities, the parties desire that the Plan be flexible and subject to review and revision as necessary in a timely manner; and

WHEREAS, the Signatory Municipalities desire, inter alia, to ratify the Agreement described herein and agree on the procedures for timely review and revision of the Plan; and

WHEREAS, said Plan is governed by and liabilities and costs are apportioned pursuant to the provisions of New York State General Municipal Law (“General Municipal Law”) Section 209-m which provides, inter alia, that absent agreement to the contrary, the municipality receiving police aid (the “Requesting Municipality”) shall reimburse the municipality providing such aid (the “Assisting Municipality”) for any money paid by it for police salaries and other expenses incurred by it including damage to, or loss of, equipment and supplies.

NOW, THEREFORE, in consideration of the terms and conditions herein contained, the parties agree as follows:

FIRST: Definitions

(1) Chief Executive Officer: The officer within a Signatory Municipality who is authorized pursuant to General Municipal Law Section 209-m to request or grant a request for police assistance from another Signatory Municipality.

(2) Department Head: Any police chief, Commissioner or other official in command or acting command of the police department or police force of a Signatory Municipality.

(3) Requesting Municipality: Any Signatory Municipality requesting the assistance of the police force of another Signatory Municipality pursuant to the terms of this Agreement.

(4) Assisting Municipality: Any Signatory Municipality providing assistance to a Requesting Municipality pursuant to the terms of this Agreement.

(5) Emergency: Shall have its common dictionary definition.

(6) Signatory Municipality: All municipalities that have signed this Agreement, including the County.

SECOND: The Mutual Aid and Rapid Response Plan for the Police Departments of Westchester County, New York and the Westchester County Arson Zone Plan (collectively the "Plan"), are annexed hereto and incorporated herein as Schedule "A". The Parties further agree to the Plan, as same may be amended from time to time in accordance with the review and revision procedures set forth in said Plan.

THIRD: This Agreement shall commence on July 31, 2015 (the "Commencement Date") and terminate on July 30, 2020, unless terminated sooner in accordance with the provisions hereof. Any prior agreement signed by

a party for this purpose shall be deemed terminated upon the commencement of this Agreement.

FOURTH: The Signatory Municipalities hereby agree to render appropriate police services to any Requesting Municipality whenever the Chief Executive Officer of that municipality deems the general public interest requires it. All such requests for assistance shall be made by the Chief Executive Officer or Department Head of the Requesting Municipality and granted by the Chief Executive Officer or Department Head of each Assisting Municipality as set forth in the Plan.

FIFTH: The cost of police services provided pursuant to this Agreement shall be paid by the Requesting Municipality subject to the following exceptions:

(a) The police services provided by the County shall be without cost to the Requesting Municipality.

(b) The police services provided by each Assisting Municipality shall be reimbursed as provided in Section 209-m of the General Municipal Law, as same may be amended, except as provided above in Paragraph (a).

(c) The Requesting Municipality shall reimburse the County and each Assisting Municipality for all liability for damages arising out of acts performed by the Assisting Municipality in rendering aid. In addition, the Requesting Municipality shall provide defense for and defend, at its sole expense, any and all claims, demands or causes of action directly or indirectly resulting from the

rendering of aid by the County and each Assisting Municipality. Notwithstanding the foregoing, the Requesting Municipality shall not be liable for any damages resulting from any intentional wrongs or reckless conduct by the police force of the Assisting Municipality.

(d) The requesting Municipality shall reimburse the County and each Assisting Municipality for all expenses incurred pursuant to the provisions of Section 207-c of the General Municipal Law, as same may be amended, and for any award of compensation made pursuant to the Workers' Compensation Law for salaries and expenses paid to officers of the County and each Assisting Municipality who are injured while rendering assistance to the Requesting Municipality pursuant to the Agreement.

SIXTH: Any party to this agreement may withdraw at any time, upon thirty (30) days written notice to each of the other parties, and thereafter such withdrawing party shall no longer be a party to this Agreement; but this Agreement shall continue to exist among the remaining parties.

SEVENTH: (a) The Westchester County Chiefs of Police Association ("WCCOPA") shall be responsible for the administration and future amendments or revision of the Plan. Administration shall entail, but not be limited to, the development of an organized effort, identification of county-wide special equipment, and interface with auxiliary services and agencies for the development of protocols and assumed responsibilities.

(b) A sub-committee of the WCCOPA will review the Plan at least once a year and formulate recommendations for amendments or revisions as necessary.

EIGHTH: The rights and obligations set forth in this Agreement shall be binding upon and shall inure to the benefit of each municipality which has executed this Agreement with the County.

NINTH: As to any signatory municipality, this Agreement shall not be enforceable until signed by both parties and all applicable legal approvals have been obtained.

TENTH: If any term or provision of this Agreement is held by a court of competent jurisdiction to be invalid or void or unenforceable, the remainder of the terms and provisions of this Agreement shall in no way be affected, impaired, or invalidated, and to the extent permitted by applicable law, any such term, or provision shall be restricted in applicability or reformed to the minimum extent required for such to be enforceable. This provision shall be interpreted and enforced to give effect to the original written intent of the parties prior to the determination of such invalidity or unenforceability.

ELEVENTH: In addition to the aforementioned General Municipal Law Section 209-m, this Agreement shall be subject to any applicable laws, rules and regulations.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement on the day and year first above written.

THE COUNTY OF WESTCHESTER

By _____
George N. Longworth
Commissioner - Sheriff

THE CITY OF RYE

By _____
Joseph A. Sack
Mayor

Approved by the Westchester County Board of Legislators on the 11th day of May, 2015.

Approved by the Board of Acquisition and Contract of the County of Westchester on the 18th day of June, 2015.

Approved as to form and manner of execution:

Assistant County Attorney
County of Westchester
S/O/DPS/Police Mutual Aid 2015/Police IMA.doc

MUNICIPALITY'S ACKNOWLEDGEMENT

STATE OF NEW YORK)
) ss.:
COUNTY OF WESTCHESTER)

On this ____ day of _____, 2015, before me personally came _____
_____, to me known, and known to me to be the _____ of _____
_____, the municipal corporation
described in and which executed the within instrument, who being by me duly sworn did depose
and say that he/she, the said _____
resides at _____ and that he/she is the _____ of
said municipal corporation.

Notary Public County

CERTIFICATE OF AUTHORITY
(Municipality)

I, _____, certify that I am the
(Officer other than officer signing contract)

_____ of the _____
(Title) (Name of Municipality)

(the "Municipality") a corporation duly organized in good standing under the _____

(Law under which organized, e.g., the New York Village Law, Town Law, General Municipal Law)

named in the foregoing agreement that _____ who signed said
(Person executing agreement)

agreement on behalf of the Municipality was, at the time of execution _____ of
(Title of such person),

the Municipality, that said agreement was duly signed for on behalf of said Municipality by

authority of its _____ thereunto duly authorized,
(Town Board, Village Board, City Council)

and that such authority is in full force and effect at the date hereof.

(Signature)

STATE OF NEW YORK)

ss.:

COUNTY OF WESTCHESTER)

On this ___ day of _____, 2015, before me personally came _____
_____ whose signature appears above, to me known, and know to be the
_____ of _____

(Title)

the municipal corporation described in and which executed the above certificate, who being by
me duly sworn did depose and say that he, the said _____

resides at _____, and that

he/she is the _____ of said municipal corporation.

(Title)

Notary Public County

SCHEDULE "A"

SEE ATTACHED

THE MUTUAL AID AND RAPID RESPONSE PLAN
FOR THE POLICE DEPARTMENTS OF
WESTCHESTER COUNTY, NEW YORK

PURPOSE

To establish procedures for the Police Departments of Westchester County to provide the uninterrupted delivery of police service during those situations that exceed the resources of any individual Department.

BACKGROUND

It is the responsibility of the police to be prepared and guided when dealing with major incidents whether they are criminal in nature or natural disasters. rapid response and sound planning can often prevent loss of life, damage to property and prevent an incident from escalating.

POLICY

It is the policy of the Police Departments of Westchester County to promptly provide Mutual Aid and Rapid Response in the form of manpower and equipment under the County Mutual Aid and Rapid Response Plan, (hereinafter referred to as the "Plan") upon the request of any participating agency.

DEFINITIONS

1. Mutual Aid and Rapid Response Incident: An incident requiring activation of the Mutual Aid and Rapid Response is defined as a major incident or occurrence which necessitates a Police Department, within Westchester County, to summons immediate wide scale assistance.
2. Major Incidents: Means any event, generally of an emergency nature, that involves actual or potential personal injury or property damage arising from a natural disaster, manmade disaster, civil disturbance or terrorist action.
3. Natural Disaster: Means those incidents in which the forces of nature threaten the lives, safety or property of numerous persons; i.e., floods, hurricanes, earthquakes, explosions, tornadoes, landslides, drought, infestation or significant snowfall/blizzard.
4. Manmade Disaster: Means incidents in which the forces of man threaten the lives, safety or property of numerous persons; i.e., nuclear/radiological accidents, chemical spills, major railroad accidents or aircraft crashes.
5. Civil Disturbance: Means an action by any group that poses a substantial threat to peace, life or property or any tumultuous or violent activity that creates a Grave risk of causing public alarm.

6. Terrorist Action: Is defined as a politically motivated, hostile action taken by a person or group whose intent is the commission of violent acts designed to instill fear, communicate a message and/or demand some governmental action.
7. Requesting Agency: A Police Department located within the geographical confines of the County of Westchester that is requesting Mutual Aid from other police agencies, which are signatories to the Mutual Aid and Rapid Response Plan for the Police Departments of Westchester County, New York.
8. Responding Agency: A Police Department located within the geographical confines of the County of Westchester that is responding to a request for Mutual Aid from other police agencies, which are signatories to the Mutual Aid and Rapid Response Plan for the Police Departments of Westchester County, New York.
9. Zone Coordinator: Each Zone of response will designate a Zone Coordinator, who shall be responsible for coordinated Zone response; e.g., response to locations outside of Westchester County as well as coordination of mock activations of the Plan.
10. Incident Command System: The accepted system to be utilized to coordinate multi-agency responses to incidents.
11. Incident Commander: Is defined as the highest ranking member of the requesting Department at the scene, or his/her designee.
12. Inner Perimeter: Is defined as the immediate area of containment around an incident site.
13. Outer Perimeter: Is defined as the peripheral control area surrounding the inner perimeter, providing a safe zone for access to or egress from the inner perimeter as well as defining the limit of access by unauthorized persons.
14. Staging Area: Is defined as a location selected generally within the outer perimeter to facilitate arriving resources and personnel responding for assignments.
15. Command Post: Is defined as the post from which the Incident Commander and his staff coordinate the Department's response to a major emergency.

LEGAL CONSIDERATIONS

16. General Municipal Law §209-M. Outside service by local police; civil disturbance control.
 - A. (Subdivision 2). Notwithstanding the provisions of any general, special or local law, or any county, city or village charter, the Chief Executive Officer of a local government, whenever he deems that the public interest

requires it, may request the Chief Executive Officer of any other local government to detail, assign and make available for duty and use in the local government for which the request is made, any part of the forces, equipment and supplies of the Police Department, police force or parkway police force of the local government of which the request is made. The Chief Executive Officer of the local government of which the request is made is hereby authorized and empowered to grant the request so made.

- B. (Subdivision 3). A local government may, by local law, delegate to the Chief of Police of its Police Department or police force, the powers hereby granted to the Chief Executive Officer to request and grant police assistance.
- C. (Subdivision 4). If the Chief Executive Officer of any such local government is absent or disabled, the Chief of Police of the local government may make any such request or may grant any such request, as the case may be.
- D. (Subdivision 5). The local government receiving police aid pursuant to this Section shall assume the liability for all damages arising out of any act performed in rendering such aid and shall reimburse the assisting local government of any monies paid by it for salaries or for other expenses incurred by it including damage to or loss of equipment and supplies. As assisting local government may assume such loss, damage expenses or cost for such equipment and supplies and donate such services to the receiving local government. While engaged in duty and rendering such services in such local government, the Officers and members of such Police Department or police force shall have the same powers, duties, rights, benefits, privileges and immunities as if they were performing their duties in the local government in and by which they are normally employed.

ZONES OF RESPONSE

17. County-Wide participants shall consist of the following Departments:

<u>Department</u>	<u>Rapid Response</u>	<u>Delayed Response</u>
A. Metropolitan Transportation Authority Police Department;	Four (4)	Ten (10)
B. New York State Police;	Eight (8)	Twelve (12)
C. New York City Department of Environmental Protection;	Three (3)	Ten (10)
D. Westchester County Department of Public Safety	Eight (8)	Twenty (20)
TOTALS:	Twenty-Three (23)	Fifty-Two (52)

18. When a County-Wide participant requests assistance to this Plan, they will become a member of any Zone in which they have the need for assistance.

22. Zone "B" (BAKER) shall consist of the following Departments:

	<u>Department</u>	<u>Rapid Response</u>	<u>Delayed Response</u>
A.	Ardsley (Village);	One (1)	Three (3)
B.	Dobbs Ferry (Village);	One (1)	Three (3)
C.	Elmsford (Village);	One (1)	Three (3)
D.	Greenburgh (Town);	Three (3)	Twelve (12)
E.	Hastings-on-Hudson (Village);	One (1)	Three (3)
F.	Irvington (Village);	Zero (0)	Three (3)
G.	Scarsdale (Village);	Two (2)	Four (4)
H.	Tarrytown (Village);	One (1)	Three (3)
I.	White Plains (City).	Five (5)	Ten (10)
J.	Yonkers (City);	Five (5)	Ten (10)
TOTALS:		Twenty (20)	Fifty-Four (54)

23. Zone "C" (CHARLIE) shall consist of the following Departments:

	<u>Department</u>	<u>Rapid Response</u>	<u>Delayed Response</u>
A.	Bronxville (Village);	One (1)	Three (3)
B.	Eastchester (Town);	Two (2)	Five (5)
C.	Harrison (Town);	Two (2)	Eight (8)
D.	Larchmont (Village);	One (1)	Two (2)
E.	Mamaroneck (Town);	Two (2)	Two (2)
F.	Mamaroneck (Village);	Two (2)	Four (4)
G.	Mt. Vernon (City);	Four (4)	Ten (10)
H.	New Rochelle (City);	Four (4)	Six (6)
I.	Pelham (Village);	One (1)	Four (4)
J.	Pelham Manor (Village);	One (1)	Three (3)
K.	Port Chester (Village);	Three (3)	Five (5)
L.	Rye (City);	Two (2)	Four (4)
M.	Rye Brook (Village);	One (1)	Three (3)
N.	SUNY Purchase	One (1)	Two (2)
O.	Tuckahoe (Village).	One (1)	Five (5)
TOTALS:		Twenty-eight (28)	Sixty-six (66)

LEVELS OF RESPONSE

24. **Alert Notification**: A situation exists of serious proportions and Departments within the Zone of Alert should prepare to send the minimum pre-arranged manpower (rapid response) to the identified location. **DO NOT RESPOND AT THIS TIME!**
25. **Pre-Zone Response**: (Approximately eight (8) uniformed officers). A situation exists that requires additional police resources but does not require a full Zone response. The Westchester County Department of Public Safety will respond with the minimum pre-arranged manpower for a rapid response to the identified location.

Note: The Westchester County Department of Public Safety is prepared to initiate Incident Command System protocols if requested to do so by the requesting agency.

26. **Level One (1) Response**: (Approximately forty five (45) uniformed officers). Departments within the Zone of Alert are requested to immediately dispatch, the minimum pre-arranged manpower for a rapid response to the identified location.
27. **Level Two (2) Response**: (Approximately sixty five (65) uniformed officers). A second Zone is being requested to dispatch the minimum pre-arranged manpower for a rapid response to the identified location.

Note: The second Zone of response will be identified by the requesting agency.

28. **Level Three (3) Response**: (Approximately ninety (90) uniformed officers). Departments from all Zones are requested to dispatch the minimum pre-arranged manpower for a rapid response to the identified location.
29. **Level Four (4) Response**: (Approximately two hundred twenty (220) uniformed officers). Departments from all Zones are requested to dispatch the maximum number of pre-arranged manpower (delayed response) to the identified location.

ACTIVATION OF THE PLAN

30. All requests for assistance under the Plan will be made via the Westchester County Hot Line System (Hot Line).
31. The following are example announcements to be followed when activating the Plan via the Hot Line:

Alert Notification [Prepare Only]:

Station (number and jurisdiction) announcing an Alert Notification. A situation exists that **may** require a mutual aid response. Specifically, there is a _____ (nature of the incident). Departments in Zone _____ should prepare to dispatch the pre-arranged rapid response to this jurisdiction. **NO NOT RESPOND AT THIS TIME!**

Pre-Zone Response:

Station (number and jurisdiction) to the Westchester County Department of Public Safety, a situation exists requiring a mutual aid Pre-Zone Response. Specifically, there is a _____ (nature of incident) we are requesting the Westchester County Department of Public Safety send its pre-arranged rapid response. The scene is located at _____ (specific address). The designated staging area is located at _____ (specific address). At this time _____ (rank & name) is in command and the Command Post is located at _____ (specific address).

Level One (1) Response [One Zone]:

Station (number and jurisdiction) to all stations on the Hot Line, a situation exists within this jurisdiction requiring a mutual aid Level One (1) Response. Specifically, there is a _____ (nature of incident) we are requesting rapid response from Zone _____.
The scene is located at _____ (specific address).
The designated staging area is located at _____ (specific address). At this time _____ (rank & name) is in command and the Command Post is located at _____ (specific address).

Level Two (2) Response [Two Zones]:

Station (number and jurisdiction) to all stations on the Hot Line, a situation exists within this jurisdiction requiring a mutual aid Level 2 Response. Specifically, there is a _____ (nature of incident) we are requesting rapid response from Zones _____ and _____. The scene is located at _____ (specific address). The designated staging area is located at _____ (specific address). At this time _____

(rank & name) is in command and the Command Post is located at _____ (specific address).

Level Three (3) Response [All Zones]:

Station (number and jurisdiction) to all stations on the Hot Line, A situation exists within this jurisdiction requiring a mutual aid Level 3 Response. Specifically, there is a _____ (nature of incident) we are requesting rapid response from all Zones. The scene is located at _____ (specific address). The designated staging area is located at _____ (specific address). At this time _____ (rank & name) is in command and the Command Post is located at _____ (specific address).

Level Four (4) Response [All Zones]:

Station (number and jurisdiction) to all stations on the Hot Line, A situation exists within this jurisdiction requiring a mutual aid Level 4 Response. Specifically, there is a _____ (nature of incident) we are requesting all available uniform personnel amounting to a delayed response from all Zones. The scene is located at _____ (specific address). The designated staging area is located at _____ (specific address). At this time _____ (rank & name) is in command and the Command Post is located at _____ (specific address).

DUTIES OF REQUESTING AGENCY

32. Identify the nature and location of the incident.
33. Identify the location of the Command Post.
34. Identify the Staging Area or location of response.
35. Identify the Incident Commander or any change in command.
36. Identify any and all specialized equipment with which responding officers should be equipped.
37. Memorialize the name, rank and command of responding officers.
38. Commence internal Departmental mobilization.

DUTIES OF RESPONDING AGENCY

39. Authorize only the designated pre-arranged number of UNIFORMED officers specific to the level of alert to respond.
40. Proceed directly to the location of requested response or the Staging Area as directed.

RESPONSIBILITIES AT THE SCENE OF THE INCIDENT

41. The Incident Commander designated by the requesting agency shall be in charge at the scene of the incident.
42. Uniformed officers detailed to the incident shall follow the direction of the Incident Commander.
43. However, where the provided assistance involves the loan of a Specialized Weapons and Tacticals (SWAT), hostage negotiation, bomb disposal or canine unit, the Commander of that specialized unit shall be responsible for implementation of the specific mission, as determined by the Incident Commander of the requesting agency.
44. When taking law enforcement actions at the scene of the incident, including use of force, uniformed officers from the responding agency shall at all times adhere to their agency policies and procedures and utilize only those weapons and tactics that they have been trained and deemed qualified to use.
45. Uniformed officers on loan from the responding agency at an emergency site shall regularly apprise the Command Post concerning the continued status of the emergency, line-of-duty injuries or their need for relief.

DEPLOYMENT OF RADIO INTEROPERABILITY SYSTEM (RIOS) VEHICLES:

46. A Radio Interoperability System (RIOS) vehicle shall be deployed to the scene of all formal mutual aid requests:

Zone A: Westchester County DPS RIOS vehicle
Zone B: Greenburgh PD RIOS vehicle
Zone C: Mt. Vernon PD RIOS vehicle
47. Should the assigned RIOS vehicle be unavailable, the Westchester County DPS RIOS vehicle shall be requested. Should the Westchester County DPS RIOS be unavailable, the nearest available RIOS vehicle shall be requested.

RELEASE OF PERSONNEL

48. The Incident Commander or his/her designee shall authorize release of personnel from all responding agencies.

POST OCCURRENCE REPORTINGS

49. Within thirty (30) days of any activation of the Plan, the Chief Executive Officer of the Requesting Agency shall prepare or cause to be prepared, a memorandum including a summary of the facts and circumstances surrounding the Incident, comments related to the effectiveness of the Plan and recommendations for modification of the Plan and submit same for the review of the Executive Board of the Westchester County Chiefs of Police Association.
50. Within thirty (30) days of receipt of the aforementioned memorandum, the Executive Board of the Westchester County Chiefs of Police Association will make a determination if modification to the Plan is necessary.

ANNUAL TRAINING

51. In order to maintain an appropriate level of readiness, annual training will be conducted.

ANNUAL REVIEW AND REVISION

52. A sub-committee of the Westchester County Chiefs of Police Association will review the Plan at least once a year and formulate recommendations for revisions as the need arises.

Updated October 29, 2013

**WESTCHESTER COUNTY
ARSON ZONE PLAN**

FIRE INVESTIGATION PROTOCOLS

Revised: April 2010

Introduction

Westchester County, through the Arson Task Force, is restructuring and updating the Arson Zone Plan. The original Arson Zone Plan, begun in 1981, has worked very well in some areas of the county. This program has countywide application and serves as a comprehensive system for the investigation of all suspicious fires in Westchester County. The implementation of standardized call-out procedures and report writing is necessary.

The primary goal of the revised Arson Zone Plan remains the same as originally written some twenty-nine years ago – to provide local Fire and Police Chiefs, upon request, trained experts to assist in the determination of the cause and origin of suspicious fires. Additional goals are to bring together, into teams, police and fire professionals who are trained in fire investigation in order to realize the benefits of skills in cause and origin matters, as well as to assist in the subsequent criminal investigations.

The primary objectives of the Arson Zone Protocols are:

Establish a quality service to assist chiefs in the determination of cause and origin of suspicious fires throughout the county.

Establish requirements of police and fire professionals engaged as Cause and Origin Team members.

Establish call-out procedures and dispatches for Cause and Origin Teams.

Establish forms and report writing procedures for Cause and Origin Teams.

Team Structure

The Arson Zone Plan will be 5 Zones (see attached list). This will enhance the determination of Cause and Origin of suspicious fires and assist in the successful arrest and prosecution of arson cases in Westchester County.

The Cause and Origin Teams, one in each zone, will consist of at least four (4) fire investigators and no more than six (6) fire investigators appointed by the Executive Board of the Arson Task Force. The Executive Board may also appoint no more than two (2) adjunct members to each Zone Team.

Administration

Area Deputy Fire Coordinators:

Two (2) Area Deputy Fire Coordinators will be responsible for the administration of Fire Investigation services in the Northern and Southern sections of the county. These Area Deputy Fire Coordinators will be responsible for the provision and the coordination of Fire Investigation services on scene, securing and coordinating additional or special resources to assist in the work of the Cause and Origin Teams, interagency relationships, education programs to the emergency services and other groups, coordination among the teams, recruitment of team members and other functions as assigned by the Fire Coordinator and Executive Board of the Arson Task Force to support the efforts of this program.

Zone Directors:

The Police and Fire agencies will nominate Arson Zone Directors, who will be appointed with the approval of the Executive Board of the Arson Task Force. There will be two directors for each regional Zone, one from a law enforcement agency and one from a fire agency.

Cause and Origin Team Members

Qualifications

All Cause and Origin Team Members (Fire Investigators) shall hold certification for the Fire Behavior/Arson Awareness, Principles of Fire Investigation, and the 80-hour Fire-Arson Investigation Course. Each of these programs are prepared and presented through instructors qualified by the New York State Office of Fire Prevention and Control. If New York State certifications are not held, the individual will satisfactorily document and demonstrate competence to the Area Deputy Fire Coordinators in accordance with the standards reflected in the National Fire Protection Association (NFPA) 921 Guidelines.

All Cause and Origin Team Members (Adjunct Fire Investigators) shall hold certification for the Fire Behavior/Arson Awareness and Principles of Fire Investigation courses. The Adjunct Investigator will abide by the guidelines as set forth in these protocols. In addition, Adjunct Investigators will be required to complete the 80-hour Fire-Arson Investigation Course within 18 months of their conditional appointment as a Fire Investigator when filling a vacancy to the Zone Team. If New York State certifications are not held, the individual will satisfactorily document and demonstrate competence to the Area Deputy Fire Coordinators in accordance with the standards reflected in the National Fire Protection Association (NFPA) 921 Guidelines.

All Cause and Origin Team members must attend at least one Fire Investigation Seminar annually. This may be on a local, state or national level.

Additional course work should include, and not be limited to: Fire/Arson Investigation Seminar, Fire Investigative Photography, Interviewing Techniques for the Fire Investigator, Fire Scene Evidence Collection, Electrical Fire Cause Determination I, Electrical Fire Cause Determination II, and Juvenile Firesetter Intervention Program Seminar. Each of these programs are prepared and presented through instructors qualified by the New York State Office of Fire Prevention and Control.

All Cause and Origin Team members will attend quarterly team meetings with the Area Deputy Fire Coordinator and Arson Zone Directors.

All candidates for Cause and Origin Team membership will be required to submit to the Westchester County Arson Task Force Executive Board a recommendation from the Chief Officer of his/her law enforcement or fire agency for appointment to the Cause and Origin Team (see attached form).

All candidates must be active members of police or fire departments who have been recommended for participation in this program by the chief of their department.

Members of the Cause and Origin Teams will adhere to the Code of Ethics which is appended to this document. Members whose actions deviate from this Code of Ethics or who do not follow the performance and participation standards will be subject to removal as a team member. Concerns about a member's actions will be brought to the Area Deputy Fire Coordinator who will, in turn, discuss the issue with the Fire Coordinator. If it is felt that further action is warranted, the matter will be discussed with and referred to the Executive Board of the Arson Task Force for further action.

Requirements

Be at least 21 years of age, a career or volunteer firefighter and/or police officer and physically capable of performing the tasks and responsibilities associated with the Cause and Origin Teams.

Have a working knowledge of current Fire Service practices, tools and procedures, and have a basic understanding of the New York State Fire Reporting System.

Must have a valid New York State driver's license and have transportation in order to fulfill the responsibilities as a Cause and Origin Team member.

Must submit proof to the Arson Task Force Executive Board that a criminal background check by the New York State Division of Criminal Justice Services was conducted through the Westchester County Department of Public Safety.

Notification and Response of Cause & Origin Team Members

All requests for services by a Cause and Origin Team from fire services and/or law enforcement agencies will be requested through the Westchester County Department of Emergency Services (60 Control). This does not dispense or eliminate a responding investigator's obligation to notify their department that they have been requested by "60 Control" to respond as a member of the Cause and Origin Team.

The "60 Control" dispatcher will identify the location of the incident, and ascertain from the Incident Commander, or their designee, if the C&O Team is to respond directly to the scene or if the Team should respond to a nearby staging area. The dispatcher will also try to obtain additional details relative to the incident that will be pertinent to the Cause and Origin Team.

After a request for fire investigation assistance has been received, the Cause and Origin Team will be activated by "60 Control". The dispatchers will notify all Members of the applicable Cause and Origin Team and the Area Deputy Fire Coordinator responsible for the area where the incident is located. Team activation will follow the

guidelines enumerated in DES Communication Division Policy & Procedure titled “C&O Team Paging/Notification Policy”. When receiving notification, the Zone Cause and Origin Team members will call “60 Control” to advise the dispatcher of their availability and gather details concerning the situation. All members will phone “60 Control” at (914) 231-1905.

In the event that there is insufficient response by members of the local Cause and Origin Team to a request for assistance within ten (10) minutes, a second request will be transmitted as per (C) above.

In the event that there is insufficient response by the members of the local Cause and Origin Team to a request for services within this second ten (10) minutes, the dispatcher will then contact the respective Area Deputy Fire Coordinator and follow his instructions. If the Area Deputy Fire Coordinator cannot be contacted, then the dispatcher will contact the second Area Deputy Fire Coordinator. If both Coordinators cannot be reached within 10 minutes, the dispatcher will implement the Communicator™ notification procedure as enumerated in “C&O Team Paging/Notification Policy”. If the respective Zone Team is unavailable, the dispatcher will then transmit a page-out request for services of another adjacent Cause and Origin Team in accordance with a pre-established “move-up” protocol as monitored by “60 Control”. Also, if circumstances warrant, the Fire Incident Commander, who according to state law is in charge of the fire scene, may always request through “60 Control” the additional services of another team.

Cause and Origin Team members will respond to the investigation following notification of their superiors. If equipment vans (Zone vehicle) are established to support the field operations of the Cause and Origin Team in the county, at least one member will be detailed to the van as a driver. The Team will respond directly to the scene unless a staging area has been indicated by the I.C., as per B above.

Upon arrival at the scene, the Cause and Origin Team members will meet in order to designate a Team Leader.

Notification of the District Attorney

The Area Deputy Fire Coordinator will, as soon as possible, notify the Duty Assistant in the District Attorney’s Office through the Westchester County Department of Public Safety Services at (914) 864-7700 in the following instances: (1) cases involving casualty loss in excess of \$1 million; (2) cases involving death; (3) explosion(s); and (4) acts of terrorism. In the event that the Area Deputy Fire Coordinator is not on scene, then the Cause and Origin Team Leader will ensure this notification is made.

Responsibilities of Team Leader

In the absence of the Area Deputy Fire Coordinator, the Cause and Origin Team Leader will be responsible for directing the investigation/determination of cause and origin of fires when the team is requested. In directing the investigation, the Cause and Origin

Team Leader will ensure the preservation of evidence at the scene for the subsequent collection by the investigating police agency or laboratory.

The Cause and Origin Team Leader will also be responsible for the coordination and production of the Cause and Origin Team reports, and the timely submission of these reports and all addenda, photographs, notes, etc., to the Area Deputy Fire Coordinator.

The Cause and Origin Team, in consultation with the Area Deputy Fire Coordinator, the Cause and Origin Team Leader or Fire Incident Commander may utilize a New York State certified K-9 arson/accelerant dog as a resource. The responsibility and the liability of the dog's actions at a fire investigation scene will be held to the dog handler and the sponsoring agency.

Investigations

The Area Deputy Fire Coordinator has the overall responsibility for the coordination of the fire investigation when on scene. In the Coordinator's absence, the Cause and Origin Team Leader will assume these responsibilities.

The Area Deputy Fire Coordinator, or the Cause and Origin Team Leader for each investigation, will delegate responsibilities to the participating Cause and Origin Team members in order to make the best use of the talents of the team members and resources. The following shall be required:

An *Investigation Summary Report* will be completed in all instances.

An *Investigation Field Notes Form* will be completed for all structural fires.

An *Investigation Narrative Report* will be completed for all structural fires. This report, in addition to the *Investigation Field Notes Form*, will allow the investigators to explain their findings and conclusions. This form will be filed within 72 hours of the completion of the incident.

Preservation of a video and/or photographic record of the scene, including a Photo Log.

Evidence collection and maintenance of records concerning the chain of evidence custody.

A master log will be kept at the Department of Emergency Services for Fire Investigation incident numbers. When the Cause and Origin Team is activated, the dispatcher will issue the Area Deputy Fire Coordinator or the Cause and Origin Team Leader an incident number for the report.

Cause and Origin Team folders will be given to each member with all required paperwork for an investigation.

Upon completion of the investigation, the Team Leader is responsible to forward all investigative reports, photographs, addendums, notes, and other relevant reports to the

Area Deputy Fire Coordinator. This shall be done within 72 hours of the completion of the investigation.

The Area Deputy Fire Coordinator is responsible to review all reports for completeness and accuracy and effect any corrections necessary with the Team Leader and Investigators that responded to the call. These reports will then be placed into a case folder for retention in the designated filing location at the Department of Emergency Services.

All reports and materials generated during the course of the investigation are done so on behalf of the Department of Emergency Services and will be retained in the normal course of business as required.

Reports

Forms for Report Writing

Each investigation folder will contain the following reports:

Westchester County Arson Task Force – Investigation Summary Report (1 page, 5 carbon copies)

Westchester County Arson Task Force – Investigation Narrative Report (1 to multiple pages, as needed, depending on incident)

Westchester County Arson Task Force – Investigation Field Notes Form (6 pages)

Westchester County Arson Task Force – Interview Sheet (1 page)

Westchester County Arson Task Force – Fire Scene Sketch (1 page)

Westchester County Arson Task Force – Vehicle Sheet (Short Form) (1 page)

Westchester County Arson Task Force – Vehicle Sheet (Detail) (3 pages)

Westchester County Arson Task Force – Photo Log Sheet (1 page)

Westchester County Arson Task Force – Evidence Sheet (1 page)

Westchester County Arson Task Force – Body Sketch Sheet (1 page)

Westchester County Arson Task Force – Consent to Search Form (1 page)

Report Filing

Non-Incendiary Fires

The *Investigation Summary Report* is to be filed in all incident investigations, even when the cause and origin of the fire is determined to be non-incendiary. The distribution of the *Investigation Summary Report* will be as follows:

The original (*white sheet*) will be submitted by the Team Leader to the F.D. Incident Commander.

The Team Leader will give the *blue sheet* to the Local Police Agency.

The Team Leader will forward the remaining sheets (yellow, green, pink and gold) to the Area Deputy Fire Coordinator for dissemination, as noted below.

The *yellow sheet* of the report is retained in a binder at the Department of Emergency Services.

The *green sheet* of the report will be retained in the case folder at the Department of Emergency Services.

The *pink sheet* of the report will be forwarded to the Office of the District Attorney, Attention: Arson Coordinator, Richard J. Daronco Courthouse, 111 Dr. Martin Luther King Jr. Blvd., White Plains, NY 10601.

The *gold sheet* of the report will be retained by the Area Deputy Fire Coordinator (C&O) who covers that Zone, in which the incident occurred.

The *Investigation Field Notes Form* will be filed for all structural fires. This form will be forwarded to the Area Deputy Fire Coordinator for inclusion in the case folder.

The *Investigation Narrative Report* will be filed for all structural fires. This will assist to note the circumstances of the incident that may require additional explanation of actions and facts found during the scene exam that lead the investigation team to its final conclusion.

In all instances the appropriate additional reports and forms utilized by the Team will be completed when necessary.

All reports and forms generated during the course of the investigation will be forwarded to the Area Deputy Fire Coordinator for inclusion in the case folder. Copies of any reports or forms will only be disseminated by WCDES staff pursuant to their protocols, and with the approval of the Area Deputy Fire Coordinator.

Incendiary Fires

The *Investigation Summary Report*, the *Investigation Field Notes Form*, and the *Investigation Narrative Report*, along with the all other appropriate reports and forms used by the Team, will be submitted in all cases where there is a determination that the cause and origin of the fire is incendiary.

The distribution of the *Investigation Summary Report* will be the same as in IX, A, 1, above.

All reports and forms generated during the course of the investigation will be forwarded to the Area Deputy Fire Coordinator for inclusion in the case folder.

Because the fire has been determined to be incendiary in nature, a crime of suspected arson has allegedly been committed and the information in all reports and addenda is confidential and now part of a criminal investigation.

A single copy of all generated reports, photographs, etc., will be forwarded by the Area Deputy Fire Coordinator, or his designee, to both the Local Police Agency and the Westchester County District Attorney's Office. The FD Incident Commander will only receive the original (white sheet) of the *Investigation Summary Report* for the department's records. No other copies are to be disseminated without the consent of the Area Deputy Fire Coordinator and the District Attorney's Office.

Should the FD Incident Commander want to review the other reports generated in the investigation, they will need to contact the Area Deputy Fire Coordinator to arrange a time to do so.

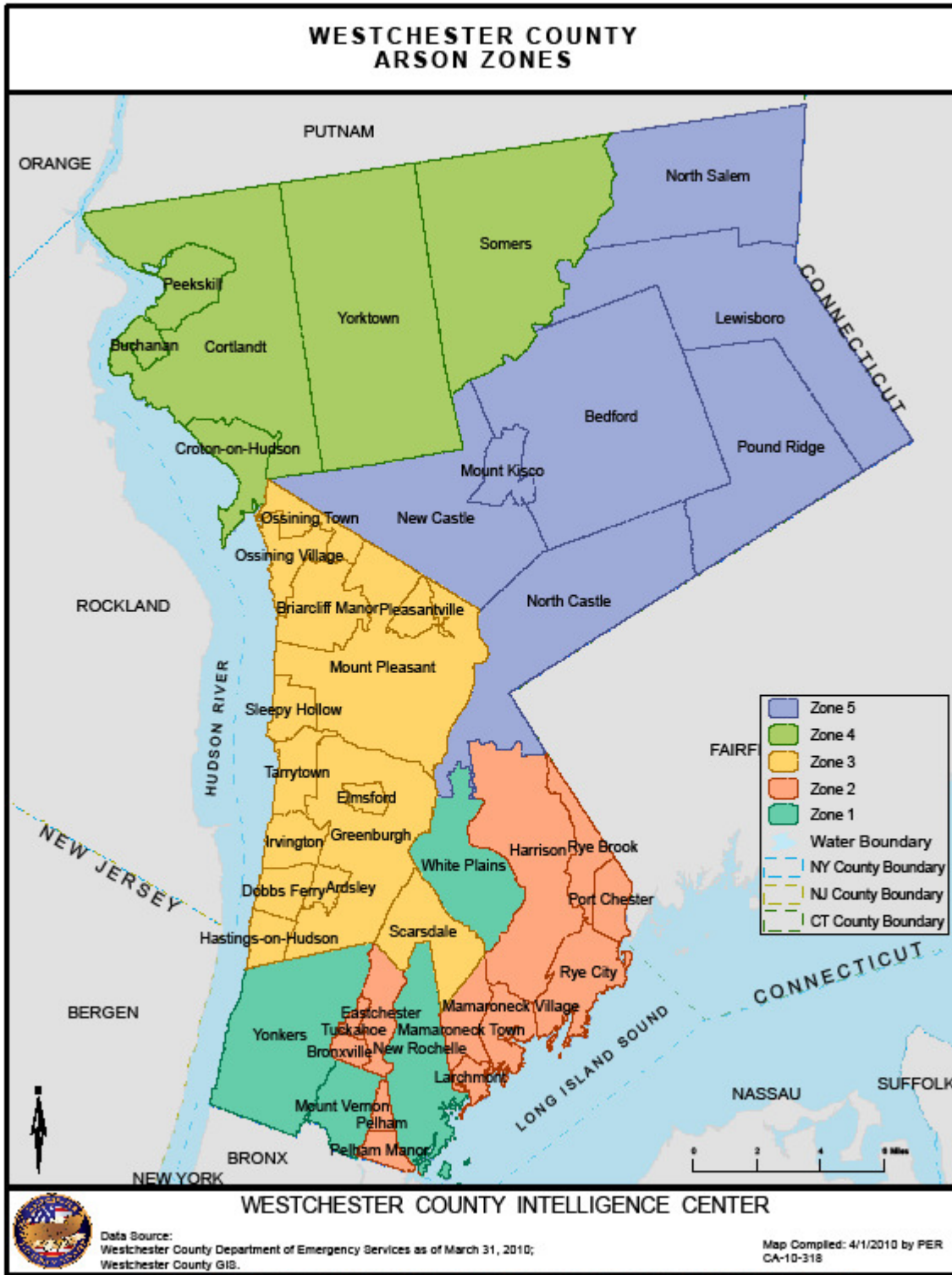
Cause and Origin Zone Listing

<i>Fire Dept. #</i>	<i>F.D. Name</i>	<i>Zone #</i>	<i>Police Dept.</i>
229	Mount Vernon	1	Mount Vernon
230	New Rochelle	1	New Rochelle
251	White Plains	1	White Plains
252	Yonkers	1	Yonkers
210	Eastchester	2	Eastchester, Bronxville, Tuckahoe
216	Harrison	2	Harrison
222	Larchmont	2	Larchmont
223	Mamaroneck Twn	2	Mamaroneck Town
224	Mamaroneck Vill	2	Mamaroneck Village
239	Port Chester	2	Port Chester, Rye Brook
241	Purchase	2	Harrison
235	Pelham	2	Pelham
236	Pelham Manor	2	Pelham Manor
242	Rye	2	Rye City
250	West Harrison	2	Harrison
266	Rye Brook	2	Rye Brook
263	Archville	3	Mount Pleasant
201	Ardsley	3	Ardsley
205	Briarcliff	3	Briarcliff, Mt. Pleasant, Ossining Town New Castle
209	Dobbs Ferry	3	Dobbs Ferry
211	Elmsford	3	Elmsford, Greenburgh
212	Fairview	3	Greenburgh
215	Greenville	3	Greenburgh
217	Hartsdale	3	Greenburgh
218	Hastings	3	Greenburgh

<i>Fire Dept. #</i>	<i>F.D. Name</i>	<i>Zone #</i>	<i>Police Dept.</i>
219	Hawthorne	3	Mount Pleasant
220	Irvington	3	Irvington, Greenburgh
231	Sleepy Hollow	3	Sleepy Hollow, Mount Pleasant
233	Ossining	3	Ossining Village, Ossining Town
237	Pleasantville	3	Pleasantville, Mount Pleasant
238	Pocantico Hills	3	Mount Pleasant
243	Scarsdale	3	Scarsdale
246	Tarrytown	3	Tarrytown, Greenburgh
247	Thornwood	3	Mount Pleasant
248	Valhalla	3	Mount Pleasant
255	Buchanan	4	Buchanan
213	Continental Vill	4	Cortlandt NYSP, Peekskill
208	Croton	4	Croton, Cortlandt NYSP
226	Mohegan	4	Cortlandt NYSP, Peekskill, Yorktown
227	Montrose	4	Cortlandt NYSP, Peekskill
234	Peekskill	4	Peekskill
244	Somers	4	Somers NYSP
249	Verplanck	4	Cortlandt NYSP, Peekskill
253	Yorktown	4	Yorktown
202	Armonk	5	North Castle
258	Banksville	5	North Castle
203	Bedford Hills	5	Bedford
204	Bedford Village	5	Bedford
206	Chappaqua	5	New Castle, Mt. Pleasant
207	Croton Falls	5	Somers NYSP
214	Goldens Bridge	5	Somers NYSP
221	Katonah	5	Bedford
225	Millwood	5	Ossining Town, New Castle

<i>Fire Dept. #</i>	<i>F.D. Name</i>	<i>Zone #</i>	<i>Police Dept.</i>
228	Mount Kisco	5	Mount Kisco, New Castle, Bedford
232	North White Plains	5	North Castle
240	Pound Ridge	5	Somers NYSP
245	South Salem	5	Somers NYSP
256	Vista	5	Somers NYSP

Westchester County Cause & Origin Zone Map



CODE OF ETHICS

I will, as an arson investigator, regard myself as a member of an important and honorable profession.

I will conduct both my personal and official life so as to inspire the confidence of the public.

I will regard my fellow investigators with the same standards as I hold for myself. I will never betray a confidence nor otherwise jeopardize their investigation.

I will regard it my duty to know my work thoroughly. It is my further duty to avail myself of every opportunity to learn more about my profession.

I will avoid alliances with those whose goals are inconsistent with an honest and unbiased investigation. I will make no claim to professional qualifications, which I do not possess.

I will share all publicity equally with my fellow investigators, whether such publicity is favorable or unfavorable.

I will be loyal to my superiors, to my subordinates and to the organization I represent.

I will bear in mind always that I am a truth-seeker, not a case-maker; that it is more important to protect the innocent than to convict the guilty.

Westchester County Arson Zone Plan, Police / Fire Directors

Zone #1

Police Zone Director: Mount Vernon – Chief Barbara Duncan
Fire Zone Director: Yonkers

Zone #2

Police Zone Director: Port Chester – Chief Joseph Krzeminski
Fire Zone Director:

Zone #3

Police Zone Director: Mount Pleasant – Chief Lou Alagno
Fire Zone Director: Fairview – Chief Robert Mauro

Zone #4

Police Zone Director: Peekskill – Chief Eugene Tumolo
Fire Zone Director: Buchanan – Robert Outhouse, Ex-Chief

Zone #5

Police Zone Director: Mount Kisco – Chief Steven Anderson
Fire Zone Director: Chappaqua – Frank Nestro, Ex-Chief

Westchester County Arson Zone Plan – Adjunct Investigator Guidelines

This is a probationary position.

All your actions are subject to evaluation.

The position is for learning only.

You are to work under the supervision and direction of the on scene investigators.

Unless directed by the scene Team Leader you are not to enter a crime scene for any reason.

You are required to meet the same response standards set for Fire Investigators.

The Area Deputy Fire Coordinator may recommend the termination of your position as an adjunct investigator.

You will work within the guidelines set in the WESTCHESTER COUNTY ARSON ZONE PLAN - FIRE INVESTIGATION PROTOCOLS.

I have read the above and both understand and agree to abide by these guidelines.

Adjunct Name: _____

Adjunct Signature: _____ Date: _____

Adjunct's Department(s): _____

Area Deputy Coordinator Signature: _____

Westchester County Cause and Origin Team – Member Data Sheet

Name: _____ Zone # _____

Social Security #: _____

Police/Fire Dept. _____

Work Address: _____

_____ Zip: _____

Work Phone #: _____

Home Address: _____

_____ Zip: _____

Home Phone #: _____

E-mail address _____

Cell Phone #: _____

Pager #: _____

Attached is proof of the referenced applicant's completion of the following programs:

Fire Behavior/Arson Awareness _____

Principals in Fire Investigation _____

80-Hour Fire/Arson Investigation _____

Date Information Obtained: _____

Area Deputy Fire Coordinator: _____

Westchester County Cause and Origin Team
Appointment Form – Zone #1

To: Westchester County Arson Task Force
Executive Committee
C/O Department of Emergency Services
4 Dana Road
Valhalla, New York 10595

From: Police Zone Director – Zone #1: _____
(Signature)

AND

Fire Zone Director – Zone #1: _____
(Signature)

Re: CAUSE AND ORIGIN TEAM MEMBER – APPROVAL OF APPOINTMENT TO THE CAUSE
AND ORIGIN TEAM

Attached please find the resume of Police/Fire Officer _____ to be considered for approval by the Executive Committee of the Westchester County Arson Task Force. Approval is sought to add this individual to the Cause and Origin Team operating in Zone #1. This Police/Fire officer has all of the required training set forth in the Westchester County Arson Plan Fire Investigation Protocols and proof of such (copies of training certificates) is attached. A completed Data Sheet must be attached to this form for each Cause and Origin Team Member submitted for consideration by the Westchester County Arson Task Force Executive Committee.

- A. This is an *original appointment* to the Cause and Origin Team in Zone #1, the total number of team members shall not exceed six.
- B. This is a *replacement appointment*. The addition of Police/Fire Officer _____
Serves as a replacement for Police/Fire Officer _____ operating as a member of the Cause and Origin Team in Zone #1.
- C. The new configuration of the Cause and Origin Team in Zone #1 is as follows:
1511 _____ 1514 _____
1512 _____ 1515 _____
1513 _____ 1516 _____

The approval of the Police/Fire Chief of the agency to which this Cause and Origin Team Member belongs is indicated below:

(Chief of Department)

Police/Fire Department

Written approval for the above referenced individual to serve as a member of the Cause and Origin Team will be issued by the Arson Task Force Executive Committee and sent to the Police and Fire Zone Directors. Applicants who do not meet the minimum criteria, as set forth in the Arson Zone Plan Fire Investigation Protocols will not be considered for appointment to the Cause and Origin Teams.

Westchester County Cause and Origin Team
Appointment Form – Zone #2

To: Westchester County Arson Task Force
Executive Committee
C/O Department of Emergency Services
4 Dana Road
Valhalla, New York 10595

From: Police Zone Director – Zone #2: _____
(Signature)

AND

Fire Zone Director – Zone #2: _____
(Signature)

Re: CAUSE AND ORIGIN TEAM MEMBER – APPROVAL OF APPOINTMENT TO THE CAUSE
AND ORIGIN TEAM

Attached please find the resume of Police/Fire Officer _____ to be considered for approval by the Executive Committee of the Westchester County Arson Task Force. Approval is sought to add this individual to the Cause and Origin Team operating in Zone #2. This Police/Fire officer has all of the required training set forth in the Westchester County Arson Plan Fire Investigation Protocols and proof of such (copies of training certificates) is attached. A completed Data Sheet must be attached to this form for each Cause and Origin Team Member submitted for consideration by the Westchester County Arson Task Force Executive Committee.

A. This is an *original appointment* to the Cause and Origin Team in Zone #2, the total number of team members shall not exceed six.

B. This is a *replacement appointment*. The addition of Police/Fire Officer _____

Serves as a replacement for Police/Fire Officer _____ operating as a member of the Cause and Origin Team in Zone #2.

C. The new configuration of the Cause and Origin Team in Zone #2 is as follows:

1521 _____ 1524 _____

1522 _____ 1525 _____

1523 _____ 1526 _____

The approval of the Police/Fire Chief of the agency to which this Cause and Origin Team Member belongs is indicated below:

(Chief of Department)

Police/Fire Department

Written approval for the above referenced individual to serve as a member of the Cause and Origin Team will be issued by the Arson Task Force Executive Committee and sent to the Police and Fire Zone Directors. Applicants who do not meet the minimum criteria, as set forth in the Arson Zone Plan Fire Investigation Protocols will not be considered for appointment to the Cause and Origin Teams.

Westchester County Cause and Origin Team
Appointment Form – Zone #3

To: Westchester County Arson Task Force
Executive Committee
C/O Department of Emergency Services
4 Dana Road
Valhalla, New York 10595

From: Police Zone Director – Zone #3: _____
(Signature)

AND

Fire Zone Director – Zone #3: _____
(Signature)

Re: CAUSE AND ORIGIN TEAM MEMBER – APPROVAL OF APPOINTMENT TO THE CAUSE
AND ORIGIN TEAM

Attached please find the resume of Police/Fire Officer _____ to be considered for approval by the Executive Committee of the Westchester County Arson Task Force. Approval is sought to add this individual to the Cause and Origin Team operating in Zone #3. This Police/Fire officer has all of the required training set forth in the Westchester County Arson Plan Fire Investigation Protocols and proof of such (copies of training certificates) is attached. A completed Data Sheet must be attached to this form for each Cause and Origin Team Member submitted for consideration by the Westchester County Arson Task Force Executive Committee.

A. This is an *original appointment* to the Cause and Origin Team in Zone #3, the total number of team members shall not exceed six.

B. This is a *replacement appointment*. The addition of Police/Fire Officer _____

Serves as a replacement for Police/Fire Officer _____ operating as a member of the Cause and Origin Team in Zone #3.

C. The new configuration of the Cause and Origin Team in Zone #3 is as follows:

1531 _____ 1534 _____

1532 _____ 1535 _____

1533 _____ 1536 _____

The approval of the Police/Fire Chief of the agency to which this Cause and Origin Team Member belongs is indicated below:

(Chief of Department)

Police/Fire Department

Written approval for the above referenced individual to serve as a member of the Cause and Origin Team will be issued by the Arson Task Force Executive Committee and sent to the Police and Fire Zone Directors. Applicants who do not meet the minimum criteria, as set forth in the Arson Zone Plan Fire Investigation Protocols will not be considered for appointment to the Cause and Origin Teams.

Westchester County Cause and Origin Team
Appointment Form – Zone #4

To: Westchester County Arson Task Force
Executive Committee
C/O Department of Emergency Services
4 Dana Road
Valhalla, New York 10595

From: Police Zone Director – Zone #4: _____
(Signature)

AND

Fire Zone Director – Zone #4: _____
(Signature)

Re: CAUSE AND ORIGIN TEAM MEMBER – APPROVAL OF APPOINTMENT TO THE CAUSE
AND ORIGIN TEAM

Attached please find the resume of Police/Fire Officer _____ to be considered for approval by the Executive Committee of the Westchester County Arson Task Force. Approval is sought to add this individual to the Cause and Origin Team operating in Zone #4. This Police/Fire officer has all of the required training set forth in the Westchester County Arson Plan Fire Investigation Protocols and proof of such (copies of training certificates) is attached. A completed Data Sheet must be attached to this form for each Cause and Origin Team Member submitted for consideration by the Westchester County Arson Task Force Executive Committee.

A. This is an *original appointment* to the Cause and Origin Team in Zone #4, the total number of team members shall not exceed six.

B. This is a *replacement appointment*. The addition of Police/Fire Officer _____

Serves as a replacement for Police/Fire Officer _____ operating as a member of the Cause and Origin Team in Zone #4.

C. The new configuration of the Cause and Origin Team in Zone #4 is as follows:

1441 _____ 1444 _____

1442 _____ 1445 _____

1443 _____ 1446 _____

The approval of the Police/Fire Chief of the agency to which this Cause and Origin Team Member belongs is indicated below:

(Chief of Department)

Police/Fire Department

Written approval for the above referenced individual to serve as a member of the Cause and Origin Team will be issued by the Arson Task Force Executive Committee and sent to the Police and Fire Zone Directors. Applicants who do not meet the minimum criteria, as set forth in the Arson Zone Plan Fire Investigation Protocols will not be considered for appointment to the Cause and Origin Teams.

Westchester County Cause and Origin Team
Appointment Form – Zone #5

To: Westchester County Arson Task Force
Executive Committee
C/O Department of Emergency Services
4 Dana Road
Valhalla, New York 10595

From: Police Zone Director – Zone #5: _____
(Signature)

AND

Fire Zone Director – Zone #5: _____
(Signature)

Re: CAUSE AND ORIGIN TEAM MEMBER – APPROVAL OF APPOINTMENT TO THE CAUSE
AND ORIGIN TEAM

Attached please find the resume of Police/Fire Officer _____ to be considered for approval by the Executive Committee of the Westchester County Arson Task Force. Approval is sought to add this individual to the Cause and Origin Team operating in Zone #5. This Police/Fire officer has all of the required training set forth in the Westchester County Arson Plan Fire Investigation Protocols and proof of such (copies of training certificates) is attached. A completed Data Sheet must be attached to this form for each Cause and Origin Team Member submitted for consideration by the Westchester County Arson Task Force Executive Committee.

A. This is an *original appointment* to the Cause and Origin Team in Zone #5, the total number of team members shall not exceed six.

B. This is a *replacement appointment*. The addition of Police/Fire Officer _____

Serves as a replacement for Police/Fire Officer _____ operating as a member of the Cause and Origin Team in Zone #5.

C. The new configuration of the Cause and Origin Team in Zone #5 is as follows:

1451 _____ 1454 _____

1452 _____ 1455 _____

1453 _____ 1456 _____

The approval of the Police/Fire Chief of the agency to which this Cause and Origin Team Member belongs is indicated below:

(Chief of Department)

Police/Fire Department

Written approval for the above referenced individual to serve as a member of the Cause and Origin Team will be issued by the Arson Task Force Executive Committee and sent to the Police and Fire Zone Directors. Applicants who do not meet the minimum criteria, as set forth in the Arson Zone Plan Fire Investigation Protocols will not be considered for appointment to the Cause and Origin Teams.

Addenda

- Westchester County Arson Task Force – Investigation Summary Report (1 page, 5 carbon copies).
- Westchester County Arson Task Force – Investigation Field Notes Form (6 pages)
- Westchester County Arson Task Force – Investigation Narrative Report (1 page to multiple pages, as needed, depending upon the incident)
- Westchester County Arson Task Force – Interview Sheet (1 page)
- Westchester County Arson Task Force – Fire Scene Sketch (1 page)
- Westchester County Arson Task Force – Vehicle Sheet (Short Form) (1 page)
- Westchester County Arson Task Force – Vehicle Sheet (Detail) (3 pages)
- Westchester County Arson Task Force – Photo Log Sheet (1 Page)
- Westchester County Arson Task Force – Evidence Sheet (1 page)
- Westchester County Arson Task Force – Body Sketch Sheet (1 page)
- Westchester County Arson Task Force – Consent to Search Sheet (1 page)



CITY COUNCIL AGENDA

NO. 18

DEPT.: Boat Basin

DATE: July 8, 2015

CONTACT: Peter T. Fox, Boat Basin Supervisor

ACTION: Designation of one member to the Boat Basin Nominating Committee.

FOR THE MEETING OF:

July 8, 2015

RYE CITY CODE,

CHAPTER

SECTION

RECOMMENDATION: That the Council designate the individual elected to serve on the Boat Basin Nominating Committee.

IMPACT: Environmental Fiscal Neighborhood Other:

BACKGROUND:

See attached memorandum of Boat Basin Supervisor dated June 30, 2015.

City of Rye Marina
Memorandum

Memo To: Eleanor Militana, Acting City Manager
Rye City Council

From: Peter T. Fox, Boat Basin Supervisor

Subject: 2015 Nominating Committee


Date: June 30, 2015

The Following names have been appointed for the Boat Basin Nominating Committee for the 2015 Boat Basin Commission Elections:

1. Benjamin Poole,-- Commission Member not standing for re-election.
2. Alan Caminiti, — Permit holder elected to Nominating Committee in last election August 2014.

Please submit to the City Council for approval.

Thank you for your consideration.


Peter T. Fox, Supervisor
City of Rye Marina



CITY COUNCIL AGENDA

NO. 19 DEPT.: City Council DATE: July 8, 2015
CONTACT: Mayor Joseph A. Sack

AGENDA ITEM: Two appointments to the Rye Senior Advocacy Committee for a three-year term expiring January 1, 2018, by the Mayor with Council approval.

FOR THE MEETING OF:
July 8, 2015
RYE CITY CODE,
CHAPTER
SECTION

RECOMMENDATION: That the Council approve the appointments of Edward Matthews and Jane O'Sullivan.

IMPACT: Environmental Fiscal Neighborhood Other:

<u>Current Committee Members</u>	<u>Expiration Date</u>
Joseph Murphy, Chair	1-1-18
Philip Cicchiello	1-1-18
Ellen D'Angelo	1-1-18
Josephine DelMonte	1-1-18
Esther Martensen	1-1-18



CITY COUNCIL AGENDA

NO. 20

DEPT.: City Manager's Office

DATE: July 8, 2015

CONTACT: Marcus Serrano, City Manager

AGENDA ITEM: Consideration of request to close a section of Purchase Street on Sunday, October 18, 2015 (rain date October 25), for events to be held in conjunction with the 63rd Annual Halloween Window Painting Contest.

FOR THE MEETING OF:

July 8, 2015

**RYE CITY CODE,
CHAPTER
SECTION**

RECOMMENDATION: That the City Council approve the request.

IMPACT: Environmental Fiscal Neighborhood Other:

Closing a section of Purchase Street for activities related to the Halloween Window Painting Contest will have minimal effect on the area.

BACKGROUND: The City Manager's Office received a request from the Recreation Department asking that Purchase Street, from the Square House (Boston Post Road) to Purdy Avenue, be closed from 8:00 am to 3:00 pm for the Annual Halloween Window Painting Contest. Special activities, including street entertainment from 10:00 am to 2:30 pm have been planned on Purchase Street during the day.

See attached.

INTEROFFICE MEMORANDUM

TO: MARCUS SERRANO, CITY MANAGER
FROM: IKE KUZIO
SUBJECT: HALLOWEEN WINDOW PAINTING 2015
DATE: JUNE 29, 2015
CC: SALLY ROGOL, SUPERINTENDENT

Rye Recreation would like to request closing of Purchase Street for the 63rd Annual Celebration of the Halloween Window Painting Event. This year's event will take place on Sunday, October 18, 2015 with a rain date of Sunday, October 25, 2015.

- Closing of Purchase Street from the Square House (Boston Post Road) to Purdy Ave from 8:00 – 3:00 p.m. This will provide a safe place for the more than 1,200 youngsters and their families who participate in this event throughout the day.
- The closing of the street will be coordinated with the Rye Police Department so that all safety issues are taken into account. Rye/Port Chester EMS will be on stand-by during the day as well.
- On street entertainment will be performed between 10:00 – 2:30 p.m.

If you have any questions or concerns, please let me know.

Ike Kuzio
281 Midland Ave.
Rye, NY 10580
(914)967-2535
ikuzio@ryeny.gov



CITY COUNCIL AGENDA

NO. 21

DEPT.: City Manager

DATE: July 8, 2015

CONTACT: Marcus Serrano, City Manager

AGENDA ITEM: Consideration of a request by the Leukemia and Lymphoma Society for use of city streets on Saturday, November 1, 2014 from 5:00 p.m. to 9:00 p.m. for their annual *Light the Night Walk* event.

FOR THE MEETING OF:

July 8, 2015

RYE CITY CODE,

CHAPTER

SECTION

RECOMMENDATION: That the Council consider granting the request.

IMPACT: Environmental Fiscal Neighborhood Other:

BACKGROUND:

John DeDomenici is requesting the use of City streets for the annual Leukemia and Lymphoma Light the Night Walk to be held at Rye Playland on Saturday November 7th beginning at 5:00 p.m. The walk starts at 7:00 p.m. and ends around 9:00 p.m.

See attached letter and map of event.

From: JOHN DEDOMENICI
Sent: Monday, June 15, 2015 1:09 PM
To: Moore, Diane C.
Subject: LLS light the night walk November 7th

Diane,

Hope this finds you well.

We are beginning to plan our annual Leukemia and Lymphoma Light the Night Walk at Rye Playland and I wanted to touch base with you about walking through the city streets around Rye Town Park again like we did last year.

The event is Saturday November 7th starting at 5pm, walking at 7pm and ending around 9pm.

I have attached a map of what we would like our route to be.

Please let me know what we need to send you on our end in order to be approved again this year to use the streets.

Thank you,

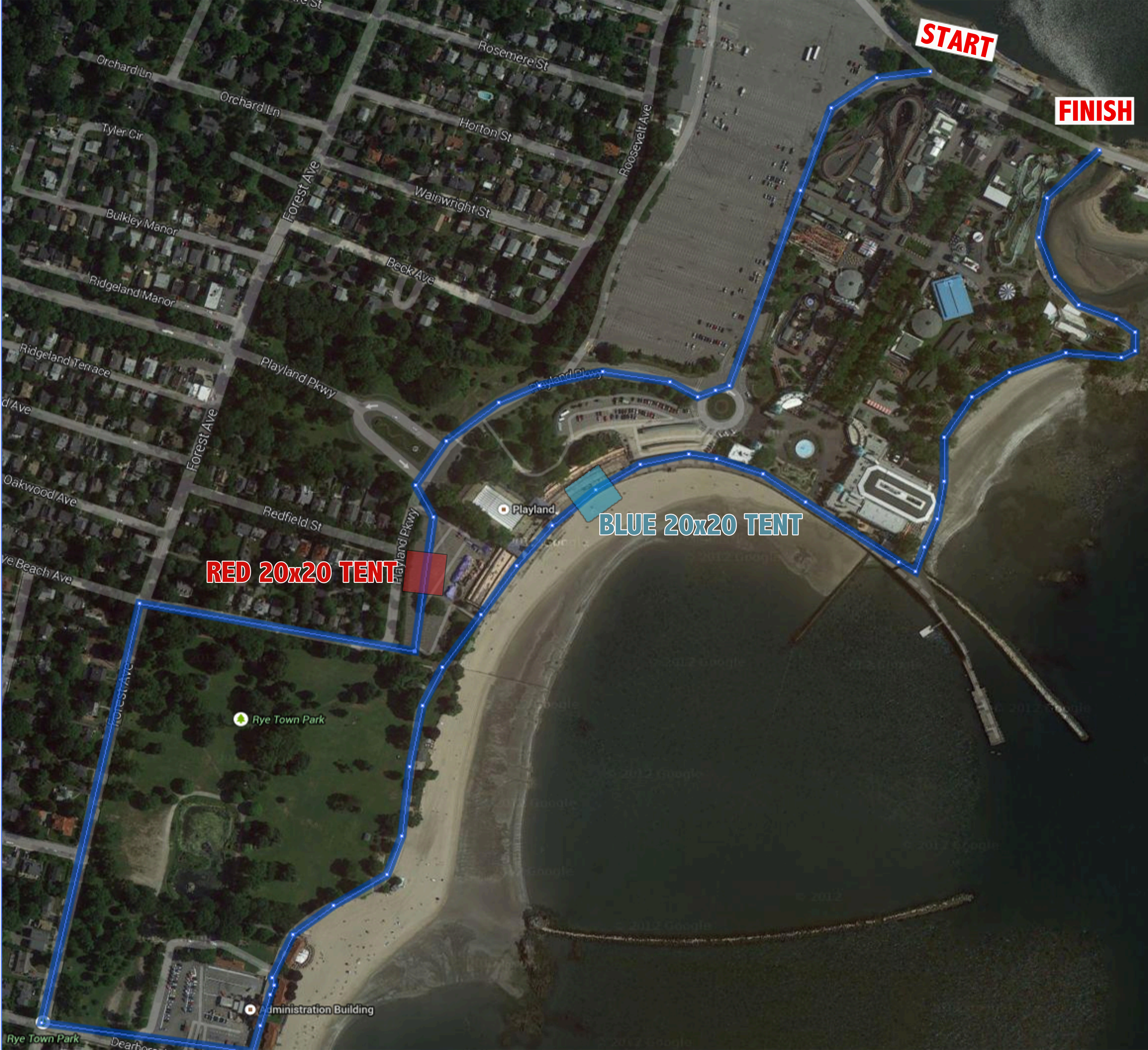
John DeDomenici
Proteus Productions

START

FINISH

RED 20x20 TENT

BLUE 20x20 TENT





CITY COUNCIL AGENDA

NO. 22

DEPT.: City Manager

DATE: July 8, 2015

CONTACT: Marcus Serrano, City Manager

AGENDA ITEM: Consideration of a request by Longford's Ice Cream for the use of City streets for their 20th Anniversary celebration to be held on Sunday, August 16, 2015 from 12:00 p.m. to 5:00 p.m.

FOR THE MEETING OF:

July 8, 2015

RYE CITY CODE,

CHAPTER

SECTION

RECOMMENDATION: That the Council consider granting the request.

IMPACT: Environmental Fiscal Neighborhood Other:

BACKGROUND:

The owners of Longford's Ice Cream are requesting permission to close a portion of Elm Place on Sunday, August 16, 2015 from 12:00 p.m. to 5:00 p.m. to celebrate the 20th Anniversary of the Longford's Brand. The event has been held successfully in the past. The Rye Merchants Association has approved the event. Insurance will be supplied to the City and the owners will coordinate with the Rye Police Department.

See attached.