

## CITY OF RYE

### NOTICE

There will be a regular meeting of the City Council of the City of Rye on Wednesday, November 18, 2015, at 7:30 p.m. in Council Chambers at City Hall. *The Council will convene at 6:30 p.m. and it is expected they will adjourn into Executive Session at 6:31 p.m. to discuss litigation and personnel matters.*

### AGENDA

1. Pledge of Allegiance.
2. Roll Call.
3. General Announcements.
4. Draft unapproved minutes of the regular meeting of the City Council held November 4, 2015 and the Budget Workshop held November 9, 2015.
5. Issues Update/Old Business.
6. Continuation of 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.
7. Authorization for the City Manager to enter into an Inter-municipal Developer Agreement with Westchester County and Pawling Holdings, LLC for the City to construct the North Street sewer line and other on-site infrastructure improvements for the Theodore Fremd Avenue and North Street affordable senior housing project.  
Roll Call.
8. Presentation of a Proposal to collect baseline data on the deer population and Authorization for the City Manager to enter into an agreement with Hank C. Birdsall regarding same.
9. Consideration for the City Council to adopt Youth Sports Policies, Guidelines and Fees for the City of Rye Recreation Department.
10. Three appointments to the Rye Golf Club Commission for a three-year term expiring January 1, 2019.
11. Residents may be heard on matters for Council consideration that do not appear on the agenda.
12. Miscellaneous communications and reports.
13. New Business.

14. Adjournment.

\* \* \* \* \*

The next regular meeting of the City Council will be held on Wednesday, December 2, 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](http://www.ryeny.gov) under "RyeTV Live".

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



# CITY COUNCIL AGENDA

NO. 4

DEPT.: City Clerk

DATE: November 18, 2015

CONTACT: Carolyn D'Andrea, City Clerk

**AGENDA ITEM** Draft unapproved minutes of the regular meeting of the City Council held November 4, 2015 and the Budget Workshop held November 9, 2015.

**FOR THE MEETING OF:**

November 18, 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 November 4, 2015 and the Budget Workshop held November 9, 2015, as attached.

***DRAFT UNAPPROVED MINUTES*** of the  
Regular Meeting of the City Council of the City of  
Rye held in City Hall on November 4, 2015 at 7:30  
P.M.

PRESENT:

JOSEPH A. SACK Mayor  
LAURA BRETT  
KIRSTIN BUCCI  
JULIE KILLIAN  
TERRENCE McCARTNEY  
RICHARD MECCA  
RICHARD SLACK  
Councilmembers

ABSENT: None

The Council convened at 6:30 PM. Councilman Mecca made a motion, seconded by Councilman McCartney and unanimously carried to immediately adjourn into executive session to discuss litigation and personnel matters. Councilwoman Brett made a motion, seconded by Councilwoman Bucci and unanimously carried, to adjourn the executive session at 7:31 PM. The regular meeting convened at 7:40 PM.

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.

Mayor Sack announced that the 2015 election results are in. He congratulated Councilman Richard Mecca for being re-elected to the City Council. He stated that the Council is very happy that Mr. Mecca would return for another term. He also acknowledged two brand new members of the City Council, Emily Hurd and Danielle Tagger-Epstein. He thanked the newly-elected members for being present for the meeting and stated that the Council is excited for them to join the group in January 2016 when Councilwoman Brett and Councilman Slack depart.

Councilwoman Killian noted that this will be the first time in Rye history that there will be a majority of women on the City Council.

Councilman Mecca stated that the Rye Chamber of Commerce had a meeting and reported that November 28, 2015 is Small Business Saturday. He also stated that Sunday,

November 29, 2015 is the Mistletoe Magic event in the City. Part of Purchase Street closed from 12:00 to 3:00pm for the event, which will feature family activities.

Councilman McCartney congratulated the Rye High School Girls Field Hockey team on a great season. Further, Councilman McCartney notified the community that there is a Rye High School football game Saturday, November 7, 2015 at 4:00PM at Arlington High School. The game will be played against Our Lady of Lourdes High School and will determine the section champion. He wished the team good luck and congratulated them on their season so far. He then reported that the Annual Turkey Run is November 28, 2015, and the Holiday Sing-Along is Sunday, December 6, 2015, sponsored by the PBA. Lastly, he notified the community that the next Rye Golf Club meeting is November 12, 2015 at 7:00PM. The golf course remains open, but the restaurant and bar are closed for the year, except for special events.

Mayor Slack reported that the Mayor of Harrison will be wearing a Rye football jersey at the next Harrison council meeting, due to the fact that Rye won the football game against Harrison on October 17, 2015. He thanked the coach at Rye High School for loaning the jersey which will be worn at the Harrison Council meeting on November 5, 2015.

4. Draft unapproved minutes of the regular meeting of the City Council held October 21, 2015.

Councilwoman Brett made a motion, seconded by Councilwoman Killian and unanimously carried to approve the minutes of the regular meeting of the City Council held on October 21, 2015. Councilman McCartney thanked the new City Clerk for drafting the minutes.

5. Issues Update/Old Business.

Mayor Sack reported that the Rock Chipping law (amendment to Rye City Code Chapter 133, "Noise") was filed with Secretary of State on November 3, 2015. By operation of law, the moratorium previously passed by the City Council expired when the new law took effect. Corporation Counsel Wilson stated there was no need to set a public hearing repealing the local law that initiated the moratorium.

Councilwoman Brett recognized the residents who spoke about the Osborn School traffic study at the October 21, 2015 City Council meeting. She clarified that a traffic study would be responsibility of the City, but improvements on school property would be the school's responsibility.

Councilwoman Killian stated that she would like the City Council to revisit the 25 miles per hour speed Home Rule issue.

Mayor Sack responded to Councilwoman Killian's comments and requested a traffic report on the 25 mile per hour speed proposal. He stated that data provided after a study may support the recommendation to lower the speed limit in the City. He stated his intention to move forward on this issue within the upcoming legislative session.

Councilwoman Killian suggested that the Council explore all avenues to slow down traffic.

Councilman McCartney reported, as liaison to the Golf Club, that negotiations are continuing with TKI (TessengerloKerley, Inc.) and their insurance carrier.

Councilwoman Killian added that terms of the traffic and pedestrian safety issues raised at Osborn School, general consensus among the school principal, police and community is that traffic flow with new dismissal policy has been working overall. City Manager Serrano agreed that the dismissal policy has been effective. Councilwoman Killian stated that the safety will be an ongoing discussion, but that it is the consensus that there cannot be a crosswalk at Sonn Drive.

City Manager Serrano stated that there is an upcoming meeting concerning the United Hospital site in Port Chester on Friday, November 13, 2015 with the New York State Department of Transportation, the City's traffic engineers, and the Port Chester traffic engineer.

Mayor Sack, in response to Mr. Serrano's comments, stated that the applicant seems receptive to our draft environmental impact station (DEIS) comments and the dialogue will continue concerning the United Hospital site proposals.

6. Presentation of the FY 2016 Budget by the City Manager.

City Manager Serrano thanked the City Council for the opportunity to work for the City, and also thanked the staff for its professionalism. He recognized Acting Comptroller, Joseph Fazzino, whose expertise and willingness to adapt to changes has been very impressive. He introduced a detailed presentation and summary that will be available to the community on the City website, [www.ryeny.gov](http://www.ryeny.gov). He stated that the 2016 proposed tax raise is 1.32%. The staff worked hard to stay below the 2% tax cap. He explained there has been a small increase of 1.02% in our assessed value, which is a good thing. The staff must always anticipate a downtrend in the economy. City Manager Serrano stated that projected appropriations will increase by \$518,000, with the bulk being salary and benefits. Most of those funds are health insurance and mandated salary increases. He stated that the staff will continue to control contractual costs as much as possible, and monitoring revenue trends is also important. For 2016, there is a decrease in revenues of approximately \$8,000 and the staff is proposing increases for this year to keep tax rates down. He reported that the NYS retirement system changed its system and added a new tier which limits overtime. The state has seen a stabilization in the retirement system, which is a decrease for the first time in many years. New employees must pay more for health benefits as well.

City Manager Serrano continued and stated he was concerned with upcoming capital projects, specifically with new State requirements with inflow and infiltration (I & I). Possible improvements to comply with these requirements would involve both storm and sanitary sewer systems. The Council and staff may consider a sewer district or imposing sewer fees in a public discussion.

City Manager Serrano also reminded the Council about the City's AAA policy and debt balance, in which there is a self-imposed debt limit. Mayor Sack agreed that we should explore these issues and take action without affecting the City's AAA rating.

City Manager Serrano introduced Acting Comptroller, Joseph Fazzino, and stated that it has been a pleasure to work with him noting that Mr. Fazzino has worked very hard in this process. Mr. Fazzino introduced a slideshow presentation on the highlights of the proposed 2016 budget.

Mayor Sack inquired about the City staffing level for 2016. City Manager Serrano responded and stated that there are no real changes.

Mr. Fazzino stated that while preparing for fiscal year 2016, it is always good to look back on 2015. In sum, there was a 1.7 million dollar loss for 2015, which was \$800,000 better than the City had planned. Some of the items accounting for the difference is mortgage tax, penalties and interest on property taxes police overtime reimbursements. Clerical and DPW salaries, part time/ seasonal salaries, and employee healthcare costs have all decreased. The 2016 proposed budget will include \$518,458 over 2015 adopted expenditures. The largest increase will be health insurance costs.

Councilman Slack inquired as to whether the City can do a financial outlook farther than 2016. He stated he felt it was important to start the discussion for the future to try to get some of these costs under control given the uncertainty and flatness of our revenues.

Mr. Fazzino responded to Councilman Slack's comments and stated that the staff can prepare a report with projections over a multiyear period. Councilwoman Killian stated that a multiyear report has been done in the past and it is helpful.

Councilwoman Bucci recognized the increase in healthcare costs and stated that longevity also adds to the cost.

Mr. Fazzino stated that workers compensation costs have increased for 2016, but not at the same rate as 2015. City Manager Serrano added that the Workers Compensation Board has changed the claims ratio. He felt it was important to discuss the implementation of policies and procedures to avoid future workers comp issues.

Mr. Fazzino stated that for third consecutive year, the retirement rates have gone down a total overall of \$187,000. This figure will likely stabilize. He then informed the Council that salaries and benefits are 63% of total City expenditures. At this time, the staff does not feel comfortable about proposing a raise in the major revenue projections.

Councilwoman Killian asked about the decrease in credit card fees of \$20,000. Mr. Fazzino responded the City budgeted high for 2015, but looking at the trends, the City was able to decrease the budgeted amount for 2016. He presented a slide to the Council regarding the formula to balance the budget with the City's use of its fund balance and raising the property tax levy.

Councilman Slack clarified that, in total, the City is proposing reducing the fund balance to \$2.9 million.

Mr. Fazzino introduced a list of capital projects proposed. City Manager Serrano added that any improvements will be subject to discussion by the City Council.

Mr. Fazzino reiterated that there is a proposed 1.32% increase in the tax rate. The property tax levy makes up 66% of the City's revenue. The proposed budget is \$26,000 under the tax cap.

Councilwoman Bucci inquired as to why the taxes for the City increased in 2003. Mr. Fazzino responded that the fund balance in 2003 became too low and as a result, taxes were raised.

Councilman Slack stated that he wanted to understand the long-term use of the fund balance.

Mr. Fazzino responded and stated that some of the fund balance is used for capital. The City may wish to discuss amending the City's debt limitations. He then introduced a slide to the Council with a breakdown of school, County and City tax. The diagram reflected that the school tax rate is highest, followed by the County, followed by City. City Manager Serrano remarked that it was the first municipality he had seen where the City's tax rate was lower than the County's tax rate.

Mr. Fazzino stated that it was important to have a fund balance policy.

City Manager Serrano stated that the City should consider meeting with a financial advisor and revisiting the self-imposed debt cap of 5%.

Mayor Sack recognized and thanked Mr. Fazzino for his fantastic presentation. He stated it gave a great framework for our budget season. He suggested that the Council hold off on questions until budget workshops.

Mr. Fazzino invited members of the City Council to send him questions and he would post the answers on the website for the public at [www.ryeny.gov](http://www.ryeny.gov).

City Manager Serrano reminded the community that the budget working session will take place on Monday, November 9, 2015 and Monday, November 16, 2015 at 7:30PM.

7. Consideration to set a Public Hearing on the 2016 Budget for December 2, 2015.

Councilwoman Brett, seconded by Councilwoman Killian, and unanimously carried, made a motion to set a public hearing on the 2016 Budget to take place on December 2, 2015 at the general meeting of the City Council at 7:30 PM.

ROLL CALL

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



8. Continuation of 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.

Mayor Sack stated that this issue has been on our agenda for some time and asked City Manager Serrano to update the City Council.

Mr. Serrano stated that this Public Hearing was on the subject of whether to amend the zoning designation of the property located at 120 Old Post Road in the B-4 zoning district to reflect RA-6 zoning. He stated that the City has considered pedestrian traffic and recreation in its decision. There has been discussion of an impact fee which the City could use toward capital improvements or recreation activities.

Mayor Sack invited the applicant's representatives to make a statement to the City Council.

Jonathan Kraut, of Friedman Harfenist Kraut & Perlstein LLP on behalf of the applicant, stated that they have proposed some robust information which was summarized about traffic and vehicle issues. Upon reviewing the City's response, there have been some comments from residents and the City made a request that a traffic consultant look at the proposal on behalf of the City. The applicant provided information on improvements to the traffic consultant. The current proposal would require a change of use from an office building to residential, which would be result in a lesser impact. Mr. Kraut added that the applicant does, however, recognize that there are improvements that can be made. He stated the applicant would be amenable to zone text imposing an impact fee. This fee could be used for infrastructure improvements.

Mayor Sack felt that that the impact fee discussions were important and asked City Manager Serrano to facilitate conversations with the applicant to understand what the actual number might be. He asked the City Manager to provide an update on the traffic study results.

City Manager Serrano responded that the traffic engineer provided us with a draft. We have had questions and the engineer is finalizing the draft so that the staff can provide something to the council for the next meeting. There is a setback issue that needs to be determined, as well as the final number of units.

Mr. Kraut stated that his understanding is that there are two traffic/ impact issues: first, will there be any negative impacts from what has been proposed, and second, what are the results of the study of existing conditions. Mr. Kraut stated he is prepared to speak about that issue. He then addressed a letter from neighboring property located at the Osborn. That letter discussed concerns about traffic, stormwater issues, and setbacks. Currently, the zoning along the Post Road and the Osborn property requires setback of 100 feet of the principal structure from the center line of the road. Mr. Kraut then stated that The Osborn campus is a much larger parcel of property than the site at 120 Old Post Road. The applicant plans to also implement a landscaping plan along the post road. Mr. Kraut stated that in the proposed configuration of the building, the majority of the building is farther from the street than the setback.

Matthew Anderson, on behalf of the Osborn, addressed the City Council and made the following statement:

*“Mayor Sack and Members of the Rye City Council,*

*My name is Matthew Anderson and I am the Chief Operating Officer of The Osborn and I live at 149 Theall Road. I’m here tonight to convey the Osborn's observations concerning the proposed new RA-6 zone. As you know The Osborn owns the 54 acre property immediately adjacent and to the South of 120 Old Post Road. We have owned the property since it was first assembled and conveyed to us by John Sterling in the late 19th-century. In 1993 the City of Rye granted the Osborn site plan and zoning approval to create the continuum of care campus where about 420 elderly citizens reside today. The zoning was approved as an extension of an existing non-conforming welfare use in an R-2 zone.*

*The Osborn does not oppose the development of a facility for active adults on 120 Old Post Road. In fact we look forward to the opportunity to provide needed services to that population as it inevitably ages in place. We offer assisted-living, memory care, subacute and chronic skilled nursing care, outpatient rehabilitation and homecare; all of which will be needed by residents of 120 Old Post Road at some point in the future.*

*Our concerns have to do with three areas: traffic, storm water management, and setbacks. The concerns about traffic impact relate to the current unsafe conditions on the Playland Access Road and Old Post Road. We trust the City will address the traffic impact of this project on those conditions and require the developer to make needed improvements just as they did with the Osborn in 1993.*

*Our concerns about storm water management are those shared by all in our community given the recent tragic flooding that has occurred in Rye. To the best of our knowledge, storm water is not currently retained on the 120 Old Post Road site as is required of similar properties, including the Osborn. While we understand that the proposed development does not add to the amount of impermeable surface on the property, is this not an opportunity to take advantage of available technology to reduce the impact of storm water coming off the site by retaining it in a manner similar to what we are required to do at the Osborn?*

*Which brings me to our final concern and that is setbacks. The proposed setbacks are very minimal compared to those required of the Osborn. For example, we have a 160 foot setback requirement surrounding the property. So we have a 160 foot setback along the Old Post Road and Boston Post Road compared to the 40 foot proposed for the 120 Old Post Road. The Osborn’s rear setback along Theall Road is also 160 feet compared to the proposed 25 feet for 120 Old Post Road. The side yard setback is 160 feet compared to 40 feet with both sides limited in total to 100 feet.*

*We have a proposed remedy. Given the similarity of the uses of these two properties, we propose that the City impose the same setbacks for both properties. Thus the City could reduce the setbacks of the Osborn site to match the proposed RA-6 zone, or increase the setbacks on 120 Old Post Road to match the Osborn’s, or any combination of the two.*

*Thank you for allowing me the time this evening to express The Osborn’s views on this important project.”*

Mr. Kraut addressed the applicant and the City Council and stated that the sites have different characteristics. He stated that The Osborn site is larger and is also a thru site from Theall to Old Post Road. Concerning 120 Old Post Road, it is possible to achieve the front yard setback; it could be geometrically achieved, but it would be a less desirable visual picture. He stated the applicant was sent to the Planning Commission for review, and they are complying with the Planning Commission's recommendations. He felt they are confident that they could provide adequate screening and minimize the grading.

Mayor Sack encouraged that the parties to discuss the issues prior to returning for the next City Council meeting.

Councilwoman Brett recognized the need for the City Council to provide the applicant with feedback. She conveyed that she participated in the Planning Commission process and that she was not concerned with the front yard setback as it is consistent with zoning. However, she is concerned about the number of units in the facility as it would be the City's second largest facility and she questions whether the property has the space for the number of units being proposed. She stated she was also concerned about the 25 foot rear yard setback.

Mr. Kraut address Councilwoman Brett's concern and stated the rear year setback has been amended to 50 feet.

Councilwoman Brett stated that her next concern is the density as compared to other multifamily zoning districts, which ties into the number of units. She stated that the City Council must focus on the zone amendment at this point. By the next meeting, the traffic study will be completed.

Councilwoman Bucci asked the applicant to clarify the 100 foot setback, and Mr. Kraut explained that the proposed plan shows that only one point of the building is at 100 feet from the line, as the building is on an angle. Councilwoman Bucci stated that she is concerned about the future of the zoning change and future applicants.

Mr. Kraut stated that final approval is contingent upon planning board site plan approval and is a method of control that the Council may want to consider.

Councilwoman Bucci stated that it is important to contemplate the future, and Councilwoman Killian expressed concern for the property being sold in the future.

Mr. Kraut explained that with this type of rezoning, it is important to see the planning board as ultimate approval to protect the City. He stated that if it is the will of the Council to change the plan, it is possible to flip the building but it would not be as desirable.

Mr. Gerhard Schwalbe of Divney Tung Schwalbe, planner for the applicant, stated that if the building was flipped to instead be positioned along Boston Post Road, the position of the building would be horizontal instead of feathering it out on an angle. He stated that the proposed plan creates more of a buffer around the structure. He also expressed the applicant's need to meet the drainage requirements.

Councilwoman Brett asked if the applicant will be required to improve the drainage on site, and Mr. Schwalbe responded that they will need to meet the new stringent requirements of NYS and the City code.

Councilwoman Brett asked if the result of having the building going up with the grade would result in a taller building. Mr. Schwalbe responded by stating that the architecture has a significant role in how the roofline is created to soften the edge and create a residential look, as well as the implementation of trees and landscaping.

Councilwoman Brett then expressed concern about mass of the building to the viewer. Mr. Schwalbe responded that the applicant has tried to mitigate that concern by pulling the building back on the angle and creating open space.

Councilman Slack stated that the current Floor Area Ratio (FAR) for the zone is 0.3, and that the proposed zoning will amend the FAR to 0.8. The project proposal FAR will be 0.73 which will fit the proposed zoning. He asked the applicant if they considered the economic feasibility of lower densities.

Mr. Kraut responded that with regard to lowering density, the amenities of the facility of the size and caliber for a 55-and-older community require enough space. They did look at higher numbers, and as a result of conversations, they have reduced the proposed density. As a comparison, he compared the FAR for some other multifamily facilities in Rye/ Rye Manor. For example, he stated that the FAR for Highland Hall is 1.61 and Blind Brook Lodge is at 1.14. The proposal is only for an FAR of 0.73. He explained there is quite a bit of acreage for open space and landscaping. He stated that the applicant has managed to place the parking for the structure underground. He stated the applicant is trying to create a remarkable and unique housing opportunity.

Councilman Slack compared the proposal to the Ambassador in Scarsdale, where the FAR is 0.4. Mr. Kraut responded that there is a difference between the two properties, as the Ambassador is an assisted living facility. There is not much open space on that property with very little setback requirements.

Mayor Sack invited anyone from public to be heard. No one came forward to make a statement. Mayor Sack then announced that the traffic study for the project will be ready by the next meeting, November 18, 2015. On that day, the Council will decide on any changes if need be and then hopefully come to a consensus for the meeting on December 2, 2015 for a vote.

Councilwoman Brett made a motion, seconded by Councilman Slack, and unanimously carried, to adjourn the public hearing to November 18, 2015.

9. Residents may be heard on matters for Council consideration that do not appear on the agenda.

There was nothing discussed under this agenda item.

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

City Manager Serrano introduced the issue and stated that it is his recommendation to designate Carolyn D'Andrea, the new City Clerk, as the Freedom of Information Officer. It is typical procedure that the City clerk would hold this responsibility, and the current City Clerk has prior experience with FOIL.

Mayor Sack expressed a need to make sure the process was done correctly, and agreed with City Manager Serrano's recommendation based on the totality of the circumstances.

Councilwoman Brett agreed that the City should be using the new resource that the City Clerk brings in her new role.

Councilwoman Brett made a motion, seconded by Councilman Mecca, and unanimously carried to adopt the following policy designating the City Clerk as the Records Access Officer:

ROLL CALL

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

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 City Clerk 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.

11. Appointment of a Marriage Officer for the City of Rye.

City Manager Serrano introduced the issue and stated that it is typical procedure for the City clerk to be the marriage officer in a municipality.

Councilwoman Brett made a motion, seconded by Councilwoman Killian and unanimously carried, to appoint Carolyn D'Andrea as a Marriage Officer for the City of Rye for a term of four years.

ROLL CALL

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

12. Miscellaneous communications and reports.

There was nothing discussed under this agenda item.

13. New Business.

There was nothing discussed under this agenda item.

14. Adjournment.



There being no further business to discuss at the open meeting, Mayor Sack made a motion, seconded by Councilwoman Brett and unanimously carried, to adjourn the meeting into executive session to discuss personnel matters.

Respectfully submitted,

Carolyn E. D'Andrea  
City Clerk

***DRAFT UNAPPROVED MINUTES*** of the  
Budget Workshop of the City Council of the City of  
Rye held in City Hall on November 9, 2015 at 7:30  
P.M.

PRESENT:

JOSEPH A. SACK Mayor  
LAURA BRETT  
KIRSTIN BUCCI  
JULIE KILLIAN  
TERRENCE McCARTNEY  
RICHARD MECCA  
RICHARD SLACK  
Councilmembers

ABSENT: None

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. Discussion of the FY 2015 Budget

- Rye Golf Club Budget Review

Jim Buonaiuto, General Manager of Rye Golf Club provided an overview of the proposed 2016 Operating Budget. The 2016 proposed budget will take the unfortunate events of the 2015 season into account with the greens being damaged. The proposed budget does not reflect additional staffing, as there may be a potential reduction in revenues. Mr. Buonaiuto explained that he has seen improvement with greens and is hopeful for a successful season of membership. The Golf Club is planning for a 10% reduction in membership in a worst case scenario for 2016.

Mayor Sack stated the City has been engaged in potential settlement with TKI (Tessengerlo Kerley, Inc.), and it is possible that there could be some settlement money coming to the City. Any monies received could possibly be used as an incentive for members to return to the Club.

Mr. Buonaiuto stated that the Golf Club is not including many improvements within the budget, but there are some priorities.

Councilman Mecca mentioned that there are two bonds from 1998 will mature in 2018, which could be used as relief.

Mr. Buonaiuto stated that the Golf Club is trying to create the best experience for members and hires employees that are local. The Club has not raised membership fees in seven years.

Councilwoman Brett made a motion, seconded by Councilman Mecca and unanimously carried to adjourn into execution session to discussion litigation matters at 8:00 PM.

Councilwoman Bucci made a motion, seconded by Councilwoman Brett, and unanimously carried to exit executive session and resume with the public meeting at 8:20 P.M.

- Capital Projects Update

Boston Post Road Roundabout Road Relocation and Nature Center Access

Christian Miller, City Planner, introduced the capital projects segment of the meeting to the Council. He first reviewed the roundabout relocation project at Boston Post Road. He stated that this \$50,000 project for a preliminary design on Boston Post Road in the Parsons Street area to shift the road over and build a roundabout. The project will allow for a connection of the Nature Center roadway.

John Meyer, traffic engineering consultant for the City, spoke about his traffic design and study for this project. He stated that the proposed roundabout would improve the current state of traffic in that area. Mr. Meyer with the City staff previously considered five or six alternatives to this particular plan, but recommends that the current proposal would be the most effective. The Council then discussed the specifics of the plan.

City Planner Miller and Ryan Coyne, City Engineer, then briefly discussed the Nature Center bridge, which will cost approximately 1.1 million to improve. The bridge has been flagged for safety issues. At a minimum, Mr. Coyne stated that the bridge needs \$40,000 of work.

City Planner Miller told the Council that the roundabout project has a design timeframe of 2016, with construction not beginning until 2017.

Five-Points Intersection and Pedestrian Improvements Project

City Planner Miller stated to the Council that the City issued a request for proposal and as a result, John Meyer Consulting was retained as consultant for this particular project. This project was identified by the Safe Routes to School program as a possible hazardous intersection, located at Grace Church and Midland Avenue. There is a potential pedestrian safety issue that has been identified. With a budget of \$250,000, the City is currently in the design phase for this project. Mr. Meyer presented the particulars of the proposed redesign to the Council to gather feedback about moving forward. He suggested removing traffic signals as a delay in traffic is caused by the signals. He also suggested reducing the paved area to further pedestrian safety.

City Planner Miller stated to the Council that this was a community-wide initiative. The Council continued to discuss the issue.

General Comments on Capital Projects

City Planner Miller made some general comments to the City Council regarding capital projects for 2016. He discussed the road resurfacing program, projected to cost \$615,000 from general revenues and \$315,000 from grants and aid. He also discussed annual programs such as pedestrian safety initiatives with a cost of \$50,000. The Safe Routes to School initiative was discussed, in which funding will be needed to institute a grant. Inflow and Infiltration prevention measures (I&I) will also be included in capital projects to comply with state requirements. Other possible projects include a City master plan, with a projected cost of \$150,000 and a Forest Avenue pedestrian safety study, with a projected cost of \$50,000. City Planner Miller also discussed the United Hospital study, with a projected cost of \$20,000. The City has already spent \$25,000 on this project. There is a proposed project for 2016 looking to retain a consultant on the implementation of LED lights.

Councilman Slack commented about possibly increasing the self-imposed debt limit and inquired about the tax cap implications of doing so.

City Manager Serrano stated that currently the self-imposed debt limit is 5%, which can be used toward capital projects. He suggesting meeting with the finance committee. He also stated that it may be difficult to stay below the tax cap and meet the new state requirements for I&I.

Streetscape Improvements to the Central Business District at the Purchase Street/ Elm Place/ Smith Street Intersection

City Planner Miller discussed this project and stated that the streetscape improvements will be implemented in spring 2016.

Boston Post Road Diet and Retaining Wall Project

City Planner Miller stated that the Boston Post Road diet has been paved and striped, and the City is currently considering various alternatives of wall designs.

- Public Works Department Budget Review

Joseph Fazzino, Acting Comptroller, discussed the building and fund review. He stated the largest proposed increase is salt for the winter. It will cost the City approximately \$50,000. He stated there has been a decrease in administrative part time salaries by \$15,000. He also stated there has been a decrease in pay station credit card fees. He also stated that electricity costs are down. The budget will account for additional building repairs.

- Building and Vehicle Fund Review

Ryan Coyne, City Engineer and Superintendent of Public Works, stated that the 2016 budget includes \$350,000 for public works vehicles. The vehicles will consist of a plow truck, a utility truck and a trailer.

4. Adjournment

There being no further business to discuss Councilwoman Brett made a motion, seconded by Councilman McCartney and unanimously carried, to adjourn the meeting at 9:45 PM.

Respectfully submitted,

Carolyn E. D'Andrea  
City Clerk



# CITY COUNCIL AGENDA

NO. 5

DEPT.: City Council

DATE: November 18, 2015

CONTACT: Mayor Joseph A. Sack

**AGENDA ITEM:** Issues Update/Old Business

**FOR THE MEETING OF:**

November 18, 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.: Planning DATE: November 18, 2015  
CONTACT: Christian K. Miller, AICP, City Planner

**AGENDA ITEM:** Continuation of 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:**

November 18, 2015

**RYE CITY CODE,**

CHAPTER 197  
SECTION 7

**RECOMMENDATION:** That the City Council continue the 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 Traffic Study submitted by the applicant, the Planning Commission advisory memorandum and applicant's amended petition with supporting documents.



Engineers  
Planners  
Surveyors  
Landscape Architects  
Environmental Scientists

11 Bradhurst Avenue  
Hawthorne, NY 10532  
T: 914.347.7500  
F: 914.347.7266  
www.maserconsulting.com

November 10, 2015

**VIA UPS**

Mr. Marcus Serrano  
Rye City Manager  
City Hall  
1051 Boston Post Road  
Rye, NY 10580

Re: 120 Old Post Road  
Rye, New York  
MC Project No. 15001874A

Dear Mr. Serrano:

As per the request of the City of Rye, Maser Consulting, P.A., has completed our review of the “Traffic Assessment and Impact Study” (TIS), dated November 2014 and “Analysis and Comparison of Potential Area Roadway Conditions,” dated September 24, 2015, each prepared by Frederick P. Clark Associates, Inc. These two studies were completed with regard to the proposed senior housing development to be located at the above referenced location.

The following is a summary of our technical review comments pertaining to each of these documents and an outline of our recommendations.

**A. Traffic Assessment and Impact Study**

**1. Background**

This study was prepared to assess the impacts associated with the rezoning and reuse of a 7.0 acre parcel currently occupied by a 70,000 s.f. vacant office building. The building would be demolished and replaced with 135 unit age-restricted residential development. The access to the site is to remain essentially at the site’s current location on Playland Access Drive, approximately 160 feet north of Old Post Road.

**2. Base Traffic Volumes**

The base traffic volumes were recorded in 2012 through 2014 at various locations for the AM and PM Peak Hours and were adjusted to reflect 2014 base traffic volumes. The AM Peak Hour Volumes were found to vary depending upon the location selected but generally occurred between 7:00 AM and 9:00 AM, however, the PM Peak Hour





Volumes were determined to occur between 4:45 PM and 5:45 PM. The highest volumes found at each intersection were used in the study.

**Use of the base Peak Hour volumes as adjusted for at each location appear appropriate.**

**3. Background Traffic Volumes**

The Traffic Impact Study also took into consideration other potential developments within the area including:

- 58 Attached Senior Residences at 150 North Street
- 1-Year Development Plan for Playland
- 5,000 s.f. of Vacant Spaces Reoccupied at 555 Theodore Fremd Avenue

The morning Peak Hour generated by the one year development program at Playland was not included in the projection of volumes that followed in the report. This was a reasonable assumption. The volumes included other development traffic and were analyzed for the 2016 Design Year.

**While it is unlikely the 120 Post Road project will be completed and fully occupied by the 2016 Design Year, a delay in the completion occupancy to a later year or two will not significantly change the conclusions stated with the Traffic Impact Study.**

**4. Accident Experience**

This TIS outlines the accident activity for the following:

- a) At the intersection of Playland Access Road at Theodore Fremd Avenue.
- b) At the Playland Parkway on/off ramp/residential office access and at the roadway section between each.
- c) At the Old Post Road intersection with the site access drive, Playland Parkway Access Road / Playland Parkway Northbound on/off ramps and on those sections between each.

The report outlines each of the reported accidents from the three (3) year period between January 2011 and December 31, 2013. A total of 42 accidents were reported with most (18) occurring at the intersection of Playland Parkway Southbound (PPS) On/Off Ramp / Medical Office Access.



Generally, if a location exhibits less than an average of 5 accidents a year over a 3 year period, no further examination is necessary (except of course if fatalities occurred). In this case, only the location cited above met this threshold where 18 accidents occurred and where 8 were of the right angle variety; with 7 of those attributed to “Failure to Grant ROW.”

**No conclusions or recommendations to address this existing condition at the PPS On/Off Ramp and Medical Office access were offered in the Study. Perhaps a realignment of the PPS on/off ramp with the Medical Office access would improve conditions.**

5. **Trip Generation**

With respect to traffic generation, the TIS utilized information contained in the Institute of Transportation Engineers (ITE) publication “Trip Generation,” 9<sup>th</sup> Edition, 2012. According, the proposed development is expected to generate a total (entering plus exiting) of 27 and 34 vehicle trips during the Weekday Morning and weekday evening Peak Hours, respectively.

The current building use, if reoccupied (70,000 s.f. of office), would generate some 109 and 104 vehicle trip ends during the same peak weekday periods, respectively. Hence, an increase in trip generation between 82 and 70 over the proposed zoning condition for the Weekday Morning and Weekday Afternoon Peak Hours, respectively, could be anticipated if the reoccupancy were to occur instead of the proposed zoning.

**The trip generation rates identified in the TIS are representative of what could be expected under either development scenario and the rezoning would generate less peak hour traffic than under existing reoccupancy.**

6. **Trip Distribution**

The estimated site generated traffic was distributed on the roadway network as follows:

- 20% will arrive from the north on Playland Parkway from I-95
- 20% will arrive from the southwest on Theodore Fremd Avenue
- 20% will arrive from the northeast on Theodore Fremd Avenue
- 40% will arrive from the south on Playland Parkway access; with 20% from the northeast on Old Post Road and 20% from the southwest on Old Post Road

The exiting distributions vary from the entering distributions where 60% of the site exiting traffic will turn right out of the site and at Old Post Road 40% will turn left with



20% turning left again onto the Thruway Access Drive northbound towards the ramps to the Thruway entrance. Twenty percent (20%) will continue on Old Post Road to North Street. The remaining 20% will turn right off Playland Parkway access onto Old Post Road to Boston Post Road.

The exiting traffic that will turn left (40%) out of the site access will intersect with Theodore Fremd Avenue where it will then split 20% turning right and 20% turning to the left on Theodore Fremd Avenue.

**We concur with these stated distributions.**

#### **7. Capacity Analysis**

Capacity analyses were conducted at the following locations:

- Playland Parkway Access Drive/ Theodore Fremd Avenue
- Playland Parkway Access Drive/ Playland Parkway Off-Ramp / Medical Office Access
- Playland Parkway Access Drive/ Site Access
- Playland Parkway Access Drive/ Old Post Road
- Old Post Road/ NYS Thruway Access Drive

The analyses were completed for the 2016 Background Condition as well as for the 2016 Combined Conditions for each of the Peak Hours using the appropriate SYNCHRO 8.0 methodology.

Signalized intersection analysis was conducted at the intersection of Theodore Fremd Avenue with the Playland Parkway Access Drive. The remaining intersections were analyzed using unsignalized “Stop” control methodology. The results of the analyses produced for the two conditions suggest the following:

a) Theodore Fremd Avenue/ Playland Access Drive (signalized)

Background condition and overall Level of Service “B” will prevail during both the Weekday Morning and Weekday Afternoon Peak Hours.

Under the combined condition, the results indicate the intersection will continue to operate at an overall Level of Service “B” during the Weekday Afternoon period however, during the morning period, the Level of Service will change from “B” to “C” with an average vehicle delay increase of 0.3 seconds.

**The analysis results for this location are reasonable.**

b) Playland Access Drive/Playland Parkway Southbound Ramps/Medical Office Access (unsignalized)

Under the background condition, indicate that the critical movements on the ramp and access drive approaches to the intersection will operate at a Level of Service “E” and “C” or better during the morning and afternoon Peak Hour, respectively. Concurrently, the northbound and southbound critical movements on Playland Access Drive will operate at a Level of Service “A” during each of the Peak Hours.

Under the combined condition, the results of the unsignalized analysis indicate that similar Levels of Service for all movements will occur with slight increase in average vehicle delays of approximately 1.5 seconds.

**This is acceptable as reduced Levels of Service can be expected during peak hours on minor intersection approaches. However, the existing accident condition is not considered nor is any mitigation suggested. Perhaps a realignment of one of the approaches would help this situation.**

c) Playland Access Drive and Office Building Site Access (Unsignalized)

Under background conditions, the results of the analyses indicate that the critical movement will operate at Level of Service “B” or better during each of the Peak Hours.

Under the combined condition, the critical movements will continue to operate at Level of Service “B” or better during these two same Peak Hours. However, the eastbound right turn movement will change from a Level of Service “A” to “B” with an increase in average vehicle delay of 11.9 seconds.

**The results of the analysis are reasonable.**

d) Old Post Road and Playland Access Drive (Unsignalized)

Under the background condition, the southbound approach critical movements at the Playland Access Drive (“Stop” sign controlled) will operate at a Level of Service “F” and a Level of Service “D” during the Weekday Morning and Weekday Afternoon Peak Hours, respectively. Queue lengths are anticipated as 13 vehicles during the Peak Hours. It is suggested that field observations indicate similar queues and delays, although it is mentioned that these delays occur for less than 15 minutes during the peak periods.



**This should not be considered an unusual circumstance for a limited time within the Peak Hour.**

Under the combined condition, the results indicate that on the southbound approach (Playland Access Drive) the same Levels of Service will be maintained for each of the Peak Hours within an average vehicle delay of approximately 7.2 seconds. It is mentioned in the TIS that reuse of the existing building as offices would result in longer delays, however, no quantitative analysis of this condition was provided within the report to support this statement.

**Based on the higher traffic generation expected with the reoccupancy of the office versus the proposed rezoning uses generation, this is a reasonable conclusion. (See also discussion below regarding separate right turn lane.)**

e) Old Post Road and Thruway Access Drive (Unsignalized)

Under background conditions, the results of the analyses indicate that the 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 key through movements on Old Post Road are operating at a Level of Service “A” during each of these Peak Hours.

Under the combined condition, the analysis results indicate that the southbound approach Level of Service during each of the Peak Hours will remain the same. However, there will be an increase in average vehicle day of approximately 6 seconds. It is stated that a reoccupancy of the existing building would increase delays.

**As indicated for the prior condition, no evidence in support of that statement was provided, however, an increase in trip generation would suggest that this assertion is accurate.**

**The conclusions outlined in the report identify what could be expected and we are of the opinion that the conclusions drawn are accurate.** However, on Page 20 of the report it is suggested that the current traffic control and pavement markings at each of the locations remain unchanged. This does little to address the deficiencies that currently exist and will continue to exist upon site redevelopment. It is further stated in the last paragraph of the findings that, “At the Old Post Road intersection at Playland Access Drive and Thruway Access Drive it is likely (sic) that either location would meet minimum standards for consideration for traffic signals.” **We suggest**



**that the word “likely” was intended to be “unlikely”. Furthermore, it would have been beneficial if such an evaluation of those standards was provided to support this statement. To confirm such, a signal warrant analysis should be conducted at this location. (See below for further discussion of this location.)**

## **B. Analysis and Comparison of Potential Area Road Conditions**

Subsequent to the TIS preparation, a supplemental evaluation was conducted. This evaluation was undertaken at the request of the City Planner and City Engineer to identify potential benefits with and without off-site transportation improvements. The options presented included:

1. Constructing a right turn lane on the southern side of the Playland Access Drive along the site frontage. This lane will extend along the site frontage from the vicinity of the medical building access drive south to Old Post Road.
2. Convert the existing emergency access drive to 120 Old Post Road to a full movement driveway.
3. Modify the northbound Boston Post Road exit ramp to Playland Parkway to permit left turn lanes movement onto Playland Parkway northbound to access I-95.
4. Install a traffic signal at Old Post Road/Playland Parkway Access and/or install a second signal at the Old Post Road/Thruway Access Drive.

### **Option Comparison Results**

#### **1. Right Turn Lane**

The analysis and comparison conducted by F.P. Clark Associates for this option indicated that Levels of Service at this intersection would improve from a Level of Service “F” to “E” with a reduction delay of some over 21 seconds per vehicle during the morning Peak Hour. During the afternoon Peak Hour, a Level of Service improvement from “D” to “C” with a reduction in vehicle delay of 5.4 seconds can be expected. Concurrently, with the new right turn movement, the intersection would operate at a Level of Service “B” and “A” during the Weekday Morning and Weekday Afternoon Peak Hours, respectively.

**The results of the analysis indicate a benefit would occur with the provision of a separate right turn lane at this location.**

2. Emergency Access Reopening

Analyses indicate that a reopening of the emergency access at Old Post Road would yield little or no benefit. As the development is expected to generate an insignificant level of additional traffic to the area roadways, the results essentially indicated no measurable improvement. In fact, a reanalysis was completed using the opening of the emergency access as well as the addition of the new separate right turn lane. Those analyses indicated the improvement in delay was actually the result of the right turn lane and not the inclusion of the second driveway.

**The provision of the right turn lane on Playland Parkway southbound approach is what results in the improved conditions and not the redistribution of the site entering and exiting traffic with the reopening of the emergency driveway.**

3. Boston Post Road Ramp to Playland Parkway Northbound

This is a much more significant capital improvement and assumes additional signing is provided on the northbound Boston Post Road in advance of a modification to the existing off ramp to Playland Parkway. This change would allow a left turn movement from this ramp (where currently only a right turn movement is allowed) to access Playland Parkway northbound. This alternate also assumed that the aforementioned right turn lane along the site frontage was also in place. With this geometric and operational change, it is anticipated that 106 and 62 vehicle trips traveling northbound on Boston Post Road would be diverted from Old Boston Post Road to the Parkway ramp to access the Thruway during Morning and Afternoon Peak Hours, respectively.

The result of the capacity analysis indicated that during the Weekday Morning Peak Hour, the southbound left turn movement from Playland Parkway Access Drive to Old Post Road would improve from a Level of Service "F" to "C" with a reduction in a delay of 32 seconds (because of reduced Old Post Road traffic). During the afternoon Peak Hour, the same approach lane would improve from a Level of Service "D" to "C" with a decrease of 9.2 seconds. The right turn lane would operate with a Level of Service "B" and "A" during the Weekday Morning and Weekday Afternoon Peak Hour, respectively. At the Old Post Road/Thruway Access Drive, the eastbound left turn movement from Old Post Road to Thruway ramp would improve from a Level of Service "B" to "A" during the Weekday Morning Peak Hour and remain a Level of Service "A" during the Weekday Afternoon Peak Hour. At the same time, the left turn movement from the off ramp from Playland Parkway at the same location would improve from a Level of Service "F" to "E" with a reduction of 63.9 seconds during the Weekday Morning Peak Hour and remain the same Level of Service "D" during the Weekday Afternoon Peak Hour with a delay of 8.8 seconds.

The report suggests that the greatest improvement in traffic flow and reduction of delay would occur during the Weekday Morning Peak Hour at both “Stop” sign controlled intersections at Old Post Road.

**The report suggests that proper intersection sight distances could be achieved between the modified ramp and Playland Parkway. However, further evaluation of the ramp layout and pavement width would be required to finalize any lane use arrangements.**

**The shifting of certain traffic from Old Post Road destined for I-95 would decrease traffic volumes on Old Post Road and result in improvement to overall operations at the intersections along Old Post Road.**

4. Installation of Traffic Signals on Old Post Road

The comparison indicated that prior studies suggested that these intersections did not meet traffic signal warrants. This examination was undertaken to see what improvements would occur were signals installed. Notwithstanding the fact that it was found that warrants were not met, results of analysis did indicate that with signals installed at both intersections of Old Post Road with Playland Access Drive with the Thruway access ramps, would operate at a Level of Service “C” or better during both Weekday Morning and Weekday Afternoon Peak Hours and that with the installation of signals an elimination of current delays would be found on the Playland Access Drive southbound approach during the Weekday Afternoon Peak Hour. The installation of a traffic signal at Old Post Road/Thruway Access Drive indicated a similar benefit of eliminating the Level of Service “F” on the off ramp approach to the intersection and significantly reducing delays during the Weekday Morning Peak Hour.

**The installation of traffic signals, while they may not be warranted based on volume warrant criteria, may significantly improve intersection Levels of Service because of the heavy turning movements. Such installation would require county approval. (See discussion below on left turn conditions at the Old Post Road and Thruway Access Drive intersection.)**

The final comment presented in the comparison study suggests that the overall results indicated it would likely be beneficial to install both signals to operate in coordinated fashion and minimize delays on both side street approaches. Installation of signals would also result





in a benefit as there is currently limited sight distance when exiting that Thruway Access Drive and Playland Access Drive to Old Post Road.

A conclusion of the comparison report suggested that the greatest benefit would be to provide the right turn lane along the site frontage on Playland Access Drive.

**We concur fully with this suggestion. We also concur with the suggestion that a second driveway to Old Post Road would have little benefit but, including this access would not, on the other hand, present any issues.**

**We agree that providing an alternate means for northbound Boston Post Road traffic to access Playland Parkway via a modified ramp system would improve operations along Old Post Road, however, this alternative would need further examination, may prove to be costly and will require county approval.**

**Finally, we do agree that the installation of traffic signal control at each of the intersections with Old Post Road, i.e., at the Playland Access Drive and Thruway Access Drive, would be beneficial in the sense that there would be significant reduction in delay. Furthermore, the limited sight distance issues could be mollified to a certain extent. However, this has to be balanced with known signal warrant criteria and with an understanding of the unique operation patterns particularly at the intersection of the Thruway Access Drive and Old Post Road, when during the peak hours the highest anticipated volume is the left turn movement from Old Post Road.**

Maser Consulting has independently examined the effectiveness of providing signalization modification to operations the Thruway Access Drive/Old Post Road intersection where currently the northbound left turn volume from Old Post Road onto the Thruway access ramp equals over 500 vehicles during the Weekday Morning Peak Hour and some 400+ vehicles during the Weekday Afternoon Peak Hour. Our analysis, using the "All-Way Stop" control indicated that the eastbound approach (Thruway Access Drive) would operate at a Level of Service "B" while the northbound approach would operate at a Level of Service "F" (heavy left turn) and the southbound approach at a Level of Service "B" during the Weekday Morning Peak Hour and would operate at a Level of Service "A" on the eastbound approach, a Level of Service "C" on the northbound approach and a Level of Service "B" on the southbound approach during the Weekday Afternoon Peak Hour. To reiterate, this analysis is based on an "All-Way Stop" control.



Our conclusions were similar to the F.P. Clark conclusions concerning the signalization where during the AM Peak Hour and overall Level of Service “C” could be expected at this location while during the afternoon Peak Hour an overall Level of Service “B” could be expected during the PM Peak Hour.

We also reviewed the left turn lane warrants at this location. Our analysis indicated that with the turning volumes in the order 500 vehicles per hour and with advancing volumes in the order of 300 vehicles per hour, the left turn warrants would be met. Unfortunately, we do not believe ample room is available to install a northbound left turn lane on Old Post Road on its approach to the Thruway Access Drive, but this analysis does support the need for some mitigation in this area.

**It is our considered professional opinion that the installation of a traffic signal at the intersection of Old Post Road and Thruway Access Drive be implemented and that the intersection of Old Post Road and Playland Parkway Access Drive be modified to include a separate right turn lane on the Playland Parkway Access Drive approach.**

Geometric movements will require approval of the Westchester County Department of Public Works. We have attached for your information copies of these analyses.

### **C. Other Potential Improvements**

There are other issues present in the area that could be addressed to improve other traffic and pedestrian conditions in the area include:

- Pedestrian improvements in the form of sidewalk installation along Playland Access Drive (west side) between the site access, Theall Rd. and Theodore Fremd Avenue. The substandard sidewalk is located south of the site driveway and extends to Old Post Road. This should also be upgraded to 5’ foot sidewalks with appropriate ADA ramping. This would provide a complete link for pedestrians between Old Post Road and Theodore Fremd Avenue.
- Along Old Post Road and North Street substandard sidewalks currently exist. These should be replaced and brought up to standard. We understand that the sidewalk along North Street and east of Playland Access Drive on Theodore Fremd Avenue into the Rye CBD are scheduled to be replaced by a Westchester County funded project. The new sidewalk mentioned above, close to the site, could proceed or be completed concurrently with the County project to complete access to the CBD.



- Investigate the possibility of replacing the Playland Parkway Ramp intersection with the Playland Access Drive and with the Thruway Access Driveway with a roundabout should be investigated further. Perhaps a more thorough examination of this alternate treatment will be forthcoming. This would be considered a substantial modification that would require extensive review and input from a number of agencies not to mention considerable funding for design and implementation.
- In close proximity to 120 Old Post Road project site is the intersection of Old Post Road with Boston Post Road. Traffic traveling through this uniquely designed location is serviced by antiquated signal equipment. A modification to the intersection geometry/lane use assignments and traffic control measures appear warranted. A detailed examination of available right of way and intersection approach grades will be required. Any solution should consider pedestrian accessibility.

**With the additional pedestrian activity generated by the development, these improvements should be considered.**

#### **D. Summary**

In conclusion, it is our opinion that the evaluations presented in the Traffic Impact Study as well as in the Comparison Analysis have provided valuable insight into potential future operations. However, we believe that the additional improvements mentioned above that were not identified in either report would be of value to residents of the new senior housing facility as well as area residents to address existing conditions and/or to accommodate the expected increased pedestrian activity associated with the development.

Below is a summary of those items that we believe will not only benefit residents of 120 Old Post Road, should it be redeveloped, but also would address current deficiencies and therefore, would benefit the general traveling public as well:

- 1) Signalize Intersection of Old Post Road/Thruway Access
- 2) Construct Separate right turn lane on Playland Parkway Drive approach to Old Post Road
- 3) Construct/replace sidewalks along Playland Parkway Access between Old Post Road, Theall Rd. and Theodore Fremd Avenue
- 4) Realign Playland Parkway Ramps with the Medical Office access as a means towards a possible reduction in accidents at this location. It is understood that the Applicant does not own or have any control of the Medical Office access.



Mr. Marcus Serrano  
MC Project No. 15001874A  
November 10, 2015  
Page 13 of 13

- 5) Consideration should be given to preparing Preliminary Design Documents for a roundabout to replace Playland Parkway Ramp to Playland Parkway Access Drive and Thruway Access Drive. This should consider Items 2, 3 and 4 listed above as each of these modifications would be impacted by such a change.

We trust the above is sufficient for your needs. If you have any questions on the attached or require additional information, please do not hesitate to contact me.

Very truly yours,

MASER CONSULTING P.A.

A handwritten signature in blue ink, appearing to read 'A. Peter Russillo', is written over a faint, larger version of the signature.

A. Peter Russillo, P.E., PTOE  
Associate/Senior Project Manager

APR/jr

Enclosures

R:\Projects\2015\15001874A\_120 Old Post Road Review\Reports\Traffic\Word\151110APR\_Review Report.docx

Phone:  
E-Mail:

Fax:

ALL-WAY STOP CONTROL (AWSC) ANALYSIS

Analyst: Michael Amendola  
 Agency/Co.: Maser Consulting P.A.  
 Date Performed: 10/1/2015  
 Analysis Time Period: AM Peak Hour  
 Intersection:  
 Jurisdiction:  
 Units: U. S. Customary  
 Analysis Year: 2016  
 Project ID: 15001515A  
 East/West Street: NYS Thruway Access Drive  
 North/South Street: Old Post Road

Worksheet 2 - Volume Adjustments and Site Characteristics

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume	47	0	139	0	0	0	526	78	0	0	163	112
% Thrus Left Lane												

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LR				LT		TR	
PHF	0.89				0.89		0.89	
Flow Rate	208				678		308	
% Heavy Veh	2				2		2	
No. Lanes	1				1		1	
Opposing-Lanes	0				1		1	
Conflicting-lanes	1				1		1	
Geometry group	1				1		1	
Duration, T	0.25 hrs.							

Worksheet 3 - Saturation Headway Adjustment Worksheet

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Flow Rates:								
Total in Lane	208				678		308	
Left-Turn	52				591		0	
Right-Turn	156				0		125	
Prop. Left-Turns	0.3				0.9		0.0	
Prop. Right-Turns	0.8				0.0		0.4	
Prop. Heavy Vehicle	0.0				0.0		0.0	
Geometry Group	1				1		1	
Adjustments Exhibit 17-33:								
hLT-adj	0.2				0.2		0.2	

hRT-adj	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7
hadj, computed	-0.4	0.2	-0.2

Worksheet 4 - Departure Headway and Service Time

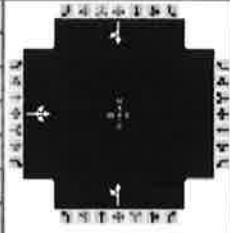
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Flow rate	208				678		308	
hd, initial value	3.20	3.20	3.20	3.20	3.20	3.20	3.20	3.20
x, initial	0.18				0.60		0.27	
hd, final value	6.02				5.24		5.34	
x, final value	0.35				0.99		0.46	
Move-up time, m		2.0				2.0		2.0
Service Time	4.0				3.2		3.3	

Worksheet 5 - Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Flow Rate	208				678		308	
Service Time	4.0				3.2		3.3	
Utilization, x	0.35				0.99		0.46	
Dep. headway, hd	6.02				5.24		5.34	
Capacity	458				687		558	
Delay	12.19				53.66		12.74	
LOS	B				F		B	
Approach:								
Delay		12.19				53.66		12.74
LOS		B				F		B
Intersection Delay	35.88							
								Intersection LOS E

## 2010 HCS Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	Maser Consulting P.A.			Duration, h	0.25		
Analyst		Analysis Date	Oct 1, 2015	Area Type	Other		
Jurisdiction		Time Period	AM Peak Hour	PHF	0.89		
Intersection	NYS Thruway Access Drive	Analysis Year	2015	Analysis Period	1> 7:00		
File Name	151001_MA_AM2016_OldPostRoad&NYSThruwayAccessDrive.xus						
Project Description	AM Peak Hour						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	47	0	139				526	78			163	112

Signal Information				Signal Timing (s)									
Cycle, s	90.0	Reference Phase	2	Green	30.0	30.1	14.9	0.0	0.0	0.0	0.0	0.0	0.0
Offset, s	0	Reference Point	End	Yellow	4.0	4.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0
Uncoordinated	No	Simult. Gap E/W	On	Red	1.0	1.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0
Force Mode	Fixed	Simult. Gap N/S	On										

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	4	4	0		2	2	1	6
Case Number	12.0	12.0	0.0		14.0	14.0	0.0	4.0
Phase Duration, s	19.9	19.9	0.0		90.0	90.0	0.0	55.0
Change Period, (Y+R <sub>c</sub> ), s	5.0	5.0	0.0		5.0	5.0	5.0	5.0
Max Allow Headway (MAH), s	3.4	3.4	0.0		0.0	0.0	0.0	0.0
Queue Clearance Time (g <sub>s</sub> ), s	12.8	12.8						
Green Extension Time (g <sub>e</sub> ), s	0.1	0.1	0.0		0.0	0.0	0.0	0.0
Phase Call Probability	0.99	0.99						
Max Out Probability	1.00	1.00						

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (v), veh/h	209	0	0	0			679	0	0	0	0	309
Adjusted Saturation Flow Rate (s), veh/h/ln	1656	0	0	0			889	0	0	0	0	1736
Queue Service time (g <sub>s</sub> ), s	10.8	0.0	0.0	0.0			26.9	0.0	0.0	0.0	0.0	13.0
Cycle Queue Clearance Time (g <sub>c</sub> ), s	10.8	0.0	0.0	0.0			26.9	0.0	0.0	0.0	0.0	13.0
Capacity (c), veh/h	275						717	0				580
Volume-to-Capacity Ratio (X)	0.761	0.000	0.000	0.000			0.947	0.000	0.000	0.000	0.000	0.533
Available Capacity (c <sub>a</sub> ), veh/h	276						717					580
Back of Queue (Q), veh/ln	5.1						14.7					5.7
Overflow Queue (Q <sub>3</sub> ), veh/ln	0.0	0.0	0.0				0.0	0.0	0.0		0.0	0.0
Queue Storage Ratio (RQ)	0.0	0.0	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0
Uniform Delay (d <sub>1</sub> ), s/veh	35.8						20.8					24.3
Incremental Delay (d <sub>2</sub> ), s/veh	10.5	0.0	0.0	0.0			22.8	0.0	0.0	0.0	0.0	3.5
Initial Queue Delay (d <sub>3</sub> ), s/veh	0.0	0.0	0.0				0.0	0.0	0.0		0.0	0.0
Control Delay (d), s/veh	46.4						43.7					27.7
Level of Service (LOS)	D						D					C
Approach Delay, s/veh / LOS	46.4		D	0.0			43.7		D		27.7	C
Intersection Delay s/veh / LOS	40.0						D					

MultiModal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.1	B	2.1	B	1.8	A	1.4	A
Bicycle LOS Score / LOS	0.8	A			1.6	A	1.0	A

Build Conditions With Signal  
4: Old Post Road & Thruway Access

AM Peak Hour  
10/1/2015



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 Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.899				0.945	
Frt Protected	0.987			0.958		
Satd. Flow (prot)	1653	0	0	1785	1760	0
Frt Permitted	0.987			0.958		
Satd. Flow (perm)	1653	0	0	1785	1760	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	141				35	
Link Speed (mph)	30			30	30	
Link Distance (ft)	316			332	268	
Travel Time (s)	7.2			7.5	6.1	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	53	156	591	88	183	126
Shared Lane Traffic (%)						
Lane Group Flow (vph)	209	0	0	679	309	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	2	2	
Detector Template	Left		Left	Thru	Thru	
Leading Detector (ft)	20		20	100	100	
Trailing Detector (ft)	0		0	0	0	
Detector 1 Position(ft)	0		0	0	0	
Detector 1 Size(ft)	20		20	6	6	
Detector 1 Type	CI+Ex		CI+Ex	CI+Ex	CI+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				CI+Ex	CI+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot		Split	NA	NA	
Protected Phases	4		2	2	6	
Permitted Phases						
Detector Phase	4		2	2	6	
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	10.0		10.0	10.0	21.0	



Build Conditions With Signal  
4: Old Post Road & Thruway Access

AM Peak Hour  
10/1/2015



Lane Group	SEL	SER	NEL	NET	SWT	SWR
Total Split (s)	20.0		45.0	45.0	25.0	
Total Split (%)	22.2%		50.0%	50.0%	27.8%	
Maximum Green (s)	15.0		40.0	40.0	20.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0		2.0	2.0	2.0	
Recall Mode	None		None	None	None	
Walk Time (s)					5.0	
Flash Dont Walk (s)					11.0	
Pedestrian Calls (#/hr)					0	
v/c Ratio	0.66			0.86	0.75	
Control Delay	23.4			32.3	37.8	
Queue Delay	0.0			0.0	0.0	
Total Delay	23.4			32.3	37.8	
Queue Length 50th (ft)	30			261	117	
Queue Length 95th (ft)	99			#537	#257	
Internal Link Dist (ft)	236			252	188	
Turn Bay Length (ft)						
Base Capacity (vph)	479			1064	549	
Starvation Cap Reductn	0			0	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.44			0.64	0.56	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 71.3

Natural Cycle: 60

Control Type: Actuated-Uncoordinated

# 95th percentile volume exceeds capacity, queue may be longer.










Queue shown is maximum after two cycles.

Splits and Phases: 4: Old Post Road & Thruway Access

ø2	ø6	ø4
45 s	25 s	20 s

Build Conditions With Signal  
4: Old Post Road & Thruway Access

AM Peak Hour  
10/1/2015

								
Movement	SEL	SER	NEL	NET	SWT	SWR		
Lane Configurations								
Volume (veh/h)	47	139	526	78	163	112		
Number	7	14	5	2	6	16		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1900	1900	1863	1863	1900		
Adj Flow Rate, veh/h	53	156	591	88	183	126		
Adj No. of Lanes	0	0	0	1	1	0		
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89		
Percent Heavy Veh, %	0	0	2	2	2	2		
Cap, veh/h	63	186	657	98	215	148		
Arrive On Green	0.15	0.15	0.42	0.42	0.21	0.21		
Sat Flow, veh/h	411	1210	1554	231	1029	709		
Grp Volume(v), veh/h	210	0	679	0	0	309		
Grp Sat Flow(s),veh/h/ln	1629	0	1785	0	0	1738		
Q Serve(g_s), s	8.7	0.0	24.7	0.0	0.0	11.9		
Cycle Q Clear(g_c), s	8.7	0.0	24.7	0.0	0.0	11.9		
Prop In Lane	0.25	0.74	0.87			0.41		
Lane Grp Cap(c), veh/h	250	0	755	0	0	363		
V/C Ratio(X)	0.84	0.00	0.90	0.00	0.00	0.85		
Avail Cap(c_a), veh/h	351	0	1025	0	0	499		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00		
Uniform Delay (d), s/veh	28.7	0.0	18.7	0.0	0.0	26.5		
Incr Delay (d2), s/veh	8.9	0.0	7.0	0.0	0.0	7.7		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	4.5	0.0	13.5	0.0	0.0	6.4		
LnGrp Delay(d),s/veh	37.5	0.0	25.8	0.0	0.0	34.2		
LnGrp LOS	D		C			C		
Approach Vol, veh/h	210			679	309			
Approach Delay, s/veh	37.5			25.8	34.2			
Approach LOS	D			C	C			
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		34.4		15.7		19.5		
Change Period (Y+Rc), s		5.0		5.0		5.0		
Max Green Setting (Gmax), s		40.0		15.0		20.0		
Max Q Clear Time (g_c+I1), s		26.7		10.7		13.9		
Green Ext Time (p_c), s		2.8		0.1		0.6		
<b>Intersection Summary</b>								
HCM 2010 Ctrl Delay			30.0					
HCM 2010 LOS			C					
<b>Notes</b>								
User approved volume balancing among the lanes for turning movement.								

Phone:  
E-Mail:

Fax:

ALL-WAY STOP CONTROL (AWSC) ANALYSIS

Analyst: Michael Amendola  
 Agency/Co.: Maser Consulting P.A.  
 Date Performed: 10/1/2015  
 Analysis Time Period: PM Peak Hour  
 Intersection:  
 Jurisdiction:  
 Units: U. S. Customary  
 Analysis Year: 2016  
 Project ID: 15001515A  
 East/West Street: NYS Thruway Access Drive  
 North/South Street: Old Post Road

Worksheet 2 - Volume Adjustments and Site Characteristics

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume	33	0	54	0	0	0	422	107	0	0	152	134
% Thrus Left Lane												

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LR				LT		TR	
PHF	0.87				0.87		0.87	
Flow Rate	99				607		328	
% Heavy Veh	2				2		2	
No. Lanes	1				1		1	
Opposing-Lanes	0				1		1	
Conflicting-lanes	1				1		1	
Geometry group	1				1		1	
Duration, T	0.25 hrs.							

Worksheet 3 - Saturation Headway Adjustment Worksheet

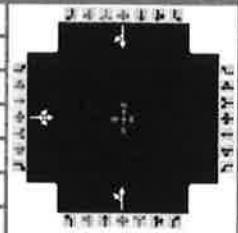
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Flow Rates:								
Total in Lane	99				607		328	
Left-Turn	37				485		0	
Right-Turn	62				0		154	
Prop. Left-Turns	0.4				0.8		0.0	
Prop. Right-Turns	0.6				0.0		0.5	
Prop. Heavy Vehicle	0.0				0.0		0.0	
Geometry Group	1				1		1	
Adjustments Exhibit 17-33:								
hLT-adj	0.2				0.2		0.2	



## 2010 HCS Signalized Intersection Results Summary

### General Information

Agency	Maser Consulting P.A.			Duration, h	0.25
Analyst		Analysis Date	Oct 1, 2015	Area Type	Other
Jurisdiction		Time Period	PM Peak Hour	PHF	0.87
Intersection	NYS Thruway Access Drive	Analysis Year	2016	Analysis Period	1 > 7:00
File Name	151001_MA_PM2016_OldPostRoad&NYSThruwayAccessDrive.xus				
Project Description	PM Peak Hour				



### Demand Information

Approach Movement	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	33	0	54				422	107			152	134

### Signal Information

Cycle, s	90.0	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On	Green	30.0	31.2	13.8	0.0	0.0	0.0	0.0	0.0
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	4.0	4.0	0.0	0.0	0.0	0.0	0.0
				Red	1.0	1.0	1.0	0.0	0.0	0.0	0.0	0.0

### Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	4	4	0		2	2	1	6
Case Number	12.0	12.0	0.0		14.0	14.0	0.0	4.0
Phase Duration, s	18.8	18.8	0.0		90.0	90.0	0.0	55.0
Change Period, (Y+R <sub>c</sub> ), s	5.0	5.0	0.0		5.0	5.0	5.0	5.0
Max Allow Headway (MAH), s	3.3	3.3	0.0		0.0	0.0	0.0	0.0
Queue Clearance Time (g <sub>s</sub> ), s	6.8	6.8						
Green Extension Time (g <sub>e</sub> ), s	0.1	0.1	0.0		0.0	0.0	0.0	0.0
Phase Call Probability	0.92	0.92						
Max Out Probability	0.00	0.00						

### Movement Group Results

Approach Movement	EB			WB			NB			SB			
	L	T	R	L	T	R	L	T	R	L	T	R	
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16	
Adjusted Flow Rate (v), veh/h	100	0	0	0			608	0	0	0	0	329	
Adjusted Saturation Flow Rate (s), veh/h/ln	1680	0	0	0			898	0	0	0	0	1718	
Queue Service time (g <sub>s</sub> ), s	4.8	0.0	0.0	0.0			21.4	0.0	0.0	0.0	0.0	13.9	
Cycle Queue Clearance Time (g <sub>c</sub> ), s	4.8	0.0	0.0	0.0			21.4	0.0	0.0	0.0	0.0	13.9	
Capacity (c), veh/h	257						720	0				596	
Volume-to-Capacity Ratio (X)	0.389	0.000	0.000	0.000			0.844	0.000	0.000	0.000	0.000	0.551	
Available Capacity (c <sub>a</sub> ), veh/h	280						720					596	
Back of Queue (Q), veh/ln	2.0						10.2					6.1	
Overflow Queue (Q <sub>3</sub> ), veh/ln	0.0	0.0	0.0				0.0	0.0	0.0		0.0	0.0	
Queue Storage Ratio (RQ)	0.0	0.0	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0	
Uniform Delay (d <sub>1</sub> ), s/veh	34.3						18.5					23.7	
Incremental Delay (d <sub>2</sub> ), s/veh	0.4	0.0	0.0	0.0			11.6	0.0	0.0	0.0	0.0	3.6	
Initial Queue Delay (d <sub>3</sub> ), s/veh	0.0	0.0	0.0				0.0	0.0	0.0		0.0	0.0	
Control Delay (d), s/veh	34.7						30.1					27.4	
Level of Service (LOS)	C						C					C	
Approach Delay, s/veh / LOS	34.7	C		0.0			30.1	C		27.4	C		
Intersection Delay s/veh / LOS	29.7						C						

### MultiModal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.1	B		2.1	B		1.8	A		1.4	A	
Bicycle LOS Score / LOS	0.7	A					1.5	A		1.0	A	

Build Conditions With Signal  
4: Old Post Road & Thruway Access

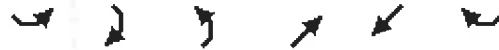
PM Peak Hour  
10/1/2015



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 Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.916				0.937	
Frt Protected	0.981			0.962		
Satd. Flow (prot)	1674	0	0	1792	1745	0
Frt Permitted	0.981			0.962		
Satd. Flow (perm)	1674	0	0	1792	1745	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	62				45	
Link Speed (mph)	30			30	30	
Link Distance (ft)	316			332	268	
Travel Time (s)	7.2			7.5	6.1	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	38	62	485	123	175	154
Shared Lane Traffic (%)						
Lane Group Flow (vph)	100	0	0	608	329	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	2	2	
Detector Template	Left		Left	Thru	Thru	
Leading Detector (ft)	20		20	100	100	
Trailing Detector (ft)	0		0	0	0	
Detector 1 Position(ft)	0		0	0	0	
Detector 1 Size(ft)	20		20	6	6	
Detector 1 Type	CI+Ex		CI+Ex	CI+Ex	CI+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				CI+Ex	CI+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot		Split	NA	NA	
Protected Phases	4		2	2	6	
Permitted Phases						
Detector Phase	4		2	2	6	
Switch Phase						
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	10.0		10.0	10.0	21.0	

Build Conditions With Signal  
4: Old Post Road & Thruway Access

PM Peak Hour  
10/1/2015



Lane Group	SEL	SER	NEL	NET	SWT	SWR
Total Split (s)	20.0		45.0	45.0	25.0	
Total Split (%)	22.2%		50.0%	50.0%	27.8%	
Maximum Green (s)	15.0		40.0	40.0	20.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	5.0			5.0	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0		2.0	2.0	2.0	
Recall Mode	None		None	None	None	
Walk Time (s)					5.0	
Flash Dont Walk (s)					11.0	
Pedestrian Calls (#/hr)					0	
v/c Ratio	0.41			0.80	0.70	
Control Delay	21.5			25.9	30.7	
Queue Delay	0.0			0.0	0.0	
Total Delay	21.5			25.9	30.7	
Queue Length 50th (ft)	14			203	103	
Queue Length 95th (ft)	61			361	#244	
Internal Link Dist (ft)	236			252	188	
Turn Bay Length (ft)						
Base Capacity (vph)	508			1200	672	
Starvation Cap Reductn	0			0	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.20			0.51	0.49	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 62.3

Natural Cycle: 60

Control Type: Actuated-Uncoordinated

# 95th percentile volume exceeds capacity, queue may be longer.










Queue shown is maximum after two cycles.

Splits and Phases: 4: Old Post Road & Thruway Access

ø2	ø6	ø4
45 s	25 s	20 s

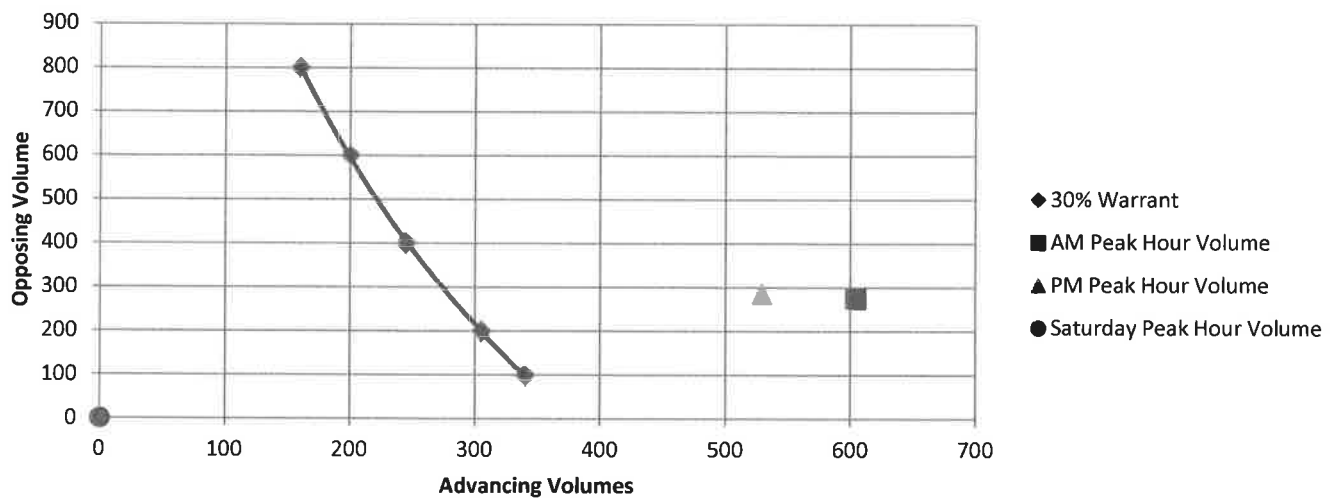
Build Conditions With Signal  
4: Old Post Road & Thruway Access

PM Peak Hour  
10/1/2015

								
Movement	SEL	SER	NEL	NET	SWT	SWR		
Lane Configurations								
Volume (veh/h)	33	54	422	107	152	134		
Number	7	14	5	2	6	16		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1900	1900	1863	1863	1900		
Adj Flow Rate, veh/h	38	62	485	123	175	154		
Adj No. of Lanes	0	0	0	1	1	0		
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87		
Percent Heavy Veh, %	0	0	2	2	2	2		
Cap, veh/h	48	78	572	145	215	189		
Arrive On Green	0.08	0.08	0.40	0.40	0.23	0.23		
Sat Flow, veh/h	622	1014	1429	362	915	805		
Grp Volume(v), veh/h	101	0	608	0	0	329		
Grp Sat Flow(s),veh/h/ln	1653	0	1791	0	0	1721		
Q Serve(g_s), s	3.1	0.0	16.0	0.0	0.0	9.4		
Cycle Q Clear(g_c), s	3.1	0.0	16.0	0.0	0.0	9.4		
Prop In Lane	0.38	0.61	0.80			0.47		
Lane Grp Cap(c), veh/h	127	0	717	0	0	404		
V/C Ratio(X)	0.79	0.00	0.85	0.00	0.00	0.82		
Avail Cap(c_a), veh/h	477	0	1378	0	0	662		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(l)	1.00	0.00	1.00	0.00	0.00	1.00		
Uniform Delay (d), s/veh	23.6	0.0	14.2	0.0	0.0	18.8		
Incr Delay (d2), s/veh	4.2	0.0	1.1	0.0	0.0	1.6		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	1.6	0.0	8.0	0.0	0.0	4.7		
LnGrp Delay(d),s/veh	27.8	0.0	15.3	0.0	0.0	20.4		
LnGrp LOS	C		B			C		
Approach Vol, veh/h	101			608	329			
Approach Delay, s/veh	27.8			15.3	20.4			
Approach LOS	C			B	C			
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		25.8		9.0		17.2		
Change Period (Y+Rc), s		5.0		5.0		5.0		
Max Green Setting (Gmax), s		40.0		15.0		20.0		
Max Q Clear Time (g_c+I1), s		18.0		5.1		11.4		
Green Ext Time (p_c), s		2.8		0.1		0.9		
<b>Intersection Summary</b>								
HCM 2010 Ctrl Delay			18.1					
HCM 2010 LOS			B					
<b>Notes</b>								
User approved volume balancing among the lanes for turning movement.								



### Left Turn Lane Warrants Greater Than 30% Left Turns at 40 MPH







## FREDERICK P. CLARK ASSOCIATES, INC.

PLANNING, TRANSPORTATION, ENVIRONMENT AND DEVELOPMENT  
RYE, NEW YORK                      FAIRFIELD, CONNECTICUT

**DAVID H. STOLMAN**  
AICP, PP  
PRESIDENT

**MICHAEL A. GALANTE**  
EXECUTIVE  
VICE PRESIDENT

350 THEO. FREMD AVE.  
RYE, NEW YORK 10580  
914 967-6540  
FAX: 914 967-6615

CONNECTICUT  
203 255-3100

HUDSON VALLEY  
845 297-6056

LONG ISLAND  
516 364-4544

[www.fpclark.com](http://www.fpclark.com)

[email@fpclark.com](mailto:email@fpclark.com)

September 24, 2015

Rye City Council  
1051 Boston Post Road  
Rye, New York 10580

Subject:        **Analysis and Comparison of Potential Area Roadway  
Conditions – Proposed Senior Housing Development, 120  
Old Post Road, Rye, New York**

Dear Mayor Joseph Sack and Members of the Council:

As requested by the City Planner and Engineer at a recent meeting, we have conducted analyses of each of the existing traffic patterns surrounding the project site at 120 Old Post Road to provide the City with a comparison to identify potential benefits with and without off-site transportation improvements and, in one case, a modification to access to the subject property.

### **Project Description**

The proposal is to demolish the existing, vacant office building located on the subject property and construct a senior housing development comprising approximately 135 units. Access will be maintained in proximity to the existing site driveway to Playland Access Drive.

We understand there is a concern over traffic congestion currently found on adjacent and nearby roadways in proximity to the subject property during peak hours between 8:00 to 9:00 A.M. and 5:00 to 6:00 P.M. It should be noted that in the pre- and post-build conditions of the proposed project the subject property has a minimal impact on the existing traffic patterns and that the conversion of the property to an age-restricted multi-family development will generate less traffic than a fully tenanted office building. Notwithstanding the foregoing, the City is interested in investigating possible mitigation to address current traffic congestion and has requested that as part of this review for the proposed residential development of the subject property, these options be investigated to determine potential benefits, if any, on each of these items.

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Members of the Council

Page 2

September 24, 2015

### **Possible Transportation Improvements**

The following options were considered and included in this analysis:

1. Construct a right turn lane on the southern side of Playland Access Drive along the site frontage from the intersection with Old Post Road to the vicinity of the Medical Building Access Drive;
2. Convert the existing Emergency Access Drive to the site to a full-movement access drive – in addition to maintaining the existing site access drive to Playland Access Drive; and,
3. Modify the northbound Boston Post Road exit ramp to Playland Parkway to permit left turn movements on Playland Parkway to access Interstate 95.
4. Install a traffic signal at the Old Post Road/Playland Access Drive and/or install a second traffic signal at the Old Post Road/Thruway Access Drive.

### **Analysis and Comparison**

1. *Added Right Turn Lane* – Field observations and the results of analyses of the southbound approach of Playland Access Drive to Old Post Road indicate motorists experience traffic delays during peak hours. If a separate right turn lane was to be constructed on the southbound approach beginning at Old Post Road and terminating approximately 350 Feet to the north towards the medical building driveway, the results of the analysis indicate that during the weekday morning peak hour the Level of Service would improve from Level of Service “F” to “E,” with a reduction of delay of an average of 21.1 seconds per vehicle. During the afternoon peak hour this same movement would show an improvement in Level of Service from “D” to “C” and a reduction in average vehicle delay per vehicle of 5.4 seconds. The new right turn movement would operate at Level of Service “B” and “A” during the weekday morning and weekday afternoon peak hours, respectively.

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September 24, 2015

Table 1 provides a more detailed summary of the results of this analysis and the comparison noted above. The results of the analysis clearly indicate a benefit, with the construction of a separate right turn lane along the site's frontage to address current traffic congestion. Capacity analysis worksheets are included in the Appendix of this report.

2. *Open Emergency Access Drive* – This analysis assumes a conversion of the current emergency access only driveway from the subject property to Old Post Road to full-time use. To determine the appropriate shift of site traffic a new distribution pattern for site traffic was developed and graphically illustrated in Figure 1. Figures 2 and 3 show the redistribution of site traffic generation and assignment for the weekday morning and weekday afternoon peak hours, respectively. Figures 4 and 5 graphically illustrate the new combined traffic volumes for the weekday morning and weekday afternoon peak hours, respectively, with the new driveway.

The results of the analyses and comparison to a background condition indicate little or no benefit by permitting a second access drive to the site to Old Post Road. The nearby intersections would continue to operate at the same Levels of Service and essentially the same delay.

The development is expected to generate an insignificant level of additional traffic added to area roadways and; therefore, the results of the analysis, as presented in Table 2, indicates no measurable improvement. Capacity analysis worksheets for this condition are included in the Appendix of this report.

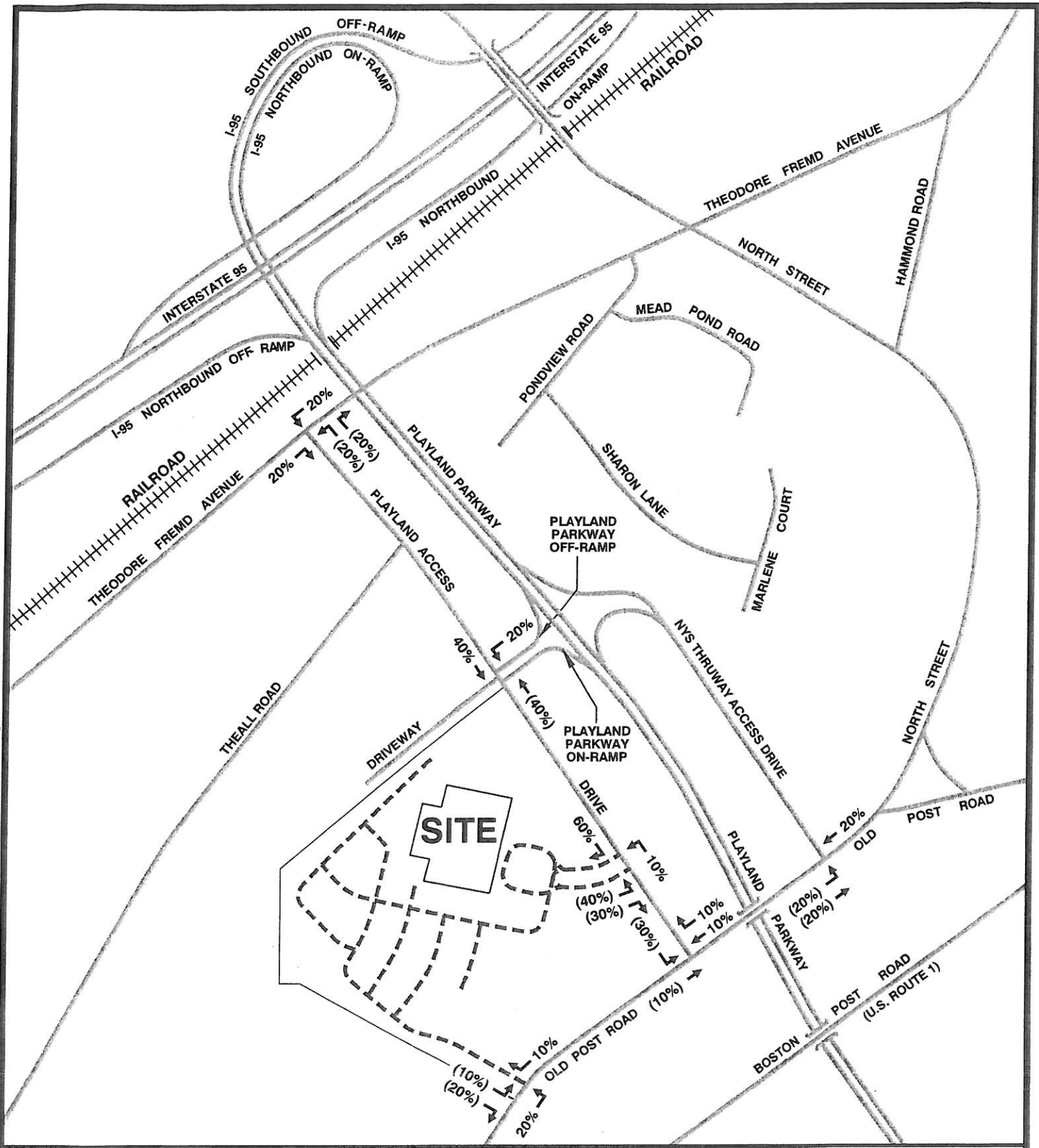
A second analysis was completed with the construction of the right turn lane noted above and with a provision to provide a second access drive to the subject property via the existing emergency access drive to Old Post Road. Results of the analysis at the Old Post Road/Playland Access Drive indicate any benefit is the result of the additional lane and not the second driveway. The approach would operate at a Level of Service "D," which represents an improvement from Level of Service "F" and a reduction in average vehicle delay of 22.0 seconds. During the afternoon peak hour the Level of Service would remain the same at "D" and with a minimal reduction of delay of 6.1 seconds.

Table 1  
 2016 FUTURE CONDITIONS WITH SOUTHBOUND RIGHT TURN POCKET – 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 WITH SOUTHBOUND RIGHT TURN POCKET									
				Weekday Morning			Weekday Afternoon			Weekday Morning			Weekday Afternoon						
				LOS/ Delay	V/C Ratio	Queue Length (Veh)	LOS/ Delay	V/C Ratio	Queue Length (Veh)	LOS/ Delay	V/C Ratio	Queue Length (Veh)	LOS/ Delay	V/C Ratio	Queue Length (Veh)				
Playland Access Drive at Office Building Access Drive	TWSC	5.2 4.4	EB Ln NB L	B/12.4	0.00	0	B/11.4	0.01	0	B/11.2	0.03	0.1	B/11.0	0.03	0.1	No	-1.2	No	-0.4
				A/8.3	0.00	0	A/8.3	0.00	0	A/8.3	0.01	0	A/8.3	0.01	0	A/8.3	0.01	0	No
Old Post Road at Playland Access Drive	TWSC	39 4.4 4.4	EB L SB Ln1 SB Ln2	A/8.0	0.02	0.1	A/7.7	0.01	0	A/8.0	0.02	0.1	A/7.7	0.01	0	No	0.0	No	0.0
				F/56.6	0.95	11.9	D/28.5	0.79	7.6	E/35.5	0.76	6.4	C/23.1	0.67	5	F-E	-21.1	D-C	-5.4

- Notes:
- Synchro 8.0/HCM 2010 results is used for unsignalized capacity analysis.
  - Level of Service determining parameter is called the service measure.
  - TWSC = Two-Way STOP Control.
  - For TWSC Intersections: Level of Service/Average Control delay per vehicle (seconds/vehicle).
  - V/C ratio indicates the amount of congestion for each Movement. Any V/C ratio greater than or equal to one indicates that the Movement is operating at above capacity.
  - Synchro 8.0 Macroscopic model is used for storage/queue analysis.
  - The Queue Length rows show the 95<sup>th</sup> percentile maximum queue length in vehicles.
  - The Queue Length is for each lane. The total queue length is divided by the number of lanes and the lane utilization factor.
  - The 95<sup>th</sup> percentile queue is the maximum back of the queue with the 95<sup>th</sup> percentile traffic volumes.
  - **Bolded** 95<sup>th</sup> percentile queue exceeds the storage available.
  - Physical Units consist of the following:
    1. Movement for TWSC Intersections.

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



**SITE TRAFFIC**  
 Enter 00%  
 Exit (00%)

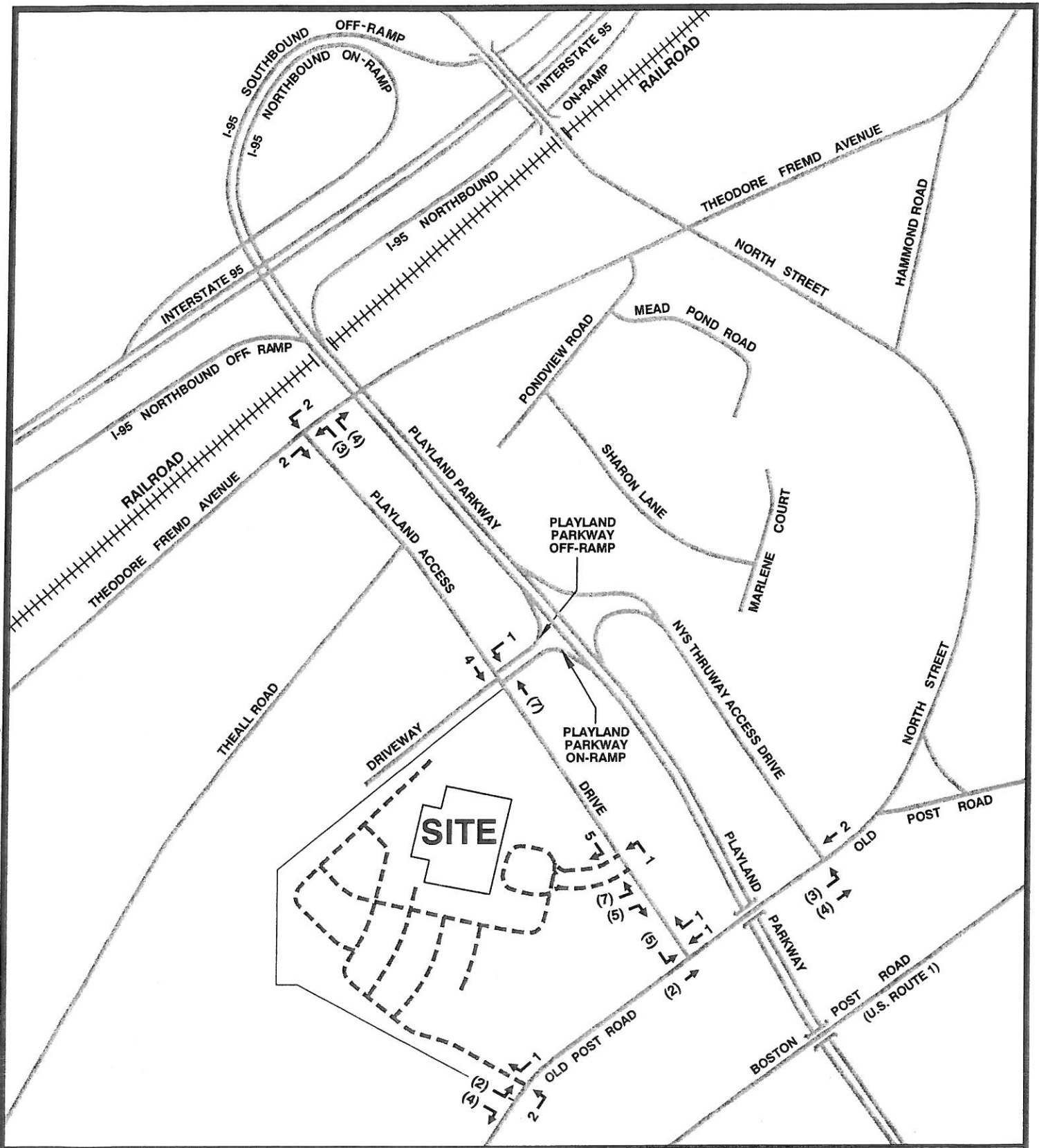
**LEGEND**  
 - - - - - SITE ACCESS DRIVE

**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

**SITE TRAFFIC GENERATION AND ASSIGNMENT  
 WEEKDAY MORNING PEAK HOUR**

**AGE-RESTRICTED RESIDENTIAL DEVELOPMENT  
 120 Old Post Road  
 Rye, New York**

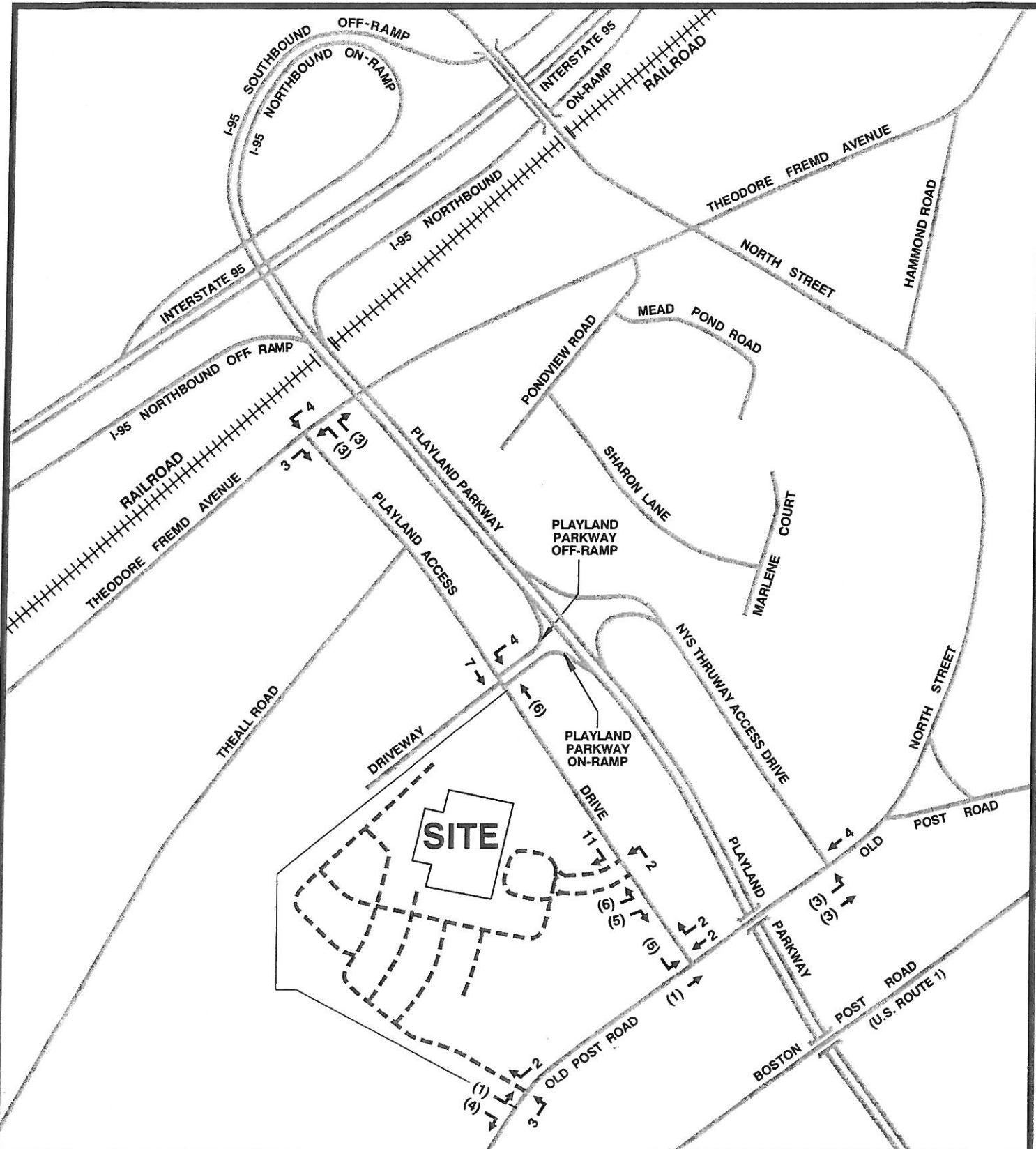


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Not to Scale

Date: 8/25/15





**SITE TRAFFIC**  
 Enter 18  
 Exit 16  
 Total 34 Vehicle Trip Ends

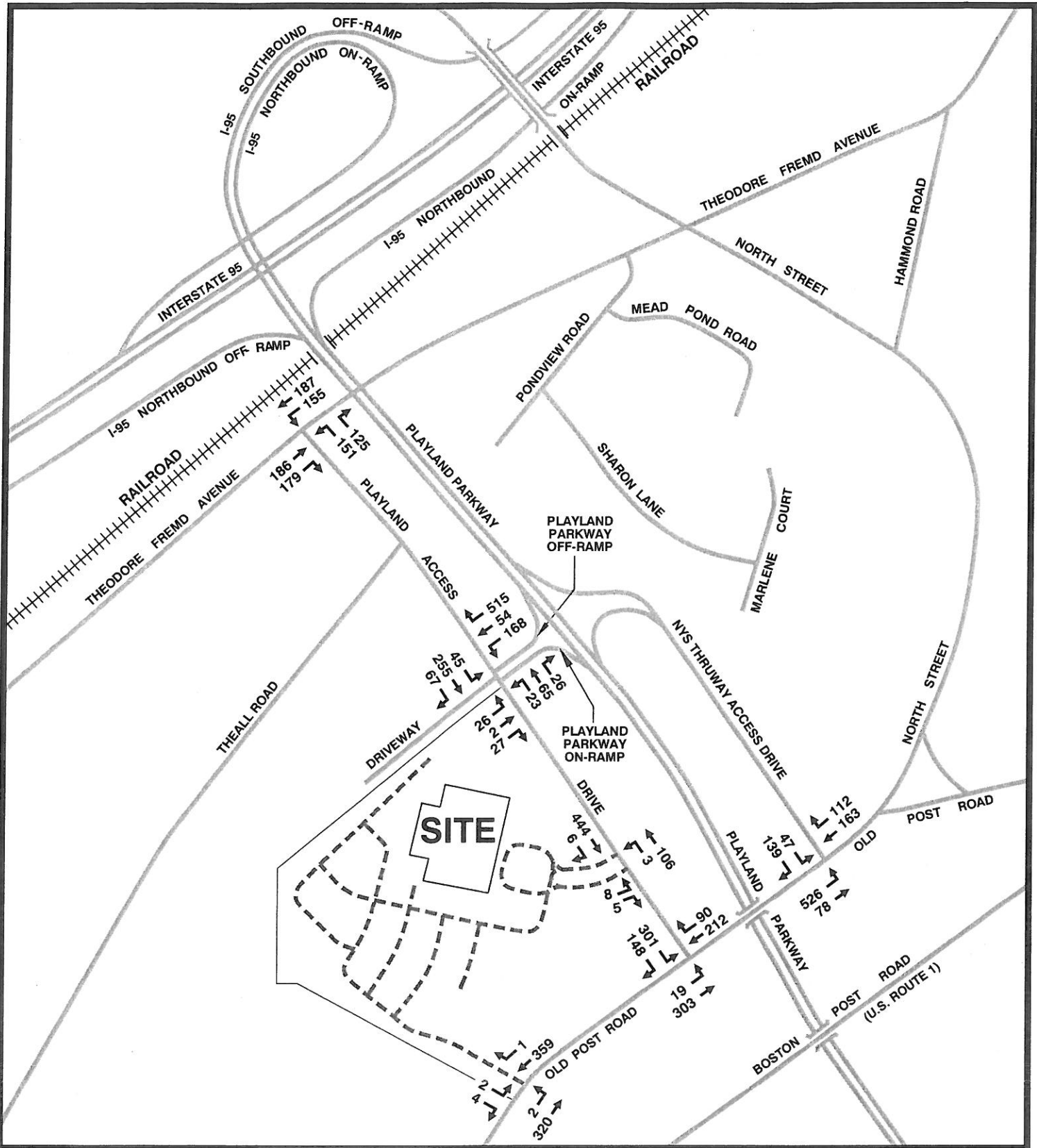
**LEGEND**  
 - - - - - SITE ACCESS DRIVE

**SITE TRAFFIC GENERATION AND ASSIGNMENT  
 WEEKDAY AFTERNOON PEAK HOUR**

**AGE-RESTRICTED RESIDENTIAL DEVELOPMENT  
 120 Old Post Road  
 Rye, New York**



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Note: The 2016 Combined Traffic Volumes include the 2016 Background Traffic Volumes and the Site Traffic Generation.

**LEGEND**  
 - - - - - SITE ACCESS DRIVE

**2016 COMBINED TRAFFIC VOLUMES  
 WEEKDAY MORNING PEAK HOUR**

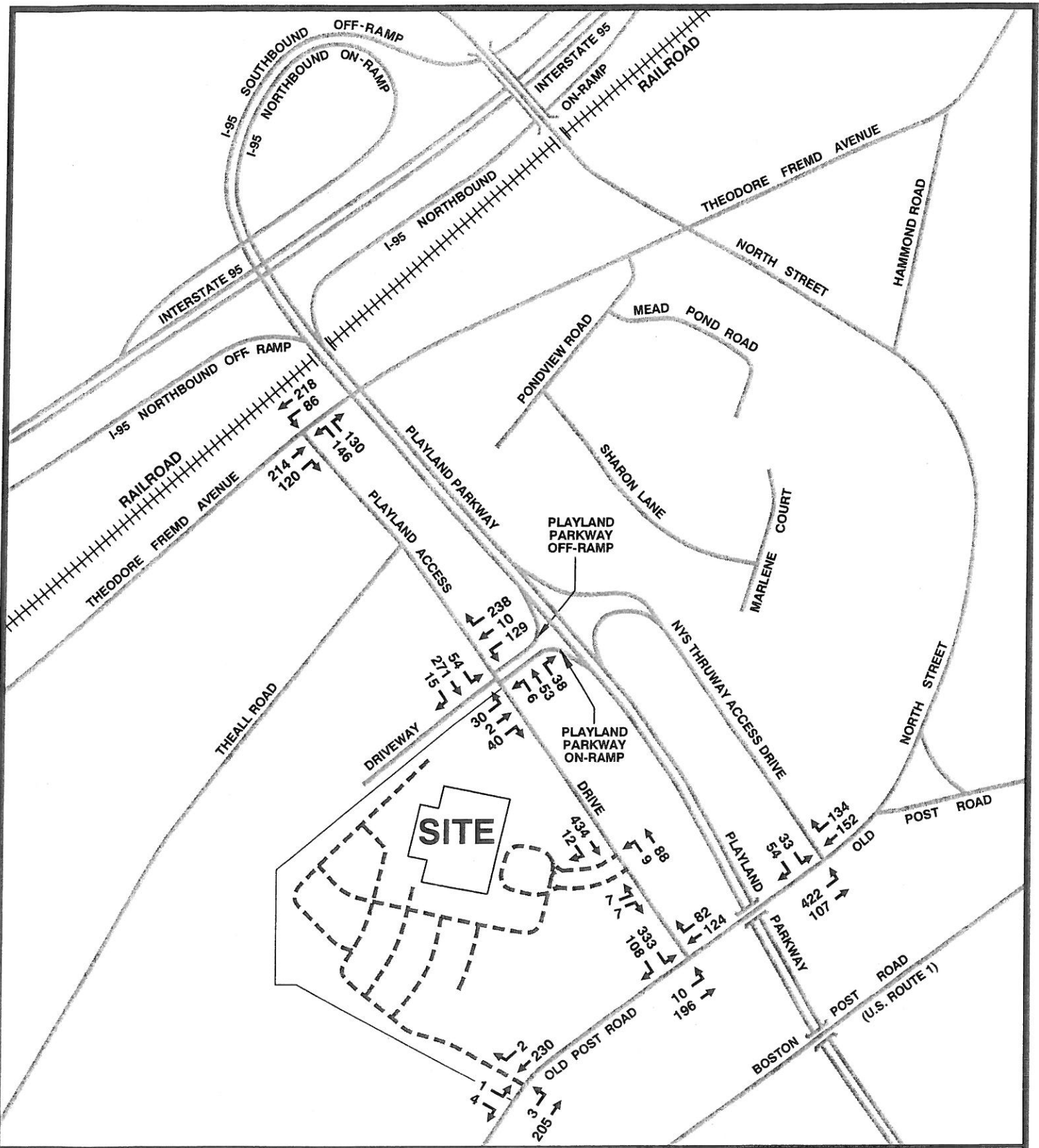
**AGE-RESTRICTED RESIDENTIAL  
 DEVELOPMENT  
 120 Old Post Road  
 Rye, New York**



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Not to Scale

Date: 8/25/15



Note: The 2016 Combined Traffic Volumes include the 2016 Background Traffic Volumes and the Site Traffic Generation.

**LEGEND**  
 - - - - - 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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**5**

Not to Scale      Date: 8/25/15

Table 2  
 2016 FUTURE CONDITIONS WITH SECOND SITE ACCESS DRIVE – 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 WITH SECOND SITE ACCESS DRIVE									
				Weekday Morning			Weekday Afternoon			Weekday Morning			Weekday Afternoon						
				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)				
Playland Access Drive at Office Building Access Drive	TWSC	5.2 4.4	EB Ln NB L	B/12.4 A/8.3	0.00 0.00	0 0	B/11.4 A/8.3	0.01 0.00	0 0	B/12.1 A/8.3	0.03 0.00	0.1 0	B/11.9 A/8.3	0.03 0.00	0.1 0	No No	-0.3 0.0	No No	0.5 0.0
Old Post Road at Playland Access Drive	TWSC	39 4.4	EB L SB Ln1	A/8.0 F/56.6	0.02 0.95	0.1 11.9	A/7.7 D/28.5	0.01 0.79	0 7.6	A/8.0 F/60.8	0.02 0.97	0.1 12.5	A/7.7 D/29.9	0.01 0.80	0 8	No No	0.0 4.2	No No	0.0 1.3
Old Post Road at Site Access Drive	TWSC	20.8 4	EB L SB Ln1	N/A	N/A	N/A	N/A	N/A	N/A	A/8.1 B/11.9	0.00 0.01	0 0	A/7.7 B/10.0	0.00 0.01	0 0	N/A	N/A	N/A	N/A

Notes:

- Synchro 8.0/HCM 2010 results is used for unsignalized capacity analysis.
- Level of Service determining parameter is called the service measure.
- TWSC = Two-Way STOP Control.
- For TWSC Intersections: Level of Service/Average Control delay per vehicle (seconds/vehicle).
- V/C ratio indicates the amount of congestion for each Movement. Any V/C ratio greater than or equal to one indicates that the Movement is operating at above capacity.
- Synchro 8.0 Macroscopic model is used for storage/queue analysis.
- The Queue Length rows show the 95<sup>th</sup> percentile maximum queue length in vehicles.
- The Queue Length is for each lane. The total queue length is divided by the number of lanes and the lane utilization factor.
- The 95<sup>th</sup> percentile queue is the maximum back of the queue with the 95<sup>th</sup> percentile traffic volumes.
- **Bolded** 95<sup>th</sup> percentile queue exceeds the storage available.
- Physical Units consist of the following:
  1. Movement for TWSC Intersections.

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

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The right turn lane would operate at Level of Service "B" and "A" during the weekday morning and weekday afternoon peak hours, respectively. This would indicate a significant improvement, with the right turn lane constructed. Table 3 provides a more detailed summary of the results of the analysis. The capacity analysis worksheets are included in the Appendix of this report.

3. *Playland Parkway Ramp* – This analysis assumes additional signing is provided on northbound Boston Post Road, with the modification of the existing off ramp to Playland Parkway to access Playland to permit a left turn movement from this ramp to access Playland Parkway and Interstate 95. As part of this analysis the right turn lane addition along the site frontage along Playland Access Drive is included.

To develop an assumption of a diversion of current traffic volumes, which is unrelated to site traffic from Boston Post Road from the south, an evaluation of current traffic volumes on Old Post Road at the intersection with Playland Access Drive and the Thruway Access Drive intersections was completed for both peak hours. This option could shift 106 and 62 vehicle trips traveling northbound on Boston Post Road from using Old Post Road to access the New York State Thruway Access Drive to this existing ramp to Playland Parkway during the two peak hours. See Figures 6 and 7.

An analysis of providing a left turn movement from the off-ramp from Boston Post Road to Playland Parkway was completed to determine the potential impacts to Old Post Road intersections. The results of this analysis indicate that during the weekday morning peak hour the southbound left turn movement from Playland Access Drive would improve from Level of Service "F" to "C" and result in an reduction in delay of 32.0 seconds. During the afternoon peak hour the same approach lane there will be improvement from Level of Service "D" to "C" and a decrease in average vehicle delay of 9.2 seconds. The right turn lane would operate at Level of Service "B" and "A" during the weekday morning and afternoon peak hours, respectively.

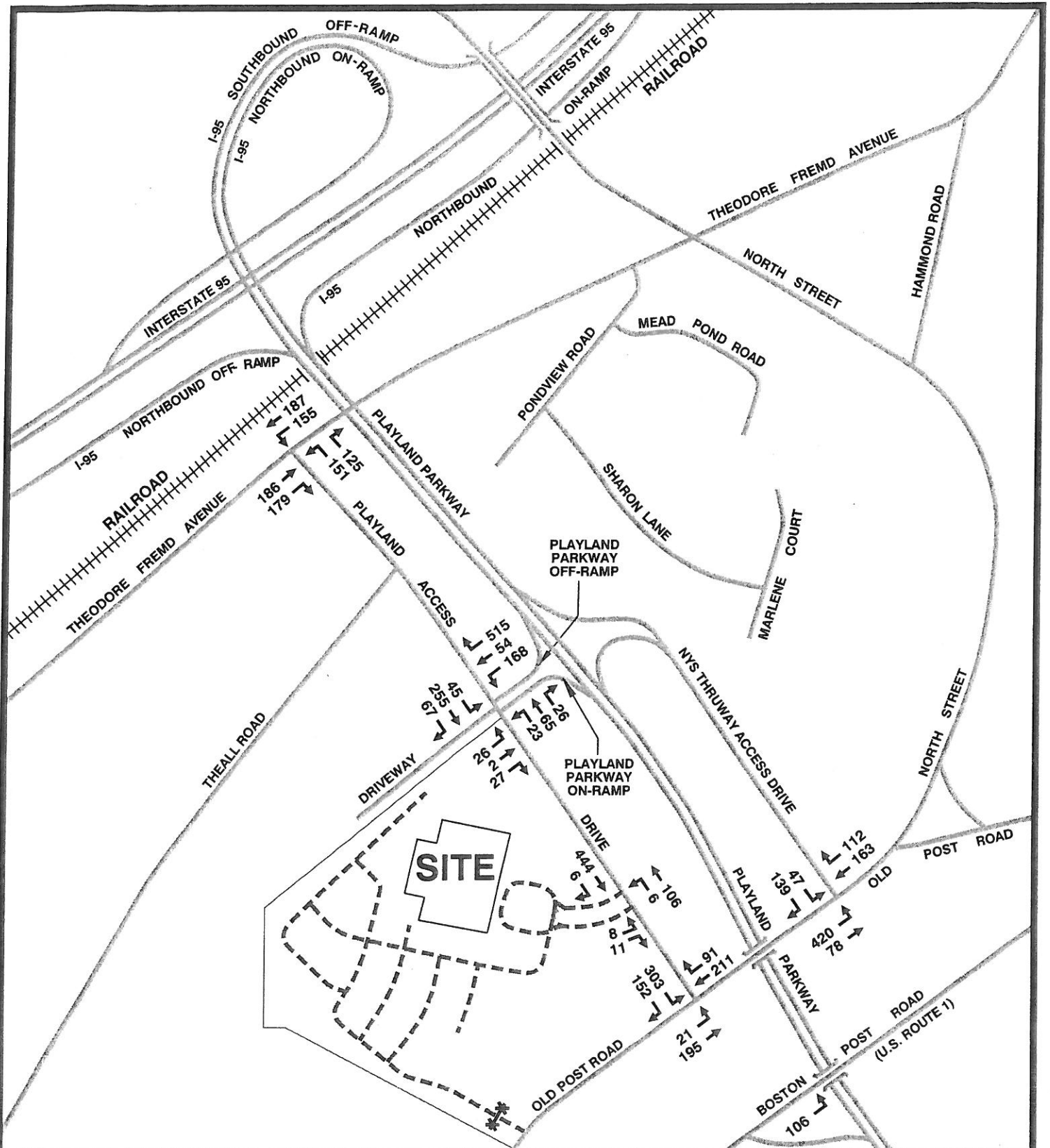
At the Old Post Road/Thruway Access Drive the eastbound left turn movement from Old Post Road to the Thruway ramp would improve from Level of Service

Table 3  
 2016 FUTURE CONDITIONS WITH SECOND SITE ACCESS DRIVE AND SOUTHBOUND RIGHT TURN POCKET – 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 WITH SECOND SITE ACCESS DRIVE AND SOUTHBOUND RIGHT TURN POCKET						PROJECT IMPACTS			
				Weekday Morning			Weekday Afternoon			Weekday Morning			Weekday Afternoon			Weekday Morning		Weekday Afternoon	
				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)	Change in LOS	Project Delay (Seconds)	Change in LOS	Project Delay (Seconds)
Playland Access Drive at Office Building Access Drive	TWSC	5.2 4.4	EB Ln	B/12.4	0.00	0	B/11.4	0.01	0	B/11.7	0.02	0.1	B/11.3	0.03	0.1	No	-0.7		
			NB L	A/8.3	0.00	0	A/8.3	0.00	0	A/8.3	0.00	0	A/8.3	0.00	0	No	0.0		
Old Post Road at Playland Access Drive	TWSC	39 4.4 4.4	EB L	A/8.0	0.02	0.1	A/7.7	0.01	0	A/8.0	0.02	0.1	A/7.7	0.01	0	No	0.0		
			SB Ln1	F/56.6	0.95	<b>11.9</b>	D/28.5	0.79	<b>7.6</b>	D/34.6	0.76	<b>6.3</b>	A/22.5	0.66	<b>4.8</b>	F-D	-22.0		
Old Post Road at Site Access Drive	TWSC	20.8 4	EB L	N/A	N/A	N/A	N/A	N/A	A/8.1	0.00	0	A/7.7	0.00	0	N/A	N/A			
			SB Ln1	N/A	N/A	N/A	N/A	N/A	B/11.9	0.01	0	B/10.0	0.01	0	N/A	N/A			

Notes:

- Synchro 8.0/HCM 2010 results is used for unsignalized capacity analysis.
- Level of Service determining parameter is called the service measure.
- TWSC = Two-Way STOP Control.
- For TWSC Intersections: Level of Service/Average Control delay per vehicle (seconds/vehicle).
- V/C ratio indicates the amount of congestion for each Movement. Any V/C ratio greater than or equal to one indicates that the Movement is operating at above capacity.
- Synchro 8.0 Macroscopic model is used for storage/queue analysis.
- The Queue Length rows show the 95<sup>th</sup> percentile maximum queue length in vehicles.
- The Queue Length is for each lane. The total queue length is divided by the number of lanes and the lane utilization factor.
- The 95<sup>th</sup> percentile queue is the maximum back of the queue with the 95<sup>th</sup> percentile traffic volumes.
- **Bolded** 95<sup>th</sup> percentile queue exceeds the storage available.
- Physical Units consist of the following:
  1. Movement for TWSC Intersections.
    - NB = Northbound      EB = Eastbound      SB = Southbound      WB = Westbound
    - L = Left Turn          T = Through          R = Right Turn



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**

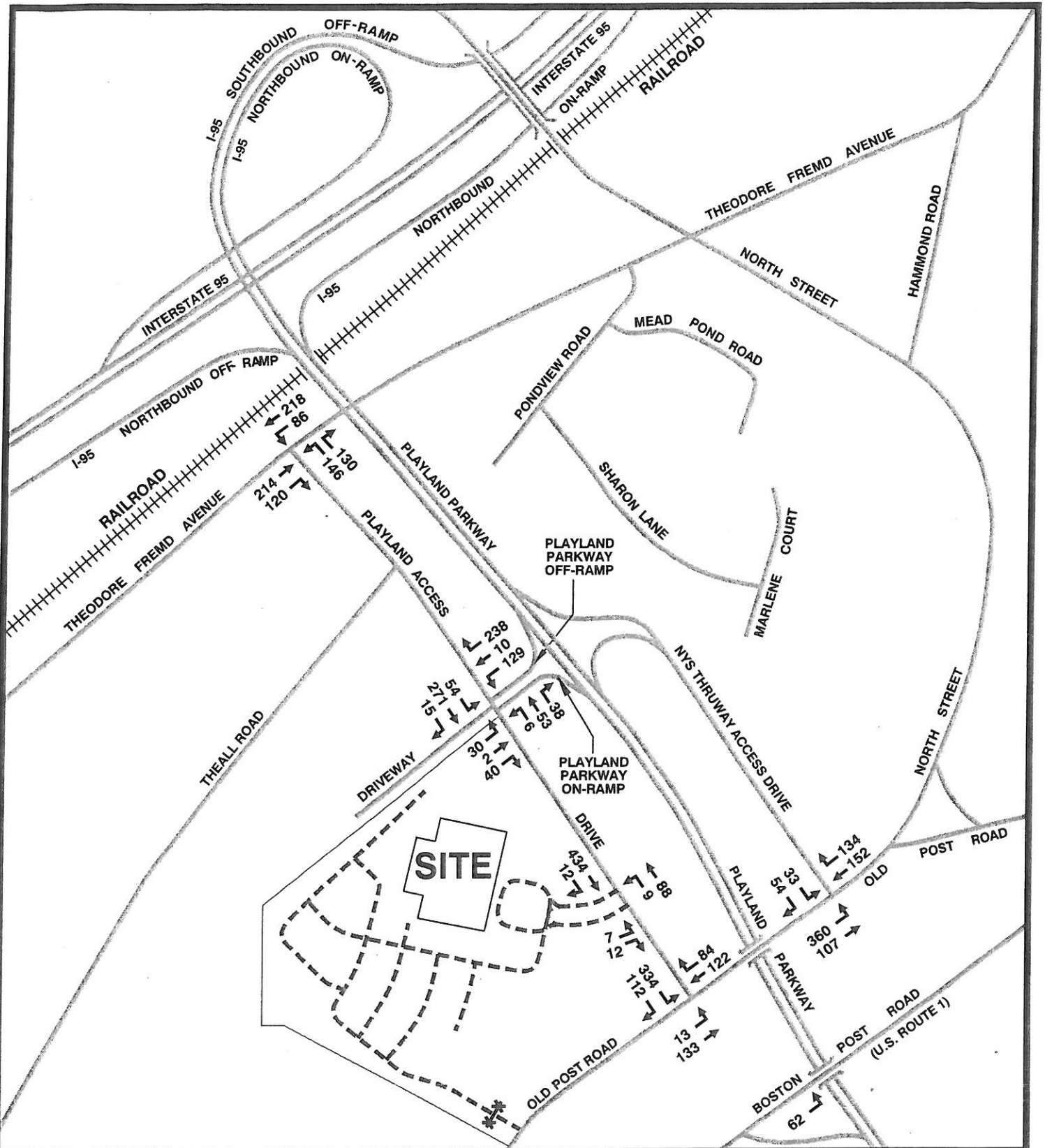


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**6**

Not to Scale

Date: 8/25/15



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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Date: 8/25/15



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“B” to “A” during the weekday morning peak hour and remain at Level of Service “A” during the weekday afternoon peak hour. The left turn movement from the off-ramp from Playland Parkway at this location would improve from Level of Service “F” to “E” and reduction in delay of 63.9 seconds during the weekday morning peak hour and remain the same Level of Service “D” during the afternoon peak hour, with reduction in delay of 8.8 seconds. The results of this analysis indicate the greatest improvement in traffic flow and reduction in delay would occur during the weekday morning peak hour at both STOP sign controlled intersections on Old Post Road. Table 4 provides a more detailed summary of the results of this analysis. The capacity analysis worksheets are included in the Appendix of this report. Photographs of the intersection are included in the Appendix of this report.

At the Old Post Road/Thruway Access Drive there would be an improvement in reduction in delay from the ramp to Old Post Road with an improvement in Level of Service from “F” to “D” and a reduction in delay of 22.2 seconds during the weekday morning peak hour. During the afternoon peak hour the left turn movement from Playland Access Drive would operate at Level of Service “C” with a reduction in delay of 6.1 seconds.

Based on a field investigation and evaluation of the possible conversion of the off-ramp from Boston Post Road northbound to Playland Parkway both eastbound and westbound, a Speed Study was conducted of motorists traveling on Playland Parkway to determine the average speed and 85<sup>th</sup> percentile speed of motorists traveling to determine if adequate intersection sight distance (ISD) is currently available at this location. It was determined that the average speed of motorists traveling both eastbound and westbound on Playland Parkway at the location of the ramp noted above was 38 miles per hour. The 85<sup>th</sup> percentile speed of motorists traveling on this same section of Playland Parkway and used to determine if adequate ISD is available was found to be 44 and 46 miles per hour for eastbound and westbound movements, respectively.

Based on criteria followed by the Westchester County Department of Public Works, for the identified 85<sup>th</sup> percentile speed of motorists traveling on this section of Playland Parkway the desirable distance needed for a left turn from the

Table 4  
 2016 FUTURE CONDITIONS WITH U.S. ROUTE 1 ACCESS TO PLAYLAND PARKWAY WESTBOUND AND SOUTHBOUND RIGHT TURN POCKET – 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 WITH U.S. ROUTE 1 ACCESS TO PLAYLAND PARKWAY AND SOUTHBOUND RIGHT TURN POCKET									
				Weekday Morning			Weekday Afternoon			Weekday Morning			Weekday Afternoon						
				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)				
Playland Access Drive at Office Building Access Drive	TWSC	5.2 4.4	EB Ln NB L	B/12.4	0.00	0	B/11.4	0.01	0	B/11.2	0.03	0.1	B/11.0	0.03	0.1	No	1.2	No	-0.4
				A/8.3	0.00	0	A/8.3	0.00	0	A/8.3	0.01	0	A/8.3	0.01	0	A/8.3	0.01	0	No
Old Post Road at Playland Access Drive	TWSC	39 4.4 4.4	EB L SB Ln1 SB Ln2	A/8.0	0.02	0.1	A/7.7	0.01	0	A/8.0	0.02	0.1	A/7.7	0.01	0	No	0.0	No	0.0
				F/56.6	0.95	11.9	D/28.5	0.79	7.6	C/24.6	0.65	4.7	C/19.3	0.61	4.1	C/19.3	0.61	4.1	F-C
Old Post Road at Thruway Access Drive	TWSC	9.6 37	EB L SB Ln	B/10.4	0.47	2.6	A/9.8	0.39	1.9	A/9.6	0.38	1.8	A/9.4	0.34	1.5	B-A	-0.8	B-A	-0.4
				F/101.3	0.97	8.5	D/34.8	0.46	2.2	E/37.4	0.67	4.5	D/26.0	0.37	1.6	F-E	-63.9	F-E	-8.8

Notes:

- Synchro 8.0/HCM 2010 results is used for unsignalized capacity analysis.
- Level of Service determining parameter is called the service measure.
- TWSC = Two-Way STOP Control.
- For TWSC Intersections: Level of Service/Average Control delay per vehicle (seconds/vehicle).
- V/C ratio indicates the amount of congestion for each Movement. Any V/C ratio greater than or equal to one indicates that the Movement is operating at above capacity.
- Synchro 8.0 Macroscopic model is used for storage/queue analysis.
- The Queue Length rows show the 95<sup>th</sup> percentile maximum queue length in vehicles.
- The Queue Length is for each lane. The total queue length is divided by the number of lanes and the lane utilization factor.
- The 95<sup>th</sup> percentile queue is the maximum back of the queue with the 95<sup>th</sup> percentile traffic volumes.
- **Bolded** 95<sup>th</sup> percentile queue exceeds the storage available.
- Physical Units consist of the following:
  1. Movement for TWSC Intersections.

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

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ramp was found to be 512 feet and for a right turn movement the desirable ISD was determined to be 421 feet. Based on field observations the available ISD is well above the needed distance, with several hundred feet provided in both directions.

A further evaluation of the ramp layout and pavement width is needed to finalize lane arrangement. The ramp should be controlled with a STOP sign and lane description (right and left turns) and appropriate INTERSECTION WARNING signs should be installed on Playland Parkway.

The shifting of traffic in general from Old Post Road traveling to the Interstate 95 ramps via the Playland Parkway and shifted to Boston Post Road and directly to Playland Parkway would decrease traffic volumes on Old Post Road and improve overall operation with the intersections along Old Post Road. Results of the analysis show a benefit of providing this new connection to by-pass using Old Post Road. Table A-1 shows the results of the Speed Study on Playland Parkway. Table A-2 provides a summary of the ISD analysis, for reference purposes. Both tables are included in the Appendix of this report.

4. *Installation of Traffic Signals on Old Post Road* – This analysis was completed to determine the benefit of the installation of traffic signals at Old Post Road/Playland Access Drive intersection and a further benefit, if any, with the installation of a traffic signal at the Old Post Road Thruway Access Drive. Note that previous Studies indicated that these intersections did not meet traffic signal warrants.

Previous traffic signal warrant analyses conducted by our office for the previous proposal for a Hotel on the subject property indicated that warrants were not met for the unsignalized intersection of Old Post Road at Playland Access Drive. These analyses were conducted based on traffic volumes obtained in May 2012 for existing conditions and for a future condition, with the Hotel. In both cases the traffic signal warrants, which are required for an 8-hour period, were not met based on the Minimum Traffic Volumes (Warrant #1, Condition A) necessary or Interruption of Continuous Traffic (Warrant #1, Condition B) based on the minimum criteria for volumes at this intersection.

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It was found that for Warrant #1, Condition A, which is Minimum Traffic Volumes, Warrants were not met for any of the 8-hours since the hourly volumes on Old Post Road were too low for each of the 8-hours. For Warrant #1, Condition B, which is the Interruption of Traffic warrant, again the analysis results indicate that none of the 8-hours met the warrants. The two-way volume on Old Post Road is significantly below the minimum standard to consider a traffic signal control.

The analysis indicated that hourly traffic volumes were too low on Old Post Road and did not meet the minimum requirements for consideration.

Since the results of the warrant analyses indicate that not only the warrants are not met, but the warrants are not close to meeting the minimum criteria and ..it is very unlikely with any scenario for land use of the subject property, including the proposal for Senior Housing, or re-occupancy as an office building would indicate that volumes would increase to meet the criteria to install a traffic signal. See attached Tables 7 and 8 from the other report.

The criteria set forth in the Manual of Uniform Traffic Control Devices (MUTCD) 2009 is followed by the New York State Department of Transportation (NYSDOT), Westchester County Department of Public Works (WCDPW) and the City of Rye.

The previous warrants completed and referenced above and submitted to the City as part of the Traffic Study completed for the Hotel in 2012 are attached for reference purposes. Although a traffic signal warrant analysis was not completed for the Old Post Road/New York State Thruway Access Drive intersection it is likely the results would be very similar.

Notwithstanding the foregoing, the results of analysis further indicate that with traffic signals installed at both intersections noted above, both intersections would operate at Level of Service "C" or better during both the weekday morning and weekday afternoon peak hours and eliminate the current delays found on the Playland Access Drive southbound approach during the weekday afternoon peak hour. Installation of a traffic signal at the Old Post Road/Thruway Access Drive

Table 7  
**TRAFFIC SIGNAL WARRANT ANALYSIS – OLD POST ROAD AT PLAYLAND ACCESS DRIVE –**  
**2012 EXISTING CONDITIONS**  
 Office to Hotel Building Conversion  
 120 Old Post Road  
 Rye, New York

HOUR	MAJOR STREET TWO -WAY APPROACHES VOLUMES – OLD POST ROAD	MINOR STREET ONE-WAY VOLUMES (PLAYLAND ACCESS DRIVE)	SIGNAL WARRANT		
			Warrant #1 Condition A	Warrant #1 Condition B	Warrant # 3
7 – 8 A.M.	369	354	No	No	No
8 – 9 A.M.	495	401	No	No	No
9 – 10 A.M.	324	319	No	No	No
10 – 11 A.M.	243	268	No	No	No
11 A.M. – 12 Noon	253	255	No	No	No
12 Noon – 1 P.M.	325	306	No	No	No
1 – 2 P.M.	315	339	No	No	No
2 – 3 P.M.	336	354	No	No	No
3 – 4 P.M.	436	458	No	No	No
4 – 5 P.M.	389	485	No	No	No
5 – 6 P.M.	309	506	No	No	No
6 – 7 P.M.	282	437	No	No	No
Hours Met	--	--	0	0	0
Hours Needed	--	--	8	8	1
Warrant Met	--	--	No	No	No

Notes:

- Major Street: Number of lanes moving traffic on each approach is one.
- Minor Street: Number of lanes moving traffic is one.
- Warrant #1, Condition A: Minimum Vehicle Volume – 500 vehicles (two-way) on Old Post Road and 150 vehicles (one-way) on Playland Access Drive – Major and Minor road volumes are for the same eight consecutive hours.
- Warrant #1, Condition B: Interruption of Continuous Traffic – 750 vehicles (two-way) on Old Post Road and 75 vehicles (one-way) on Playland Access Drive. Major and Minor Road volumes are for the same eight consecutive hours.
- Warrant #2: Four-Hour Vehicular Volume – Refer to Figure 4C-1, Warrant 2, Four-Hour Vehicular Volume, MUTCD page 440.
- Warrant #3: Peak Hour – Refer to Figure 4C-3, Warrant 3, Peak Hour, MUTCD page 441.

Source:

- Manual on Uniform Traffic Control Devices for Streets and Highways, published by the Federal Highway Administration in 2009.

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Table 8  
**TRAFFIC SIGNAL WARRANT ANALYSIS – OLD POST ROAD AT PLAYLAND ACCESS DRIVE –**  
**2013 FUTURE CONDITIONS**  
 Office to Hotel Building Conversion  
 120 Old Post Road  
 Rye, New York

HOUR	MAJOR STREET TWO -WAY APPROACHES VOLUMES – OLD POST ROAD	MINOR STREET ONE-WAY VOLUMES (PLAYLAND ACCESS DRIVE)	SIGNAL WARRANT		
			Warrant #1 Condition A	Warrant #1 Condition B	Warrant #2 Warrant #3
7 – 8 A.M.	382	388	No	No	No
8 – 9 A.M.	513	440	Yes	No	Yes
9 – 10 A.M.	336	350	No	No	No
10 – 11 A.M.	252	294	No	No	No
11 A.M. – 12 Noon	262	280	No	No	No
12 Noon – 1 P.M.	337	336	No	No	No
1 – 2 P.M.	327	389	No	No	No
2 – 3 P.M.	349	406	No	No	No
3 – 4 P.M.	453	526	No	No	Yes
4 – 5 P.M.	404	557	No	No	Yes
5 – 6 P.M.	321	581	No	No	No
6 – 7 P.M.	293	502	No	No	No
Hours Met	--	--	1	0	3
Hours Needed	--	--	8	8	4
Warrant Met	--	--	No	No	No
					2
					1
					Yes

Notes:

- Major Street: Number of lanes moving traffic on each approach is one.
- Minor Street: Number of lanes moving traffic is one.
- Warrant #1, Condition A: Minimum Vehicle Volume – 500 vehicles (two-way) on Old Post Road and 150 vehicles (one-way) on Playland Access Drive – Major and Minor road volumes are for the same eight consecutive hours.
- Warrant #1, Condition B: Interruption of Continuous Traffic – 750 vehicles (two-way) on Old Post Road and 75 vehicles (one-way) on Playland Access Drive. Major and Minor Road volumes are for the same eight consecutive hours.
- Warrant #2: Four-Hour Vehicular Volume – Refer to Figure 4C-1, Warrant 2, Four-Hour Vehicular Volume, MUTCD page 440.
- Warrant #3: Peak Hour – Refer to Figure 4C-3, Warrant 3, Peak Hour, MUTCD page 441.

Source:

- Manual on Uniform Traffic Control Devices for Streets and Highways, published by the Federal Highway Administration in 2009.

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indicates a similar benefit of eliminating the Level of Service “F” on the off-ramp approach to the intersection and reducing delays significantly during the weekday morning peak hour. Table 5 provides the results. Worksheets are included.

Table 6 provides an analysis if a traffic signal was installed only at the Old Post Road/Playland Access Drive. Results of this analysis indicate it would operate at an overall Level of Service “B” during both peak hours and result in a similar benefit during the weekday morning peak hour.

The overall results of the analysis indicate that it would likely be beneficial to install both traffic signals so that they operate in a coordinated fashion and minimize delays on both side street approaches. Installation of traffic signals at both locations would also result in a benefit due to the limited sight distance when exiting the Thruway ramp and also minimizing the limited sight distance exiting Playland Access Drive at Old Post Road. Capacity analysis worksheets for each of these analyses are included in the Appendix of this report.

### **Findings**

Although the existing condition of the property as a largely vacant office building is not contributing to the existing traffic patterns and the post-build condition would be an improvement over a fully tenanted office building, the results of these analyses, as described above, indicate the greatest benefit would be to provide the right turn lane along the site’s frontage on Playland Access Drive. It results in an improvement in Levels of Service and reduction in delay during both the weekday morning and weekday afternoon peak hours.

The provision of providing a second driveway to the site directly to Old Post Road does not necessarily indicate a significant benefit and reduction in delay on area roads. This is due to the low site traffic generation as part of the redevelopment of the subject property.

Providing an alternative to motorists traveling northbound on Boston Post Road to access Playland Parkway, it would remove traffic from Old Post Road, with an improvement in Levels of Service and a reduction in delay at the STOP sign approach of Playland Access Drive to Old Post Road and the same at the Thruway Access Drive southbound approach

Table 5  
 2016 FUTURE CONDITIONS WITH TRAFFIC SIGNALS AND RIGHT TURN POCKET – 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 WITH TRAFFIC SIGNALS AND RIGHT TURN POCKET							
				Weekday Morning			Weekday Afternoon			Weekday Morning			Weekday Afternoon			PROJECT IMPACTS	
				LOS/ Delay	V/C Ratio	Queue Length (Veh)	LOS/ Delay	V/C Ratio	Queue Length (Veh)	LOS/ Delay	V/C Ratio	Queue Length (Feet)	LOS/ Delay	V/C Ratio	Queue Length (Feet)	Change in LOS	Project Delay (Seconds)
Playland Access Drive at Office Building Access Drive	TWSC	5.2 4.4	EB Ln NB L	B/12.4	0.00	0	B/11.4	0.01	0	B/11.2	0.03	0.1	B/11.0	0.03	0.1	No	-1.2
				A/8.3	0.00	0	A/8.3	0.00	0	A/8.3	0.01	0	A/8.3	0.01	0	A/8.3	0.01
Old Post Road at Playland Access Drive	TWSC	39	EB L	A/8.0	0.02	0.1	A/7.7	0.01	0	C/21.4	0.53	202	B/16.6	0.36	121	A-C	13.4
				--	--	--	--	--	--	--	--	--	--	--	--	--	--
Old Post Road at Thruway Access Drive	TWSC	9.6	EB L	F/56.6	0.95	11.9	D/28.5	0.79	7.6	A/7.7	0.44	68	A/6.7	0.34	49	--	--
				--	--	--	--	--	--	--	--	--	--	--	--	--	--
Overall	Overall	37	SB Ln	B/10.4	0.47	2.6	A/9.8	0.39	1.9	D/44.7	0.77	286	D/47.5	0.86	313	F-D	-11.9
				F/101.3	0.97	8.5	D/34.8	0.46	2.2	A/2.6	0.20	17	A/2.6	0.20	17	A/2.6	0.20
Overall	Overall	--	--	C/21.6	--	--	C/21.6	--	--	C/21.6	--	--	C/24.4	--	--	--	--
				B/13.4	0.75	108	B/13.4	0.75	108	B/13.4	0.75	108	B/13.4	0.75	108	B/13.4	0.75
Overall	Overall	--	--	C/21.0	--	--	C/21.0	--	--	C/21.0	--	--	C/31.0	0.70	208	--	--
				C/31.7	0.67	230	C/31.7	0.67	230	C/31.7	0.67	230	C/31.7	0.67	230	C/31.0	0.70
Overall	Overall	--	--	B/16.7	0.59	82	B/16.7	0.59	82	B/16.7	0.59	82	B/19.6	0.40	55	F-B	84.6
				B/19.6	--	--	B/19.6	--	--	B/19.6	--	--	B/19.6	--	--	B/19.6	--
Overall	Overall	--	--	C/23.0	--	--	C/23.0	--	--	C/23.0	--	--	C/23.0	--	--	--	--
				C/23.0	--	--	C/23.0	--	--	C/23.0	--	--	C/23.0	--	--	C/23.0	--

- Notes:
- Synchro 8.0 is used for traffic signal capacity analysis.
  - Synchro 8.0/HCM 2010 results is used for unsignalized capacity analysis.
  - Level of Service determining parameter is called the service measure.
  - TWSC = Two-Way STOP Control.
  - V/C ratio indicates the amount of congestion for each Movement. Any V/C ratio greater than or equal to one indicates that the Movement is operating at above capacity.
  - Synchro 8.0 Macroscopic model is used for storage/queue analysis.
  - The Queue Length rows show the 95<sup>th</sup> 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 95<sup>th</sup> percentile queue is the maximum back of the queue with the 95<sup>th</sup> percentile traffic volumes.
  - Bolded** 95<sup>th</sup> percentile queue exceeds the storage available.
  - Physical Units consist of the following:
    - Lane Group and Intersection Overall for Traffic Signal Controlled Intersections.
    - Movement for TWSC Intersections.

NB = Northbound EB = Eastbound SB = Southbound WB = Westbound  
 L = Left Turn T = Through R = Right Turn APP. = Approach

Table 6  
 2016 FUTURE CONDITIONS WITH TRAFFIC SIGNAL AND RIGHT TURN POCKET – 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 WITH TRAFFIC SIGNAL AND RIGHT TURN POCKET								
				Weekday Morning			Weekday Afternoon			Weekday Morning			Weekday Afternoon			PROJECT IMPACTS		
				LOS/ Delay	V/C Ratio	Queue Length (Veh)	LOS/ Delay	V/C Ratio	Queue Length (Veh)	LOS/ Delay	V/C Ratio	Queue Length (Feet)	LOS/ Delay	V/C Ratio	Queue Length (Feet)	Change in LOS	Project Delay (Seconds)	Change in LOS
Playland Access Drive at Office Building Access Drive	TWSC	5.2 4.4	EB Ln NB L	B/12.4 A/8.3	0.00 0.00	0 0	B/11.4 A/8.3	0.01 0.00	0 0	B/11.2 A/8.3	0.03 0.01	0.1 0	B/11.0 A/8.3	0.03 0.01	No No	-1.2 0.0	No No	-0.4 0.0
Old Post Road at Playland Access Drive	TWSC	39 --	EB L --	A/8.0 --	0.02 --	0.1 --	A/7.7 --	0.01 --	0 --	A/9.6 A/9.6	0.41 --	117 --	A/9.5 A/9.5	0.26 --	No --	1.6 --	No --	1.8 --
		4.4	SB Ln	F/56.6	0.95	11.9	D/28.5	0.79	7.6	B/19.4 C/28.4	0.56 0.73	158 171	B/14.5 B/15.9	0.47 0.59	--	--	--	--
		--	--	--	--	--	--	--	--	A/2.0 B/19.6	0.19 --	21 --	A/1.7 B/12.3	0.13 --	F-C	-28.2	D-B	-12.6
		--	--	--	--	--	--	--	--	B/16.5	--	--	B/12.4	--	--	--	--	--
			Overall															

Notes:

- Synchro 8.0 is used for traffic signal capacity analysis.
- Synchro 8.0/HCM 2010 results is used for unsignalized capacity analysis.
- Level of Service determining parameter is called the service measure.
- TWSC = Two-Way STOP Control.
- For TWSC Intersections: Level of Service/Average Control delay per vehicle (seconds/vehicle).
- V/C ratio indicates the amount of congestion for each Movement. Any V/C ratio greater than or equal to one indicates that the Movement is operating at above capacity.
- Synchro 8.0 Macroscopic model is used for storage/queue analysis.
- The Queue Length rows show the 95<sup>th</sup> 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 95<sup>th</sup> percentile queue is the maximum back of the queue with the 95<sup>th</sup> percentile traffic volumes.
- **Bolded** 95<sup>th</sup> 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

**FREDERICK P. CLARK ASSOCIATES, INC.**

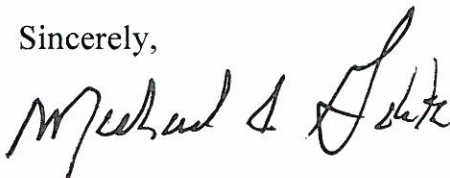
PLANNING, TRANSPORTATION, ENVIRONMENT AND DEVELOPMENT  
RYE, NEW YORK FAIRFIELD, CONNECTICUT

Mayor Joseph Sack and  
Members of the Council  
Page 9  
September 24, 2015

to Old Post Road. Therefore, the provision of providing an alternative for commuters to access Playland Parkway and travel to the New York State Thruway would result in a benefit to overall traffic conditions along Old Post Road.

The analysis with traffic signal control indicate significant benefits and a reduction in delay at the STOP sign approaches.

Sincerely,



Michael A. Galante  
Executive Vice President

Enclosure

cc: Alan Weisman  
Jonathan Kraut, Esq.

## TABLES

Table A-1  
**SPEED STUDY – OFF-PEAK HOURS**  
**Age-Restricted Residential Development**  
**120 Old Post Road**  
**Rye, New York**

<b>SPEED STUDY RESULTS – PLAYLAND PARKWAY AT RAMP FROM U.S. ROUTE 1</b>		
	Eastbound	Westbound
	44	32
	34	47
	40	40
	39	26
	37	34
	30	31
	45	34
	31	38
	24	51
	32	34
	40	40
	33	41
	46	30
	37	33
	31	48
	38	41
	33	41
	40	28
	48	29
	37	39
	43	38
	44	45
	38	34
	35	34
	40	41
	33	38
	36	44
	41	47
	31	37
	43	46
Average Speed	38	38
85 <sup>TH</sup> Percentile Speed	44	46

Source: Speed Study conducted by portable radar speed gun by Frederick P. Clark Associates, Inc., on Friday, August 07, 2015 between 12:30 and 1:15 P.M.

Table A-2  
**INTERSECTION SIGHT DISTANCE ANALYSIS**  
 Age-Restricted Residential Development  
 120 Old Post Road  
 Rye, New York

INTERSECTION SIGHT DISTANCE (ISD) ANALYSIS						
INTERSECTION	Left Turn From Stop			Right Turn From Stop		
	Distance Available (Feet)	Distance Desirable (Feet)		Distance Available(Feet)	Distance Desirable (Feet)	
		Posted Speed	Measured Speed		Posted Speed	Measured Speed
Playland Parkway at Ramp from U.S. Route 1	Left Adequate ISD Available	Right 30 MPH	46 MPH	Left Adequate ISD Available	30 MPH	44 MPH
			512		290	421

**Notes:**

- Intersection Sight Distance (ISD) desirable are from the Minimum Acceptable Sight Distances Table provided on the Intersection Sight Distance Requirement Form prepared by Westchester County Department of Public Works (WCDPW).
- The posted speed limit is 30 miles per hour on Playland Parkway.
- The operational speed (85<sup>th</sup> percentile speed) was measured to be 44 miles per hour in the eastbound direction and 46 miles per hour in the westbound direction from Speed Study conducted by portable radar speed gun by Frederick P. Clark Associates, Inc., on Friday, August 07, 2015 between 12:30 and 1:15 P.M.

PHOTOGRAPHS





**Playland Parkway at Ramp from U.S. Route 1 Looking West**



**Playland Parkway at Ramp from U.S. Route 1 Looking East**



**Playland Parkway at Ramp from U.S. Route 1 Looking West at 15 Feet from Edge of Pavement**



**Playland Parkway at Ramp from U.S. Route 1 Looking East at 15 Feet from Edge of Pavement**

BACKGROUND

Intersection

Int Delay, s/veh 0.1

Movement	SET	SER	NWL	NWT	NEL	NER
Vol, veh/h	444	1	2	106	1	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	453	1	2	108	1	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	454	566
Stage 1	-	-	454
Stage 2	-	-	112
Critical Hdwy	-	4.12	6.42
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	-	2.218	3.518
Pot Cap-1 Maneuver	-	1107	486
Stage 1	-	-	640
Stage 2	-	-	913
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	1107	485
Mov Cap-2 Maneuver	-	-	485
Stage 1	-	-	640
Stage 2	-	-	911

Approach	SE	NW	NE
HCM Control Delay, s	0	0.2	12.4
HCM LOS			B

Minor Lane/Major Mvmt	NELn1	NWL	NWT	SET	SER
Capacity (veh/h)	485	1107	-	-	-
HCM Lane V/C Ratio	0.002	0.002	-	-	-
HCM Control Delay (s)	12.4	8.3	0	-	-
HCM Lane LOS	B	A	A	-	-
HCM 95th %tile Q(veh)	0	0	-	-	-

Intersection

Int Delay, s/veh 24.1

Movement	SEL	SER	NEL	NET	SWT	SWR
Vol, veh/h	296	148	19	301	211	89
Conflicting Peds, #/hr	0	0	7	0	0	7
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	93	93	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	322	161	20	324	220	93

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	631	273	313	0	-	0
Stage 1	266	-	-	-	-	-
Stage 2	365	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	445	766	1247	-	-	-
Stage 1	779	-	-	-	-	-
Stage 2	702	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	436	762	1240	-	-	-
Mov Cap-2 Maneuver	436	-	-	-	-	-
Stage 1	779	-	-	-	-	-
Stage 2	688	-	-	-	-	-

Approach	SE		NE		SW
HCM Control Delay, s	56.6		0.5		0
HCM LOS	F				

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	1240	-	509	-	-
HCM Lane V/C Ratio	0.016	-	0.948	-	-
HCM Control Delay (s)	8	0	56.6	-	-
HCM Lane LOS	A	A	F	-	-
HCM 95th %tile Q(veh)	0.1	-	11.9	-	-

Intersection

Int Delay, s/veh 23

Movement	SEL	SER	NEL	NET	SWT	SWR
Vol, veh/h	47	139	523	74	161	112
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	53	156	588	83	181	126

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1502	244	307	0	-	0
Stage 1	244	-	-	-	-	-
Stage 2	1258	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	134	795	1254	-	-	-
Stage 1	797	-	-	-	-	-
Stage 2	268	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	68	795	1254	-	-	-
Mov Cap-2 Maneuver	68	-	-	-	-	-
Stage 1	797	-	-	-	-	-
Stage 2	136	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	101.3	9.1	0
HCM LOS	F		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	1254	-	215	-	-
HCM Lane V/C Ratio	0.469	-	0.972	-	-
HCM Control Delay (s)	10.4	0	101.3	-	-
HCM Lane LOS	B	A	F	-	-
HCM 95th %tile Q(veh)	2.6	-	8.5	-	-

Intersection

Int Delay, s/veh 0.1

Movement	SET	SER	NWL	NWT	NEL	NER
Vol, veh/h	434	1	2	88	1	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	452	1	2	92	1	2

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	453
Stage 1	-	-	453
Stage 2	-	-	96
Critical Hdwy	-	4.12	6.42
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	-	2.218	3.518
Pot Cap-1 Maneuver	-	1108	497
Stage 1	-	-	640
Stage 2	-	-	928
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	1108	496
Mov Cap-2 Maneuver	-	-	496
Stage 1	-	-	640
Stage 2	-	-	926

Approach	SE	NW	NE
HCM Control Delay, s	0	0.2	11.4
HCM LOS			B

Minor Lane/Major Mvmt	NELn1	NWL	NWT	SET	SER
Capacity (veh/h)	565	1108	-	-	-
HCM Lane V/C Ratio	0.006	0.002	-	-	-
HCM Control Delay (s)	11.4	8.3	0	-	-
HCM Lane LOS	B	A	A	-	-
HCM 95th %tile Q(veh)	0	0	-	-	-

Intersection

Int Delay, s/veh 14.8

Movement	SEL	SER	NEL	NET	SWT	SWR
Vol, veh/h	328	108	10	195	122	80
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	373	123	11	222	139	91

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	428	184	230	0	-	0
Stage 1	184	-	-	-	-	-
Stage 2	244	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	584	858	1338	-	-	-
Stage 1	848	-	-	-	-	-
Stage 2	797	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	579	858	1338	-	-	-
Mov Cap-2 Maneuver	579	-	-	-	-	-
Stage 1	848	-	-	-	-	-
Stage 2	790	-	-	-	-	-

Approach	SE		NE		SW
HCM Control Delay, s	28.5		0.4		0
HCM LOS	D				

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	1338	-	630	-	-
HCM Lane V/C Ratio	0.008	-	0.786	-	-
HCM Control Delay (s)	7.7	0	28.5	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	0	-	7.6	-	-



Intersection

Int Delay, s/veh 8

Movement	SEL	SER	NEL	NET	SWT	SWR
Vol, veh/h	33	54	419	104	148	134
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	38	62	482	120	170	154

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1330	247	324	0	-	0
Stage 1	247	-	-	-	-	-
Stage 2	1083	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	171	792	1236	-	-	-
Stage 1	794	-	-	-	-	-
Stage 2	325	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	100	792	1236	-	-	-
Mov Cap-2 Maneuver	100	-	-	-	-	-
Stage 1	794	-	-	-	-	-
Stage 2	189	-	-	-	-	-

Approach	SE		NE		SW
HCM Control Delay, s	34.8		7.8		0
HCM LOS	D				

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	1236	-	218	-	-
HCM Lane V/C Ratio	0.39	-	0.459	-	-
HCM Control Delay (s)	9.8	0	34.8	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	1.9	-	2.2	-	-

SCENARIO 1

Intersection

Int Delay, s/veh 0.4

Movement	SET	SER	NWL	NWT	NEL	NER
Vol, veh/h	444	6	6	106	8	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	453	6	6	108	8	11

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	459	576
Stage 1	-	-	456
Stage 2	-	-	120
Critical Hdwy	-	4.14	6.63
Critical Hdwy Stg 1	-	-	5.83
Critical Hdwy Stg 2	-	-	5.43
Follow-up Hdwy	-	2.22	3.519
Pot Cap-1 Maneuver	-	1098	463
Stage 1	-	-	606
Stage 2	-	-	905
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	1098	460
Mov Cap-2 Maneuver	-	-	460
Stage 1	-	-	606
Stage 2	-	-	900

Approach	SE	NW	NE
HCM Control Delay, s	0	0.4	11.2
HCM LOS			B

Minor Lane/Major Mvmt	NELn1	NWL	NWT	SET	SER
Capacity (veh/h)	601	1098	-	-	-
HCM Lane V/C Ratio	0.032	0.006	-	-	-
HCM Control Delay (s)	11.2	8.3	0	-	-
HCM Lane LOS	B	A	A	-	-
HCM 95th %tile Q(veh)	0.1	0	-	-	-

Intersection

Int Delay, s/veh 11.8

Movement	SEL	SER	NEL	NET	SWT	SWR
Vol, veh/h	303	152	21	301	211	91
Conflicting Peds, #/hr	0	0	7	0	0	7
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	93	93	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	329	165	23	324	220	95

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	636	274	315
Stage 1	267	-	-
Stage 2	369	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	442	765	1245
Stage 1	778	-	-
Stage 2	699	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	432	761	1238
Mov Cap-2 Maneuver	432	-	-
Stage 1	778	-	-
Stage 2	683	-	-

Approach	SE	NE	SW
HCM Control Delay, s	27.3	0.5	0
HCM LOS	D		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SELn2	SWT	SWR
Capacity (veh/h)	1238	-	432	761	-	-
HCM Lane V/C Ratio	0.018	-	0.762	0.217	-	-
HCM Control Delay (s)	8	0	35.5	11	-	-
HCM Lane LOS	A	A	E	B	-	-
HCM 95th %tile Q(veh)	0.1	-	6.4	0.8	-	-

Intersection

Int Delay, s/veh 0.5

Movement	SET	SER	NWL	NWT	NEL	NER
Vol, veh/h	434	12	9	88	7	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	452	12	9	92	7	12

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	465	568
Stage 1	-	-	458
Stage 2	-	-	110
Critical Hdwy	-	4.14	6.63
Critical Hdwy Stg 1	-	-	5.83
Critical Hdwy Stg 2	-	-	5.43
Follow-up Hdwy	-	2.22	3.519
Pot Cap-1 Maneuver	-	1093	468
Stage 1	-	-	604
Stage 2	-	-	914
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	1093	464
Mov Cap-2 Maneuver	-	-	464
Stage 1	-	-	604
Stage 2	-	-	906

Approach	SE	NW	NE
HCM Control Delay, s	0	0.8	11
HCM LOS			B

Minor Lane/Major Mvmt	NELn1	NWL	NWT	SET	SER
Capacity (veh/h)	620	1093	-	-	-
HCM Lane V/C Ratio	0.032	0.009	-	-	-
HCM Control Delay (s)	11	8.3	0	-	-
HCM Lane LOS	B	A	A	-	-
HCM 95th %tile Q(veh)	0.1	0	-	-	-

Intersection

Int Delay, s/veh 10.4

Movement	SEL	SER	NEL	NET	SWT	SWR
Vol, veh/h	334	112	13	195	122	84
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	380	127	15	222	139	95

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	437	186	234	0	-	0
Stage 1	186	-	-	-	-	-
Stage 2	251	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	577	856	1333	-	-	-
Stage 1	846	-	-	-	-	-
Stage 2	791	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	569	856	1333	-	-	-
Mov Cap-2 Maneuver	569	-	-	-	-	-
Stage 1	846	-	-	-	-	-
Stage 2	781	-	-	-	-	-

Approach	SE		NE		SW
HCM Control Delay, s	19.8		0.5		0
HCM LOS	C				

Minor Lane/Major Mvmt	NEL	NET	SELn1	SELn2	SWT	SWR
Capacity (veh/h)	1333	-	569	856	-	-
HCM Lane V/C Ratio	0.011	-	0.667	0.149	-	-
HCM Control Delay (s)	7.7	0	23.1	9.9	-	-
HCM Lane LOS	A	A	C	A	-	-
HCM 95th %tile Q(veh)	0	-	5	0.5	-	-

SCENARIO 2

Intersection

Int Delay, s/veh 0.3

Movement	SET	SER	NWL	NWT	NEL	NER
Vol, veh/h	444	6	3	106	8	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	453	6	3	108	8	5

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	459	570
Stage 1	-	-	456
Stage 2	-	-	114
Critical Hdwy	-	4.12	6.42
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	-	2.218	3.518
Pot Cap-1 Maneuver	-	1102	483
Stage 1	-	-	638
Stage 2	-	-	911
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	1102	482
Mov Cap-2 Maneuver	-	-	482
Stage 1	-	-	638
Stage 2	-	-	908

Approach	SE	NW	NE
HCM Control Delay, s	0	0.2	12.1
HCM LOS			B

Minor Lane/Major Mvmt	NELn1	NWL	NWT	SET	SER
Capacity (veh/h)	523	1102	-	-	-
HCM Lane V/C Ratio	0.025	0.003	-	-	-
HCM Control Delay (s)	12.1	8.3	0	-	-
HCM Lane LOS	B	A	A	-	-
HCM 95th %tile Q(veh)	0.1	0	-	-	-



Intersection

Int Delay, s/veh 26

Movement	SEL	SER	NEL	NET	SWT	SWR
Vol, veh/h	301	148	19	303	212	90
Conflicting Peds, #/hr	0	0	7	0	0	7
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	93	93	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	327	161	20	326	221	94

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	635	275	315
Stage 1	268	-	-
Stage 2	367	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	443	764	1245
Stage 1	777	-	-
Stage 2	701	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	434	760	1238
Mov Cap-2 Maneuver	434	-	-
Stage 1	777	-	-
Stage 2	687	-	-

Approach	SE	NE	SW
HCM Control Delay, s	60.8	0.5	0
HCM LOS	F		

Minor Lane/Major Mvmt	NEL	NET SELn1	SWT	SWR
Capacity (veh/h)	1238	- 505	-	-
HCM Lane V/C Ratio	0.017	- 0.966	-	-
HCM Control Delay (s)	8	0 60.8	-	-
HCM Lane LOS	A	A F	-	-
HCM 95th %tile Q(veh)	0.1	- 12.5	-	-

Intersection

Int Delay, s/veh 0.2

Movement	SEL	SER	NEL	NET	SWT	SWR
Vol, veh/h	2	4	2	320	359	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	4	2	348	390	1

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	743	391	0
Stage 1	391	-	-
Stage 2	352	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	383	658	1168
Stage 1	683	-	-
Stage 2	712	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	382	658	1168
Mov Cap-2 Maneuver	382	-	-
Stage 1	683	-	-
Stage 2	711	-	-

Approach	SE	NE	SW
HCM Control Delay, s	11.9	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NEL	NET SELn1	SWT	SWR
Capacity (veh/h)	1168	- 530	-	-
HCM Lane V/C Ratio	0.002	- 0.012	-	-
HCM Control Delay (s)	8.1	0 11.9	-	-
HCM Lane LOS	A	A B	-	-
HCM 95th %tile Q(veh)	0	- 0	-	-

Intersection

Int Delay, s/veh 0.4

Movement	SET	SER	NWL	NWT	NEL	NER
Vol, veh/h	434	12	4	88	7	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	452	12	4	92	7	7

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	465
Stage 1	-	-	458
Stage 2	-	-	100
Critical Hdwy	-	4.12	6.42
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	-	2.218	3.518
Pot Cap-1 Maneuver	-	1096	491
Stage 1	-	-	637
Stage 2	-	-	924
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	1096	489
Mov Cap-2 Maneuver	-	-	489
Stage 1	-	-	637
Stage 2	-	-	920

Approach	SE	NW	NE
HCM Control Delay, s	0	0.4	11.9
HCM LOS			B

Minor Lane/Major Mvmt	NELn1	NWL	NWT	SET	SER
Capacity (veh/h)	540	1096	-	-	-
HCM Lane V/C Ratio	0.027	0.004	-	-	-
HCM Control Delay (s)	11.9	8.3	0	-	-
HCM Lane LOS	B	A	A	-	-
HCM 95th %tile Q(veh)	0.1	0	-	-	-

Intersection

Int Delay, s/veh 15.6

Movement	SEL	SER	NEL	NET	SWT	SWR
Vol, veh/h	333	108	10	196	124	82
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	378	123	11	223	141	93

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	433	188	234	0	-	0
Stage 1	188	-	-	-	-	-
Stage 2	245	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	580	854	1333	-	-	-
Stage 1	844	-	-	-	-	-
Stage 2	796	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	575	854	1333	-	-	-
Mov Cap-2 Maneuver	575	-	-	-	-	-
Stage 1	844	-	-	-	-	-
Stage 2	789	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	29.9	0.4	0
HCM LOS	D		

Minor Lane/Major Mvmt	NEL	NET SELn1	SWT	SWR
Capacity (veh/h)	1333	- 625	-	-
HCM Lane V/C Ratio	0.009	- 0.802	-	-
HCM Control Delay (s)	7.7	0 29.9	-	-
HCM Lane LOS	A	A D	-	-
HCM 95th %tile Q(veh)	0	- 8	-	-

Intersection

Int Delay, s/veh 0.2

Movement	SEL	SER	NEL	NET	SWT	SWR
Vol, veh/h	1	4	3	205	230	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	4	3	223	250	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	480	251	252	0	-	0
Stage 1	251	-	-	-	-	-
Stage 2	229	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	545	788	1313	-	-	-
Stage 1	791	-	-	-	-	-
Stage 2	809	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	543	788	1313	-	-	-
Mov Cap-2 Maneuver	543	-	-	-	-	-
Stage 1	791	-	-	-	-	-
Stage 2	807	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	10	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	1313	-	723	-	-
HCM Lane V/C Ratio	0.002	-	0.008	-	-
HCM Control Delay (s)	7.7	0	10	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

**SCENARIO 3**

Intersection

Int Delay, s/veh 0.3

Movement	SET	SER	NWL	NWT	NEL	NER
Vol, veh/h	444	6	3	106	8	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	453	6	3	108	8	5

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	230
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	4.14	6.93
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	2.22	3.319
Pot Cap-1 Maneuver	-	1098	773
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	1098	773
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	SE	NW	NE
HCM Control Delay, s	0	0.2	11.7
HCM LOS			B

Minor Lane/Major Mvmt	NELn1	NWL	NWT	SET	SER
Capacity (veh/h)	550	1098	-	-	-
HCM Lane V/C Ratio	0.024	0.003	-	-	-
HCM Control Delay (s)	11.7	8.3	0	-	-
HCM Lane LOS	B	A	A	-	-
HCM 95th %tile Q(veh)	0.1	0	-	-	-

Intersection

Int Delay, s/veh 11.5

Movement	SEL	SER	NEL	NET	SWT	SWR
Vol, veh/h	301	148	19	303	212	90
Conflicting Peds, #/hr	0	0	7	0	0	7
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	93	93	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	327	161	20	326	221	94

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	635	275	315	0	-	0
Stage 1	268	-	-	-	-	-
Stage 2	367	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	443	764	1245	-	-	-
Stage 1	777	-	-	-	-	-
Stage 2	701	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	434	760	1238	-	-	-
Mov Cap-2 Maneuver	434	-	-	-	-	-
Stage 1	777	-	-	-	-	-
Stage 2	687	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	26.8	0.5	0
HCM LOS	D		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SELn2	SWT	SWR
Capacity (veh/h)	1238	-	434	760	-	-
HCM Lane V/C Ratio	0.017	-	0.754	0.212	-	-
HCM Control Delay (s)	8	0	34.6	11	-	-
HCM Lane LOS	A	A	D	B	-	-
HCM 95th %tile Q(veh)	0.1	-	6.3	0.8	-	-



Intersection

Int Delay, s/veh 0.2

Movement	SEL	SER	NEL	NET	SWT	SWR
Vol, veh/h	2	4	2	320	359	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	4	2	348	390	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	743	391	391	0	-	0
Stage 1	391	-	-	-	-	-
Stage 2	352	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	383	658	1168	-	-	-
Stage 1	683	-	-	-	-	-
Stage 2	712	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	382	658	1168	-	-	-
Mov Cap-2 Maneuver	382	-	-	-	-	-
Stage 1	683	-	-	-	-	-
Stage 2	711	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	11.9	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	1168	-	530	-	-
HCM Lane V/C Ratio	0.002	-	0.012	-	-
HCM Control Delay (s)	8.1	0	11.9	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection

Int Delay, s/veh 0.4

Movement	SET	SER	NWL	NWT	NEL	NER
Vol, veh/h	434	12	4	88	7	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	452	12	4	92	7	7

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	465
Stage 1	-	-	458
Stage 2	-	-	100
Critical Hdwy	-	4.14	6.63
Critical Hdwy Stg 1	-	-	5.83
Critical Hdwy Stg 2	-	-	5.43
Follow-up Hdwy	-	2.22	3.519
Pot Cap-1 Maneuver	-	1093	475
Stage 1	-	-	604
Stage 2	-	-	923
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	1093	473
Mov Cap-2 Maneuver	-	-	473
Stage 1	-	-	604
Stage 2	-	-	919

Approach	SE	NW	NE
HCM Control Delay, s	0	0.4	11.3
HCM LOS			B

Minor Lane/Major Mvmt	NELn1	NWL	NWT	SET	SER
Capacity (veh/h)	586	1093	-	-	-
HCM Lane V/C Ratio	0.025	0.004	-	-	-
HCM Control Delay (s)	11.3	8.3	0	-	-
HCM Lane LOS	B	A	A	-	-
HCM 95th %tile Q(veh)	0.1	0	-	-	-

Intersection

Int Delay, s/veh 10.1

Movement	SEL	SER	NEL	NET	SWT	SWR
Vol, veh/h	333	108	10	196	124	82
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	378	123	11	223	141	93

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	433	188	234	0	-	0
Stage 1	188	-	-	-	-	-
Stage 2	245	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	580	854	1333	-	-	-
Stage 1	844	-	-	-	-	-
Stage 2	796	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	575	854	1333	-	-	-
Mov Cap-2 Maneuver	575	-	-	-	-	-
Stage 1	844	-	-	-	-	-
Stage 2	789	-	-	-	-	-

Approach	SE		NE		SW
HCM Control Delay, s	19.4		0.4		0
HCM LOS	C				

Minor Lane/Major Mvmt	NEL	NET	SELn1	SELn2	SWT	SWR
Capacity (veh/h)	1333	-	575	854	-	-
HCM Lane V/C Ratio	0.009	-	0.658	0.144	-	-
HCM Control Delay (s)	7.7	0	22.5	9.9	-	-
HCM Lane LOS	A	A	C	A	-	-
HCM 95th %tile Q(veh)	0	-	4.8	0.5	-	-

Intersection

Int Delay, s/veh 0.2

Movement	SEL	SER	NEL	NET	SWT	SWR
Vol, veh/h	1	4	3	205	230	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	4	3	223	250	2

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	480	251	252 0
Stage 1	251	-	-
Stage 2	229	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	545	788	1313
Stage 1	791	-	-
Stage 2	809	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	543	788	1313
Mov Cap-2 Maneuver	543	-	-
Stage 1	791	-	-
Stage 2	807	-	-

Approach	SE	NE	SW
HCM Control Delay, s	10	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NEL	NET SELn1	SWT	SWR
Capacity (veh/h)	1313	- 723	-	-
HCM Lane V/C Ratio	0.002	- 0.008	-	-
HCM Control Delay (s)	7.7	0 10	-	-
HCM Lane LOS	A	A B	-	-
HCM 95th %tile Q(veh)	0	- 0	-	-

SCENARIO 4

Intersection

Int Delay, s/veh 0.4

Movement	SET	SER	NWL	NWT	NEL	NER
Vol, veh/h	444	6	6	106	8	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	453	6	6	108	8	11

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	459	576
Stage 1	-	-	456
Stage 2	-	-	120
Critical Hdwy	-	4.14	6.63
Critical Hdwy Stg 1	-	-	5.83
Critical Hdwy Stg 2	-	-	5.43
Follow-up Hdwy	-	2.22	3.519
Pot Cap-1 Maneuver	-	1098	463
Stage 1	-	-	606
Stage 2	-	-	905
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	1098	460
Mov Cap-2 Maneuver	-	-	460
Stage 1	-	-	606
Stage 2	-	-	900

Approach	SE	NW	NE
HCM Control Delay, s	0	0.4	11.2
HCM LOS			B

Minor Lane/Major Mvmt	NELn1	NWL	NWT	SET	SER
Capacity (veh/h)	601	1098	-	-	-
HCM Lane V/C Ratio	0.032	0.006	-	-	-
HCM Control Delay (s)	11.2	8.3	0	-	-
HCM Lane LOS	B	A	A	-	-
HCM 95th %tile Q(veh)	0.1	0	-	-	-

Intersection

Int Delay, s/veh 9.7

Movement	SEL	SER	NEL	NET	SWT	SWR
Vol, veh/h	303	152	21	195	211	91
Conflicting Peds, #/hr	0	0	7	0	0	7
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	93	93	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	329	165	23	210	220	95

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	522	274	315	0	-	0
Stage 1	267	-	-	-	-	-
Stage 2	255	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	515	765	1245	-	-	-
Stage 1	778	-	-	-	-	-
Stage 2	788	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	504	761	1238	-	-	-
Mov Cap-2 Maneuver	504	-	-	-	-	-
Stage 1	778	-	-	-	-	-
Stage 2	771	-	-	-	-	-

Approach	SE		NE		SW
HCM Control Delay, s	20.1		0.8		0
HCM LOS	C				

Minor Lane/Major Mvmt	NEL	NET	SELn1	SELn2	SWT	SWR
Capacity (veh/h)	1238	-	504	761	-	-
HCM Lane V/C Ratio	0.018	-	0.653	0.217	-	-
HCM Control Delay (s)	8	0	24.6	11	-	-
HCM Lane LOS	A	A	C	B	-	-
HCM 95th %tile Q(veh)	0.1	-	4.7	0.8	-	-

Intersection

Int Delay, s/veh 11.5

Movement	SEL	SER	NEL	NET	SWT	SWR
Vol, veh/h	47	139	420	78	163	112
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized		None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	53	156	472	88	183	126

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1277	246	309	0	-	0
Stage 1	246	-	-	-	-	-
Stage 2	1031	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	184	793	1252	-	-	-
Stage 1	795	-	-	-	-	-
Stage 2	344	-	-	-	-	-
Platoon blocked, %						
Mov Cap-1 Maneuver	111	793	1252	-	-	-
Mov Cap-2 Maneuver	111	-	-	-	-	-
Stage 1	795	-	-	-	-	-
Stage 2	208	-	-	-	-	-

Approach	SE		NE		SW
HCM Control Delay, s	37.4		8.1		0
HCM LOS	E				

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	1252	-	311	-	-
HCM Lane V/C Ratio	0.377	-	0.672	-	-
HCM Control Delay (s)	9.6	0	37.4	-	-
HCM Lane LOS	A	A	E	-	-
HCM 95th %tile Q(veh)	1.8	-	4.5	-	-



Intersection

Int Delay, s/veh 0.5

Movement	SET	SER	NWL	NWT	NEL	NER
Vol, veh/h	434	12	9	88	7	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	452	12	9	92	7	12

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	568
Stage 1	-	-	458
Stage 2	-	-	110
Critical Hdwy	-	4.14	6.63
Critical Hdwy Stg 1	-	-	5.83
Critical Hdwy Stg 2	-	-	5.43
Follow-up Hdwy	-	2.22	3.519
Pot Cap-1 Maneuver	-	1093	468
Stage 1	-	-	604
Stage 2	-	-	914
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	1093	464
Mov Cap-2 Maneuver	-	-	464
Stage 1	-	-	604
Stage 2	-	-	906

Approach	SE	NW	NE
HCM Control Delay, s	0	0.8	11
HCM LOS			B

Minor Lane/Major Mvmt	NELn1	NWL	NWT	SET	SER
Capacity (veh/h)	620	1093	-	-	-
HCM Lane V/C Ratio	0.032	0.009	-	-	-
HCM Control Delay (s)	11	8.3	0	-	-
HCM Lane LOS	B	A	A	-	-
HCM 95th %tile Q(veh)	0.1	0	-	-	-

Intersection

Int Delay, s/veh 9.6

Movement	SEL	SER	NEL	NET	SWT	SWR
Vol, veh/h	334	112	13	133	122	84
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	380	127	15	151	139	95

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	367	186	234	0	-	0
Stage 1	186	-	-	-	-	-
Stage 2	181	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	633	856	1333	-	-	-
Stage 1	846	-	-	-	-	-
Stage 2	850	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	625	856	1333	-	-	-
Mov Cap-2 Maneuver	625	-	-	-	-	-
Stage 1	846	-	-	-	-	-
Stage 2	840	-	-	-	-	-

Approach	SE		NE		SW
HCM Control Delay, s	16.9		0.7		0
HCM LOS	C				

Minor Lane/Major Mvmt	NEL	NET	SELn1	SELn2	SWT	SWR
Capacity (veh/h)	1333	-	625	856	-	-
HCM Lane V/C Ratio	0.011	-	0.607	0.149	-	-
HCM Control Delay (s)	7.7	0	19.3	9.9	-	-
HCM Lane LOS	A	A	C	A	-	-
HCM 95th %tile Q(veh)	0	-	4.1	0.5	-	-

Intersection

Int Delay, s/veh 6.7

Movement	SEL	SER	NEL	NET	SWT	SWR
Vol, veh/h	33	54	360	107	152	134
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized		None	-	None	-	None
Storage Length	0		-	-	-	-
Veh in Median Storage, #	0		-	0	0	-
Grade, %	0		-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	38	62	414	123	175	154

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1203	252	329	0	-	0
Stage 1	252		-	-	-	-
Stage 2	951		-	-	-	-
Critical Hdwy	6.42	6.22	4.12			
Critical Hdwy Stg 1	5.42		-	-		
Critical Hdwy Stg 2	5.42		-	-		
Follow-up Hdwy	3.518	3.318	2.218			
Pot Cap-1 Maneuver	204	787	1231	-		
Stage 1	790		-	-		
Stage 2	375		-	-		
Platoon blocked, %				-		
Mov Cap-1 Maneuver	130	787	1231	-		
Mov Cap-2 Maneuver	130		-	-		
Stage 1	790		-	-		
Stage 2	240		-	-		

Approach	SE		NE		SW
HCM Control Delay, s	26		7.2		0
HCM LOS	D				

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	1231	-	270	-	-
HCM Lane V/C Ratio	0.336	-	0.37		
HCM Control Delay (s)	9.4	0	26		
HCM Lane LOS	A	A	D		
HCM 95th %tile Q(veh)	1.5	-	1.6		

**SCENARIO 5**

Intersection











Int Delay, s/veh 0.4

Movement	SET	SER	NWL	NWT	NEL	NER
Vol, veh/h	444	6	6	106	8	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	453	6	6	108	8	11

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	459
Stage 1	-	-	456
Stage 2	-	-	120
Critical Hdwy	-	4.14	6.63
Critical Hdwy Stg 1	-	-	5.83
Critical Hdwy Stg 2	-	-	5.43
Follow-up Hdwy	-	2.22	3.519
Pot Cap-1 Maneuver	-	1098	463
Stage 1	-	-	606
Stage 2	-	-	905
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	1098	460
Mov Cap-2 Maneuver	-	-	460
Stage 1	-	-	606
Stage 2	-	-	900

Approach	SE	NW	NE
HCM Control Delay, s	0	0.4	11.2
HCM LOS			B

Minor Lane/Major Mvmt	NELn1	NWL	NWT	SET	SER
Capacity (veh/h)	601	1098	-	-	-
HCM Lane V/C Ratio	0.032	0.006	-	-	-
HCM Control Delay (s)	11.2	8.3	0	-	-
HCM Lane LOS	B	A	A	-	-
HCM 95th %tile Q(veh)	0.1	0	-	-	-

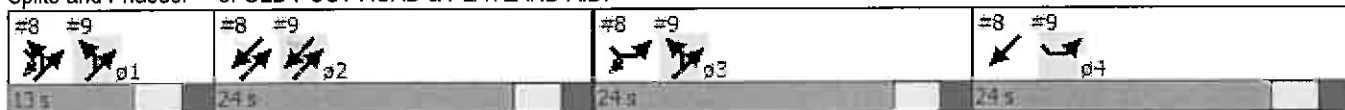
Lane Group							ø2	ø4
Lane Group	SEL	SER	NEL	NET	SWT	SWR		
Lane Configurations								
Volume (vph)	303	152	21	301	211	91		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900		
Lane Width (ft)	12	12	12	12	12	12		
Grade (%)	0%			0%	0%			
Storage Length (ft)	0	0	0			0		
Storage Lanes	1	1	0			0		
Taper Length (ft)	25		25					
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00		
Ped Bike Factor	0.98			1.00	0.99			
Frt		0.850			0.959			
Flt Protected	0.950			0.997				
Satd. Flow (prot)	1770	1583	0	1857	1770	0		
Flt Permitted	0.950			0.975				
Satd. Flow (perm)	1730	1583	0	1815	1770	0		
Right Turn on Red		Yes				Yes		
Satd. Flow (RTOR)		165			33			
Link Speed (mph)	30			30	30			
Link Distance (ft)	139			484	335			
Travel Time (s)	3.2			11.0	7.6			
Confl. Peds. (#/hr)	10	10	10			10		
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)	329	165	0	347	315	0		
Turn Type	Prot	pt+ov	pm+pt	NA	NA			
Protected Phases	3	3 1	1	1 2	2 4		2	4
Permitted Phases			1 2					
Detector Phase	3	3 1	1	1 2	2 4			
Switch Phase								
Minimum Initial (s)	8.0		5.0				15.0	8.0
Minimum Split (s)	13.0		10.0				20.0	13.0
Total Split (s)	24.0		13.0				24.0	24.0
Total Split (%)	28.2%		15.3%				28%	28%
Yellow Time (s)	3.0		3.0				3.0	3.0
All-Red Time (s)	2.0		2.0				2.0	2.0
Lost Time Adjust (s)	0.0							
Total Lost Time (s)	5.0							
Lead/Lag	Lead		Lead				Lag	Lag
Lead-Lag Optimize?								
Recall Mode	None		None				None	None
Act Effct Green (s)	18.4	26.5		27.0	29.6			
Actuated g/C Ratio	0.24	0.35		0.35	0.39			










Lane Group	SEL	SER	NEL	NET	SWT	SWR	ø2	ø4
v/c Ratio	0.77	0.25		0.53	0.44			
Control Delay	41.2	2.7		21.4	7.7			
Queue Delay	3.5	0.0		0.0	0.0			
Total Delay	44.7	2.7		21.4	7.7			
LOS	D	A		C	A			
Approach Delay	30.7			21.4	7.7			
Approach LOS	C			C	A			
Queue Length 50th (ft)	143	0		113	25			
Queue Length 95th (ft)	#286	19		202	68			
Internal Link Dist (ft)	59			404	255			
Turn Bay Length (ft)								
Base Capacity (vph)	442	668		649	901			
Starvation Cap Reductn	0	0		0	0			
Spillback Cap Reductn	53	0		0	0			
Storage Cap Reductn	0	0		0	0			
Reduced v/c Ratio	0.85	0.25		0.53	0.35			

Intersection Summary







Area Type: Other  
 Cycle Length: 85  
 Actuated Cycle Length: 76.1  
 Natural Cycle: 70  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.86  
 Intersection Signal Delay: 21.6  
 Intersection Capacity Utilization 58.2%  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 8: OLD POST ROAD & PLAYLAND A.D.



Lane Group							ø1	ø3
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	0.96			1.00	0.98			
Frt	0.899				0.945			
Fit Protected	0.987			0.958				
Satd. Flow (prot)	1601	0	0	1785	1730	0		
Fit Permitted	0.987			0.359				
Satd. Flow (perm)	1592	0	0	666	1730	0		
Right Turn on Red		Yes				Yes		
Satd. Flow (RTOR)	156				38			
Link Speed (mph)	30			30	30			
Link Distance (ft)	589			335	220			
Travel Time (s)	13.4			7.6	5.0			
Confl. Peds. (#/hr)	10	10	10			10		
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		
Turn Type	Prot		pm+pt	NA	NA			
Protected Phases	4		1 3	1 2 3	2		1	3
Permitted Phases			1 2 3					
Detector Phase	4		1 3	1 2 3	2			
Switch Phase								
Minimum Initial (s)	8.0				15.0		5.0	8.0
Minimum Split (s)	13.0				20.0		10.0	13.0
Total Split (s)	24.0				24.0		13.0	24.0
Total Split (%)	28.2%				28.2%		15%	28%
Yellow Time (s)	3.0				3.0		3.0	3.0
All-Red Time (s)	2.0				2.0		2.0	2.0
Lost Time Adjust (s)	0.0				0.0			
Total Lost Time (s)	5.0				5.0			
Lead/Lag	Lag				Lag		Lead	Lead
Lead-Lag Optimize?								
Recall Mode	None				None		None	None
Act Effct Green (s)	10.6			45.5	19.0			
Actuated g/C Ratio	0.14			0.60	0.25			



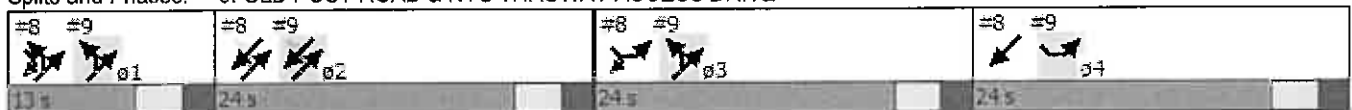
							ø1	ø3
Lane Group	SEL	SER	NEL	NET	SWT	SWR		
v/c Ratio	0.59			0.86	0.67			
Control Delay	16.7			21.0	31.7			
Queue Delay	0.0			0.0	0.0			
Total Delay	16.7			21.0	31.7			
LOS	B			C	C			
Approach Delay	16.7			21.0	31.7			
Approach LOS	B			C	C			
Queue Length 50th (ft)	23			82	115			
Queue Length 95th (ft)	82			#308	#230			
Internal Link Dist (ft)	509			255	140			
Turn Bay Length (ft)								
Base Capacity (vph)	517			800	460			
Starvation Cap Reductn	0			0	0			
Spillback Cap Reductn	0			0	0			
Storage Cap Reductn	0			0	0			
Reduced v/c Ratio	0.40			0.85	0.67			

Intersection Summary

Area Type: Other  
 Cycle Length: 85  
 Actuated Cycle Length: 76.1  
 Natural Cycle: 70  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.86  
 Intersection Signal Delay: 23.0  
 Intersection Capacity Utilization 73.5%  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Intersection LOS: C  
 ICU Level of Service D

Splits and Phases: 9: OLD POST ROAD & NYS THRUWAY ACCESS DRIVE



Intersection

Int Delay, s/veh 0.5

Movement	SET	SER	NWL	NWT	NEL	NER
Vol, veh/h	434	12	9	88	7	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	452	12	9	92	7	12

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	465
Stage 1	-	-	458
Stage 2	-	-	110
Critical Hdwy	-	4.14	6.63
Critical Hdwy Stg 1	-	-	5.83
Critical Hdwy Stg 2	-	-	5.43
Follow-up Hdwy	-	2.22	3.519
Pot Cap-1 Maneuver	-	1093	468
Stage 1	-	-	604
Stage 2	-	-	914
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	1093	464
Mov Cap-2 Maneuver	-	-	464
Stage 1	-	-	604
Stage 2	-	-	906

Approach	SE	NW	NE
HCM Control Delay, s	0	0.8	11
HCM LOS			B

Minor Lane/Major Mvmt	NELn1	NWL	NWT	SET	SER
Capacity (veh/h)	620	1093	-	-	-
HCM Lane V/C Ratio	0.032	0.009	-	-	-
HCM Control Delay (s)	11	8.3	0	-	-
HCM Lane LOS	B	A	A	-	-
HCM 95th %tile Q(veh)	0.1	0	-	-	-

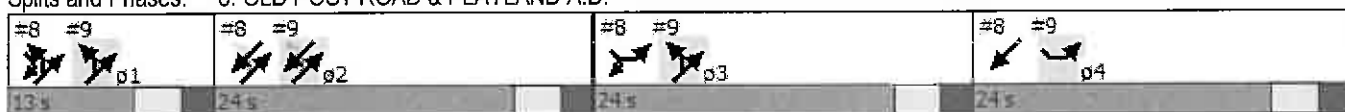
Lane Group	SEL	SER	NEL	NET	SWT	SWR	ø2	ø4
Lane Configurations								
Volume (vph)	334	112	13	195	122	84		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900		
Lane Width (ft)	12	12	12	12	12	12		
Grade (%)	0%			0%	0%			
Storage Length (ft)	0	0	0			0		
Storage Lanes	1	1	0			0		
Taper Length (ft)	25		25					
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00		
Ped Bike Factor	0.98			1.00	0.99			
Frt		0.850			0.945			
Fit Protected	0.950			0.997				
Satd. Flow (prot)	1770	1583	0	1857	1738	0		
Fit Permitted	0.950			0.985				
Satd. Flow (perm)	1730	1583	0	1834	1738	0		
Right Turn on Red		Yes				Yes		
Satd. Flow (RTOR)		127			52			
Link Speed (mph)	30			30	30			
Link Distance (ft)	139			484	335			
Travel Time (s)	3.2			11.0	7.6			
Confl. Peds. (#/hr)	10	10	10			10		
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)	380	127	0	237	234	0		
Turn Type	Prot	pt+ov	pm+pt	NA	NA			
Protected Phases	3	3 1	1	1 2	2 4		2	4
Permitted Phases			1 2					
Detector Phase	3	3 1	1	1 2	2 4			
Switch Phase								
Minimum Initial (s)	8.0		5.0				15.0	8.0
Minimum Split (s)	13.0		10.0				20.0	13.0
Total Split (s)	24.0		13.0				24.0	24.0
Total Split (%)	28.2%		15.3%				28%	28%
Yellow Time (s)	3.0		3.0				3.0	3.0
All-Red Time (s)	2.0		2.0				2.0	2.0
Lost Time Adjust (s)	0.0							
Total Lost Time (s)	5.0							
Lead/Lag	Lead		Lead				Lag	Lag
Lead-Lag Optimize?								
Recall Mode	None		None				None	None
Act Effct Green (s)	18.7	26.7		27.0	27.8			
Actuated g/C Ratio	0.25	0.36		0.36	0.37			










Lane Group	SEL	SER	NEL	NET	SWT	SWR	ø2	ø4
v/c Ratio	0.86	0.20		0.36	0.34			
Control Delay	47.5	2.6		16.6	6.7			
Queue Delay	0.0	0.0		0.0	0.0			
Total Delay	47.5	2.6		16.6	6.7			
LOS	D	A		B	A			
Approach Delay	36.3			16.6	6.7			
Approach LOS	D			B	A			
Queue Length 50th (ft)	165	0		68	10			
Queue Length 95th (ft)	#313	17		121	m49			
Internal Link Dist (ft)	59			404	255			
Turn Bay Length (ft)								
Base Capacity (vph)	451	654		666	911			
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	0.84	0.19		0.36	0.26			

Intersection Summary

Area Type: Other  
 Cycle Length: 85  
 Actuated Cycle Length: 74.5  
 Natural Cycle: 60  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.86  
 Intersection Signal Delay: 24.4  
 Intersection Capacity Utilization 47.8%  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.  
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 8: OLD POST ROAD & PLAYLAND A.D.



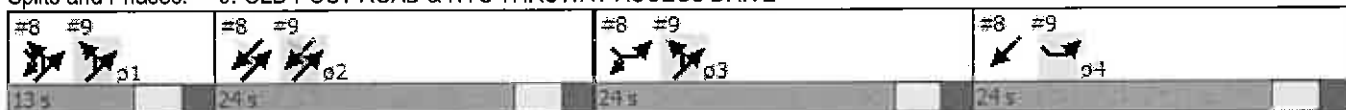
							ø1	ø3
Lane Group	SEL	SER	NEL	NET	SWT	SWR		
Lane Configurations								
Volume (vph)	33	54	422	107	152	134		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900		
Lane Width (ft)	12	12	12	12	12	12		
Grade (%)	0%			0%	0%			
Storage Length (ft)	0	0	0			0		
Storage Lanes	1	0	0			0		
Taper Length (ft)	25		25					
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00		
Ped Bike Factor	0.97			1.00	0.98			
Frt	0.916				0.937			
Fit Protected	0.981			0.962				
Satd. Flow (prot)	1630	0	0	1792	1711	0		
Fit Permitted	0.981			0.349				
Satd. Flow (perm)	1616	0	0	647	1711	0		
Right Turn on Red		Yes				Yes		
Satd. Flow (RTOR)	62				48			
Link Speed (mph)	30			30	30			
Link Distance (ft)	589			335	220			
Travel Time (s)	13.4			7.6	5.0			
Confl. Peds. (#/hr)	10	10	10			10		
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		
Turn Type	Prot		pm+pt	NA	NA			
Protected Phases	4		1 3	1 2 3	2		1	3
Permitted Phases			1 2 3					
Detector Phase	4		1 3	1 2 3	2			
Switch Phase								
Minimum Initial (s)	8.0				15.0		5.0	8.0
Minimum Split (s)	13.0				20.0		10.0	13.0
Total Split (s)	24.0				24.0		13.0	24.0
Total Split (%)	28.2%				28.2%		15%	28%
Yellow Time (s)	3.0				3.0		3.0	3.0
All-Red Time (s)	2.0				2.0		2.0	2.0
Lost Time Adjust (s)	0.0				0.0			
Total Lost Time (s)	5.0				5.0			
Lead/Lag	Lag				Lag		Lead	Lead
Lead-Lag Optimize?								
Recall Mode	None				None		None	None
Act Effct Green (s)	8.8			45.7	19.0			
Actuated g/C Ratio	0.12			0.61	0.26			

							ø1	ø3
Lane Group	SEL	SER	NEL	NET	SWT	SWR		
v/c Ratio	0.40			0.75	0.70			
Control Delay	19.6			13.4	31.0			
Queue Delay	0.0			0.0	0.0			
Total Delay	19.6			13.4	31.0			
LOS	B			B	C			
Approach Delay	19.6			13.4	31.0			
Approach LOS	B			B	C			
Queue Length 50th (ft)	16			56	116			
Queue Length 95th (ft)	55			m108	#208			
Internal Link Dist (ft)	509			255	140			
Turn Bay Length (ft)								
Base Capacity (vph)	461			814	471			
Starvation Cap Reductn	0			0	0			
Spillback Cap Reductn	0			0	0			
Storage Cap Reductn	0			0	0			
Reduced v/c Ratio	0.22			0.75	0.70			

Intersection Summary

Area Type: Other  
 Cycle Length: 85  
 Actuated Cycle Length: 74.5  
 Natural Cycle: 60  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.86  
 Intersection Signal Delay: 19.6  
 Intersection Capacity Utilization 64.8%  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.  
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 9: OLD POST ROAD & NYS THRUWAY ACCESS DRIVE



## SCENARIO 6

Intersection

Int Delay, s/veh 0.4











Movement	SET	SER	NWL	NWT	NEL	NER
Vol, veh/h	444	6	6	106	8	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	453	6	6	108	8	11







Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	459	576
Stage 1	-	-	456
Stage 2	-	-	120
Critical Hdwy	-	4.14	6.63
Critical Hdwy Stg 1	-	-	5.83
Critical Hdwy Stg 2	-	-	5.43
Follow-up Hdwy	-	2.22	3.519
Pot Cap-1 Maneuver	-	1098	463
Stage 1	-	-	606
Stage 2	-	-	905
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	1098	460
Mov Cap-2 Maneuver	-	-	460
Stage 1	-	-	606
Stage 2	-	-	900

Approach	SE	NW	NE
HCM Control Delay, s	0	0.4	11.2
HCM LOS			B

Minor Lane/Major Mvmt	NELn1	NWL	NWT	SET	SER
Capacity (veh/h)	601	1098	-	-	-
HCM Lane V/C Ratio	0.032	0.006	-	-	-
HCM Control Delay (s)	11.2	8.3	0	-	-
HCM Lane LOS	B	A	A	-	-
HCM 95th %tile Q(veh)	0.1	0	-	-	-



						
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	1	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	0.98			1.00	0.99	
Frt		0.850			0.959	
Flt Protected	0.950			0.997		
Satd. Flow (prot)	1770	1583	0	1857	1766	0
Flt Permitted	0.950			0.981		
Satd. Flow (perm)	1742	1583	0	1827	1766	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		165			36	
Link Speed (mph)	30			30	30	
Link Distance (ft)	139			484	335	
Travel Time (s)	3.2			11.0	7.6	
Confl. Peds. (#/hr)	10	10	10			10
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)	329	165	0	347	315	0
Turn Type	Prot	pt+ov	pm+pt	NA	NA	
Protected Phases	3	3 1	1	1 2	2	
Permitted Phases			1 2			
Detector Phase	3	3 1	1	1 2	2	
Switch Phase						
Minimum Initial (s)	8.0		5.0		15.0	
Minimum Split (s)	13.0		10.0		20.0	
Total Split (s)	24.0		14.0		22.0	
Total Split (%)	40.0%		23.3%		36.7%	
Yellow Time (s)	3.0		3.0		3.0	
All-Red Time (s)	2.0		2.0		2.0	
Lost Time Adjust (s)	0.0				0.0	
Total Lost Time (s)	5.0				5.0	
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?						
Recall Mode	None		None		None	
Act Effct Green (s)	13.4	26.5		23.9	15.9	
Actuated g/C Ratio	0.26	0.50		0.46	0.30	

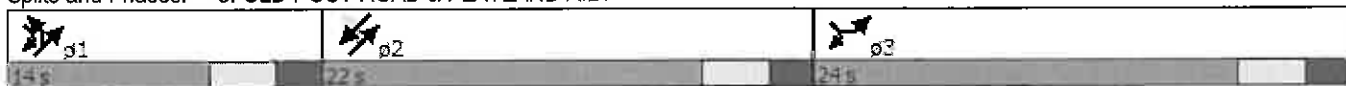
						
Lane Group	SEL	SER	NEL	NET	SWT	SWR
v/c Ratio	0.73	0.19		0.41	0.56	
Control Delay	28.4	2.0		9.6	19.4	
Queue Delay	0.0	0.0		0.0	0.0	
Total Delay	28.4	2.0		9.6	19.4	
LOS	C	A		A	B	
Approach Delay	19.6			9.6	19.4	
Approach LOS	B			A	B	
Queue Length 50th (ft)	93	0		52	73	
Queue Length 95th (ft)	171	21		117	158	
Internal Link Dist (ft)	59			404	255	
Turn Bay Length (ft)						
Base Capacity (vph)	649	895		922	603	
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	0.51	0.18		0.38	0.52	

Intersection Summary

Area Type: Other  
 Cycle Length: 60  
 Actuated Cycle Length: 52.5  
 Natural Cycle: 50  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.73  
 Intersection Signal Delay: 16.5  
 Intersection Capacity Utilization 58.2%  
 Analysis Period (min) 15

Intersection LOS: B  
 ICU Level of Service B

Splits and Phases: 8: OLD POST ROAD & PLAYLAND A.D.



Intersection

Int Delay, s/veh 0.5







Movement	SET	SER	NWL	NWT	NEL	NER
Vol, veh/h	434	12	9	88	7	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	452	12	9	92	7	12

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	465	0	568	232
Stage 1	-	-	-	-	458	-
Stage 2	-	-	-	-	110	-
Critical Hdwy	-	-	4.14	-	6.63	6.93
Critical Hdwy Stg 1	-	-	-	-	5.83	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.22	-	3.519	3.319
Pot Cap-1 Maneuver	-	-	1093	-	468	771
Stage 1	-	-	-	-	604	-
Stage 2	-	-	-	-	914	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1093	-	464	771
Mov Cap-2 Maneuver	-	-	-	-	464	-
Stage 1	-	-	-	-	604	-
Stage 2	-	-	-	-	906	-

Approach	SE	NW	NE
HCM Control Delay, s	0	0.8	11
HCM LOS			B

Minor Lane/Major Mvmt	NELn1	NWL	NWT	SET	SER
Capacity (veh/h)	620	1093	-	-	-
HCM Lane V/C Ratio	0.032	0.009	-	-	-
HCM Control Delay (s)	11	8.3	0	-	-
HCM Lane LOS	B	A	A	-	-
HCM 95th %tile Q(veh)	0.1	0	-	-	-

Lane Group	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Volume (vph)	334	112	13	133	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	1	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		0.850			0.945	
Flt Protected	0.950			0.996		
Satd. Flow (prot)	1770	1583	0	1855	1760	0
Flt Permitted	0.950			0.977		
Satd. Flow (perm)	1770	1583	0	1820	1760	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		127			62	
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	151	139	95
Shared Lane Traffic (%)						
Lane Group Flow (vph)	380	127	0	166	234	0
Turn Type	Prot	pt+ov	pm+pt	NA	NA	
Protected Phases	3	3 1	1	1 2	2	
Permitted Phases			1 2			
Detector Phase	3	3 1	1	1 2	2	
Switch Phase						
Minimum Initial (s)	4.0		4.0		4.0	
Minimum Split (s)	20.0		8.0		20.0	
Total Split (s)	27.0		9.0		24.0	
Total Split (%)	45.0%		15.0%		40.0%	
Yellow Time (s)	3.5		3.5		3.5	
All-Red Time (s)	0.5		0.5		0.5	
Lost Time Adjust (s)	0.0				0.0	
Total Lost Time (s)	4.0				4.0	
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	Min		None		Min	
Act Effct Green (s)	14.6	24.5		13.9	10.2	
Actuated g/C Ratio	0.36	0.61		0.34	0.25	

						
Lane Group	SEL	SER	NEL	NET	SWT	SWR
v/c Ratio	0.59	0.13		0.26	0.47	
Control Delay	15.9	1.7		9.5	14.5	
Queue Delay	0.0	0.0		0.0	0.0	
Total Delay	15.9	1.7		9.5	14.5	
LOS	B	A		A	B	
Approach Delay	12.3			9.5	14.5	
Approach LOS	B			A	B	
Queue Length 50th (ft)	69	0		20	33	
Queue Length 95th (ft)	157	16		61	94	
Internal Link Dist (ft)	59			404	255	
Turn Bay Length (ft)						
Base Capacity (vph)	1103	1103		1166	989	
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	0.34	0.12		0.14	0.24	

Intersection Summary

Area Type: Other  
 Cycle Length: 60  
 Actuated Cycle Length: 40.3  
 Natural Cycle: 50  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.59  
 Intersection Signal Delay: 12.4  
 Intersection Capacity Utilization 43.0%  
 Analysis Period (min) 15

Intersection LOS: B  
 ICU Level of Service A

Splits and Phases: 8: OLD POST ROAD & PLAYLAND A.D.

 p1	 p2	 p3
23 s	24 s	27 s

JONATHAN D. KRAUT

DIRECT TEL.: 914-701-0800  
MAIN FAX: 914-701-0808  
[JKRAUT@HKPLAW.COM](mailto:JKRAUT@HKPLAW.COM)

July 30, 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:

As you know, 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") for the above referenced property (the "Subject Property"). We respectfully enclose supplemental materials and information for your review and consideration concerning the Petition as requested at the last City Council meeting.

At the last City Council meeting there were various recommendations of the Planning Commission that were discussed. Attached hereto as Exhibit 1 is a revised version of the Proposed Text Amendments to Chapter 197 reflecting some of those suggested revisions. The changes to the Proposed Text Amendments are as follows:

- §197-8.1.B(4) – included a minimum landscaping buffer of 10 feet on the perimeter of the site
- §197-8.1.B(5) – included a maximum building coverage of thirty-five percent (35%)
- §197-28 – revised the parking requirements to provide a minimum of 1.5 spaces per dwelling unit
- §197-30.E – included a provision allowing for tandem parking for multiple spaces reserved to a single dwelling unit
- Table 2 – revised to include a minimum 50 foot setback for the shortest side yard and rear yard



We have also met with the City Planner and City Engineer to review potential traffic circulation improvements within the immediate vicinity of the Subject Property. While our review of these issues is ongoing, the Petitioner's traffic engineer anticipates being able to present at your upcoming meeting the potential benefits and impacts of the following concepts:

- The introduction of a right-turn only lane on Playland Access Drive onto Old Post Road immediately adjacent to and in front of the Subject Property;
- The utilization of the "emergency access" driveway from the Subject Property onto Old Post Road; and
- The creation of a left-turn onto Playland Parkway from the access ramp heading northbound on Boston Post Road which currently only permits eastbound access onto Playland Parkway and the diversion of traffic destined for I-95 to this entrance and off Old Post Road by way of new signage on northbound Boston Post Road.

At the last Council meeting there was also a question raised by a member of the public considering other alternative uses of the Subject Property and a potential subdivision with conventional single-family homes. If the Council were to consider re-zoning the Subject Property to a single-family zoning district the most logical zone would be the R-2 District which abuts the Subject Property to the south and east. The R-2 zoning district requires a minimum lot size of ½ acre; therefore, under a subdivision of the Subject Property there could potentially be 14 new single family residences. The Petitioner has not analyzed the impacts of such development as that is not the Petitioner's desired objective in the instant Petition and we do not believe the Council would find such a use desirable. We believe the contemplated use for multi-family age restricted housing is a more appropriate transition between the single-family residential development to the east to the office use to the west and multi-family / assisted living use of the Osborn to the south.

Finally, as requested by the City Council, the Petitioner has engaged a site contractor and geotechnical engineer to perform some preliminary subsurface investigations in order to understand the extent of the anticipated rock removal in order to construct the project. We do not yet have test results but will continue to provide that information to your Council upon completion of the testing.

HKP

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/lp  
Jonathan D. Kraut



# 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.
- (4) A landscaping buffer a minimum of ten (10) feet wide shall be required to be provided around the perimeter of the site.
- (5) A maximum building coverage of thirty-five percent (35%) shall be permitted.

**§ 197-28 Schedule of Off-Street Parking Requirements**

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

<b>Number of Spaces per Unit (by Parking District)</b>				<b>Unit of Measurement and Conditions</b>
<b>Use</b>	<b>A</b>	<b>B</b>	<b>C</b>	
Apartments for active seniors located in RA-6 Districts	1.5	1.5	1.5	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.

E. Subject to the discretion of the Planning Commission during site plan review, in the RA-6 District tandem parking arrangements may be utilized for multiple spaces reserved to a single dwelling unit.

**§ 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.

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

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

Robert P. Astorino  
County Executive

County Planning Board

June 29, 2015

Christian K. Miller, City Planner  
Rye City Planning Department  
1051 Boston Post Road  
Rye, NY 10580

Subject: **Referral File No. RYC 15 – 001 – Old Post Road Associates, LLC**  
**Petition for Zoning Text and Map Amendments**

Dear Mr. Miller:

The Westchester County Planning Board has received a copy of a petition to amend the text of the City's Zoning Ordinance and to amend the City's Zoning Map so as to allow the redevelopment of an existing office site with a new age-restricted (age 55 and over) apartment building containing 135 one- and two-bedroom units and parking for 240 vehicles.

The 7.0-acre site is located at 120 Old Post Road (County Road 73) with additional frontage along the Playland Parkway Access Drive (County Road 147). The site is currently zoned B-4 and is developed with an office building, described as underutilized. The applicants are petitioning the City to create a new RA-6 Active Senior Residence District and to rezone the subject site to RA-6. If successful, the applicant would then seek site plan approval to develop the proposed apartment building under the new zoning. The site was previously proposed for redevelopment with a hotel.

Because the referred material does not include a site plan, we reserve comment on the potential development under the provisions of Section 239 L, M and N of the General Municipal Law and Section 277.61 of the County Administrative Code until plans are prepared and referred. We are able to offer the following preliminary comments:

1. **Affirmatively furthering fair housing**. The proposed zoning text amendment does not include provisions that would affirmatively further fair housing (AFFH) in the new RA-6 district. We recommend that this be added to ensure that no less than 10% of the total number of units developed would be set aside as affordable AFFH units. We also recommend that the affordable AFFH units be made available to people of all ages.

We note that the City of Rye has not adopted the County's *Model Ordinance Provisions* with respect to affordable AFFH. We encourage the City adopt these provisions to ensure that affordable AFFH units are constructed city-wide as part of all proposed developments.

**2. Occupancy restrictions.** The proposed RA-6 district regulations contain occupancy restrictions that go beyond the usual requirement that one resident in each housing unit be 55 years of age or older. The proposed regulations specify that all persons living in a dwelling unit be 55 years of age or older unless they are married to or are a “live-in companion, or partner” of someone who is 55 or older. Further, the proposed regulations state that any other resident younger than 55 must be at least 18 years of age and have a certification from a physician stating that “said adult is essential to the long-term care of the elderly person.” The proposed zoning text also establishes fines and jail time for persons who violate these occupancy rules.

We suggest that the City exercise caution in adopting regulations that are more restrictive than those typically used for senior housing developments. We are unaware of any zoning regulations in place in the county that have restrictions and penalties similar to what is proposed by this applicant.

**3. County road.** Old Post Road (CR 73) and the Playland Parkway Access Drive (CR 147) are County roads. Because the site contains frontage on each of these roads, approval for work related to or with an impact on these roads will be required from the Westchester County Department of Public Works and Transportation (WCDPW&T) under Section 239 F of the General Municipal Law. Pertinent drainage, utility, erosion control and curb cut details need to be provided at the time of Section 239 F submittal. All driveways must be designed in accordance with current County, State and AASHTO standards.

Please note that WCDPW&T must be listed as an Involved Agency pursuant to SEQR.

Thank you for calling this matter to our attention.

Respectfully,  
WESTCHESTER COUNTY PLANNING BOARD

*For:*

*By:*



Edward Buroughs, AICP  
Commissioner

EEB/LH

cc: Michael Dispenza, Contract Administrator, County Department of Public Works and Transportation  
Kevin Roseman, Traffic Engineer, County Department of Public Works and Transportation



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

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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.

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

May 5, 2015

Page 2 of 7

### **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

Page 3 of 7

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

Page 4 of 7

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

Page 5 of 7

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
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    - No. 6: Building Height Diagram
    - No. 7: Site Section Diagram
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    - No. 9: Surface parking Alternative
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    - 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](mailto: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



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**

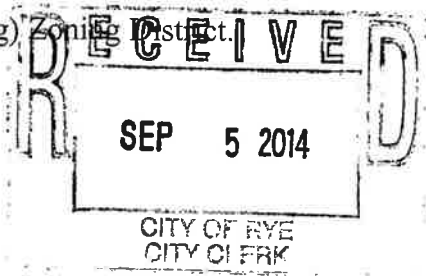
PROPERTY LOCATION:  
120 Old Post Road, Rye, New York  
Sheet 146.13, Block 1, Lot 7

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

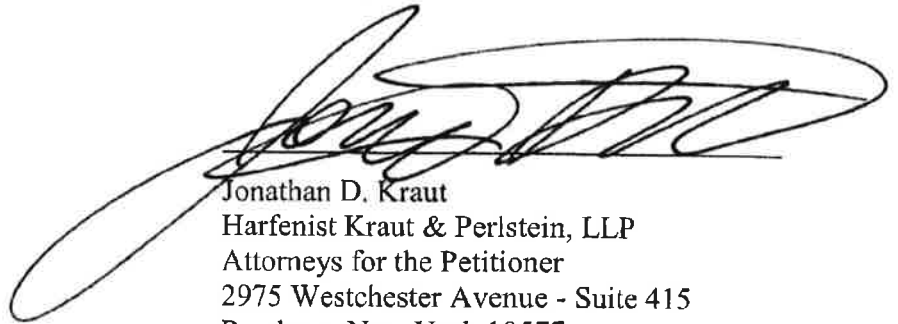
17. With respect to the environmental procedure and review of this Petition pursuant to Article 8 of the Environmental Conservation Law of the State of New York and Part 617 of the New York Codes, Rules and Regulations promulgated pursuant to the New York State Environmental Quality Review Act, it is 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)**

<b>Use</b>	<b>A</b>	<b>B</b>	<b>C</b>	<b>Unit of Measurement and Conditions</b>
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) <sup>1</sup>	Floor Area (SF) <sup>1</sup>	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%
<b>120 Old Post Road</b>	<b>7.01</b>	<b>76,000</b>	<b>8%</b>

<sup>1</sup>Data 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 market<sup>1</sup>. 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*

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<sup>1</sup> Institute of Transportation Engineers, *Parking Generation*, 4<sup>th</sup> 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)
<b>Existing Office Building – B-4</b>	0.25	76,000 SF	28,000 / 9%	135,400 / 44%
<b>Potential Office Build-out – B-4</b>	0.30	91,500 SF	36,600 / 12%	176,200 / 58%
<b>Proposed Zoning – RA-6</b>	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***

	<b>Front Yard</b>	<b>One Side Yard</b>	<b>Total of Two Side Yards</b>	<b>Rear Yard</b>
<b>Existing Office Building (B-4)</b>	100’	100’	300’	290’
<b>Potential Office Build-out (B-4)</b>	100’	100’	200’	100’
<b>Proposed Zoning (RA-6)</b>	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 <sup>1</sup>	1.9	71,000	0.86	100	53	50'	4	95'	30'/50'	30'	34	0.34
The Osborn <sup>1</sup>	55.9	N/A	N/A	377	7	N/A	5	160'	160'	160'	484	1.28
Highland Hall <sup>2</sup>	1.23	86,153	1.61	102	83	N/A	4	30'	5'	15'	0	0
Blind Brook Lodge <sup>2</sup>	2.7	134,401	1.14	137	51	N/A	6	30'	5'	30'	76	0.55
<b>120 Old Post Road</b>												
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

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

<sup>2</sup>Data 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 <sup>1</sup>	2.94	222,075	1.17	186	63	75'	6	15'	15'	15'	267	1.44
Christie Place, Scarsdale <sup>2</sup>	1.73	105,500	1.4	42	24	46'	4	N/A	N/A	N/A	67	1.6
The Ambassador, Scarsdale <sup>3</sup>	6.98	119,779	0.4	115	16.7	N/A	3	40'	25'	30'	43	0.37
<b>120 Old Post Road</b>												
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

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

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

<sup>3</sup> 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 2000<sup>2</sup>. 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

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<sup>2</sup> 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>				
	<b>Tax Rate (per \$1,000 value)</b>	<b>2014 Market Value Valuation</b>	<b>2014 Assessed Value</b>	<b>Tax Bill</b>
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
<b>Total Tax Rate (Rye School District)</b>	<b>\$ 946.93</b>	<b>\$ 7,492,146</b>	<b>\$ 143,100</b>	<b>\$ 135.504</b>
<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>				
	<b>Tax Rate (per \$1,000 value)</b>	<b>Anticipated Market Value Valuation</b>	<b>Anticipated Assessed Value</b>	<b>Approx. Tax Bill</b>
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
<b>Total Tax Rate (Rye School District)</b>	<b>\$ 946.93</b>	<b>\$ 34,053,067</b>	<b>\$ 650,414</b>	<b>\$ 615,896</b>
<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
<b>Combined Operating Budget</b>	<b>\$ 50,371,169</b>	<b>100%</b>	<b>\$ 21,519</b>	<b>\$ 97,809</b>
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 <sup>1</sup>	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
<b>Total Police Service Calls per Year</b>	<b>84</b>	<b>82</b>	<b>50</b>	<b>44</b>

<sup>1</sup>City 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 Size of Lot (AC or SF) per a. Family or Equiv. (b) or b. Nonresidential Use	Minimum Width (feet) [See § 197-36]	Front (b)	One Side (b)(c)	Total of Two Side Yards	Rear (b)	Specified Distance (feet) as required in Column 2 (Uses)	Maximum Height (feet)	Maximum Coverage of Rear Yard Required	Minimum Distance to Side Lane (feet)								
RA-1	Single-family house	0.40	5,000											50	25	8	20	30	40	2.5	35
	Two-family house	0.40	5,000	60	25	8	20	30	--	2.5	35	30%	5								
RA-2	Apartment house	0.40	5,000 <sup>(c)</sup>	100	70	50	100	50	--	2.5	35	30%	10								
	Single-family house	0.45	5,000	50	25	8	20	50	30	2.5	35	30%	5								
RA-3	Two-family house	0.45	3,500	60	25	8	20	50	--	2.5	35	30%	5								
	Apartment house	0.45	3,500 <sup>(c)</sup>	100	25	20	50	40	--	2.5	35	30%	10								
RA-4	Single-family house	0.50	5,000	50	25	8	20	30	20	2.5	35	35%	5								
	Two-family house	0.50	3,000	60	25	8	20	30	--	2.5	40	35%	5								
RA-5	Apartment house	0.50	2,500 <sup>(c)</sup>	80	25	20	40	40	--	2.5 <sup>(f)</sup>	35 <sup>(f)</sup>	35%	10								
	Apartments for senior citizens and handicapped persons	1.00	1 AC	80	25		40	40	--	4	50	35%	10								
<b>RA-6</b>	<b>Apartments for active senior citizens</b>	<b>0.8</b>	<b>2,000</b>	<b>400</b>	<b>100</b>	<b>40</b>	<b>100</b>	<b>25</b>	<b>--</b>	<b>4</b>	<b>45</b>	<b>35%</b>	<b>10</b>								

- (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		
<b>Rye</b>	<b>0.8</b>	<b>21/A/C</b>	<b>--</b>	<b>--</b>	<b>1.25</b>	<b>2,000 sq' min</b>	<b>125</b>	<b>100</b>	<b>40</b>	<b>100</b>	<b>25</b>	<b>4</b>	<b>45</b>
Garnett <sup>1</sup>	--	8/A/C	35%	--	1.5	5	125	40	--	--	--	2	40
Massapequa Park <sup>2</sup>	--	25/A/C	35%	--	1.5	2.5	--	25	25/35	50/70	25/50	2.5	30
Newburgh <sup>3</sup>	--	--	30%	80%	2	3	100	60	30	60	40	--	35
North Greenbush <sup>4</sup>	--	20/A/C	40%	--	1.4	2	--	40	40	80	40	Existing	Existing
Smithtown <sup>5</sup>	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 <sup>1</sup>		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 <sup>2</sup> (approx.)	240 Spaces	345 Spaces	1.25 Spaces/ Unit	205 Spaces (168 req.)				
<b>Project Development Analysis</b>	SF	% Coverage	SF	% Coverage	SF <sup>4</sup>	% Coverage <sup>4</sup>	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

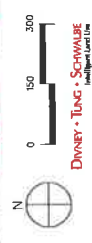
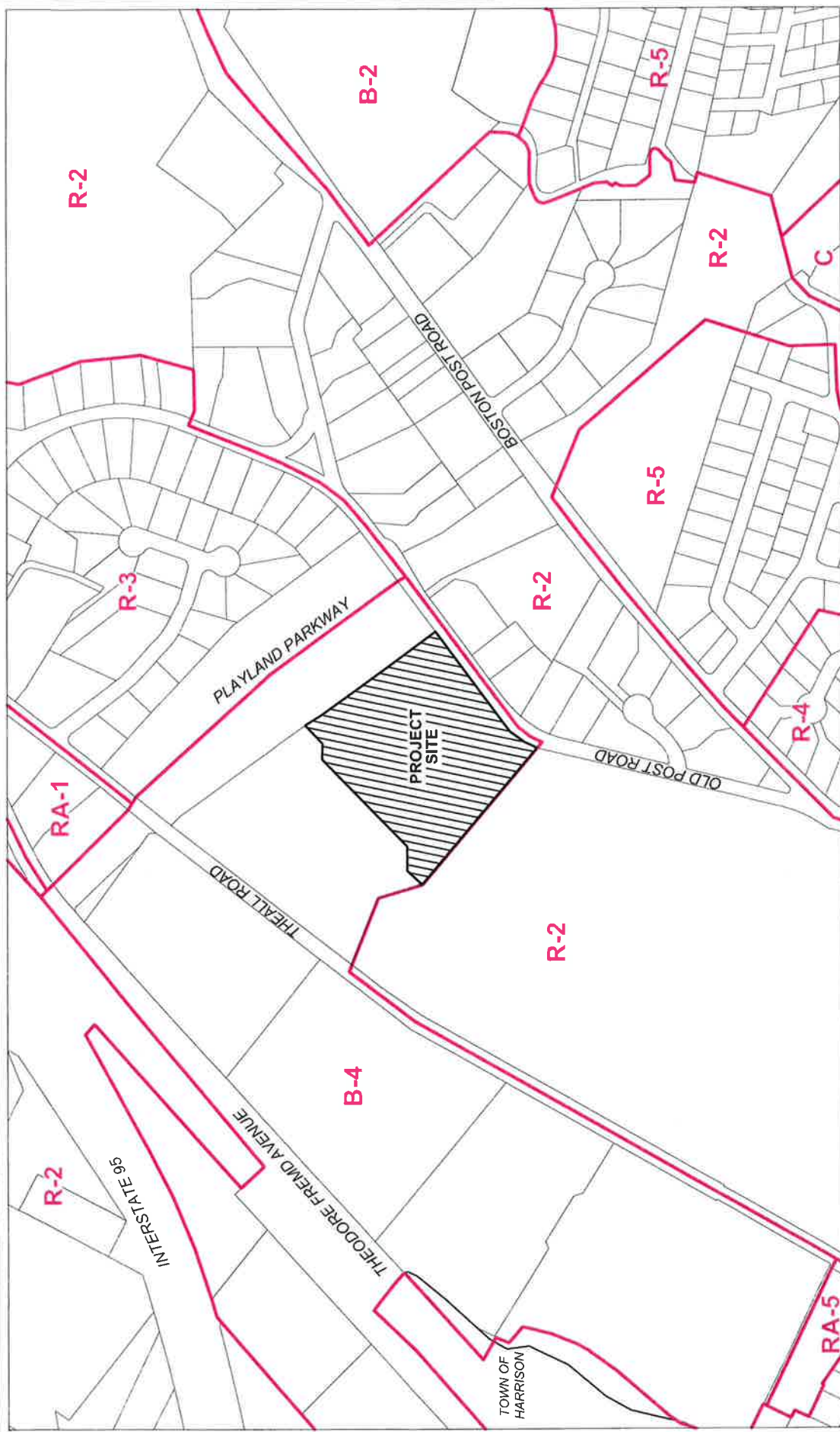
RYE, NY

AW15AR-06-11022015 (revised 6/22/16)

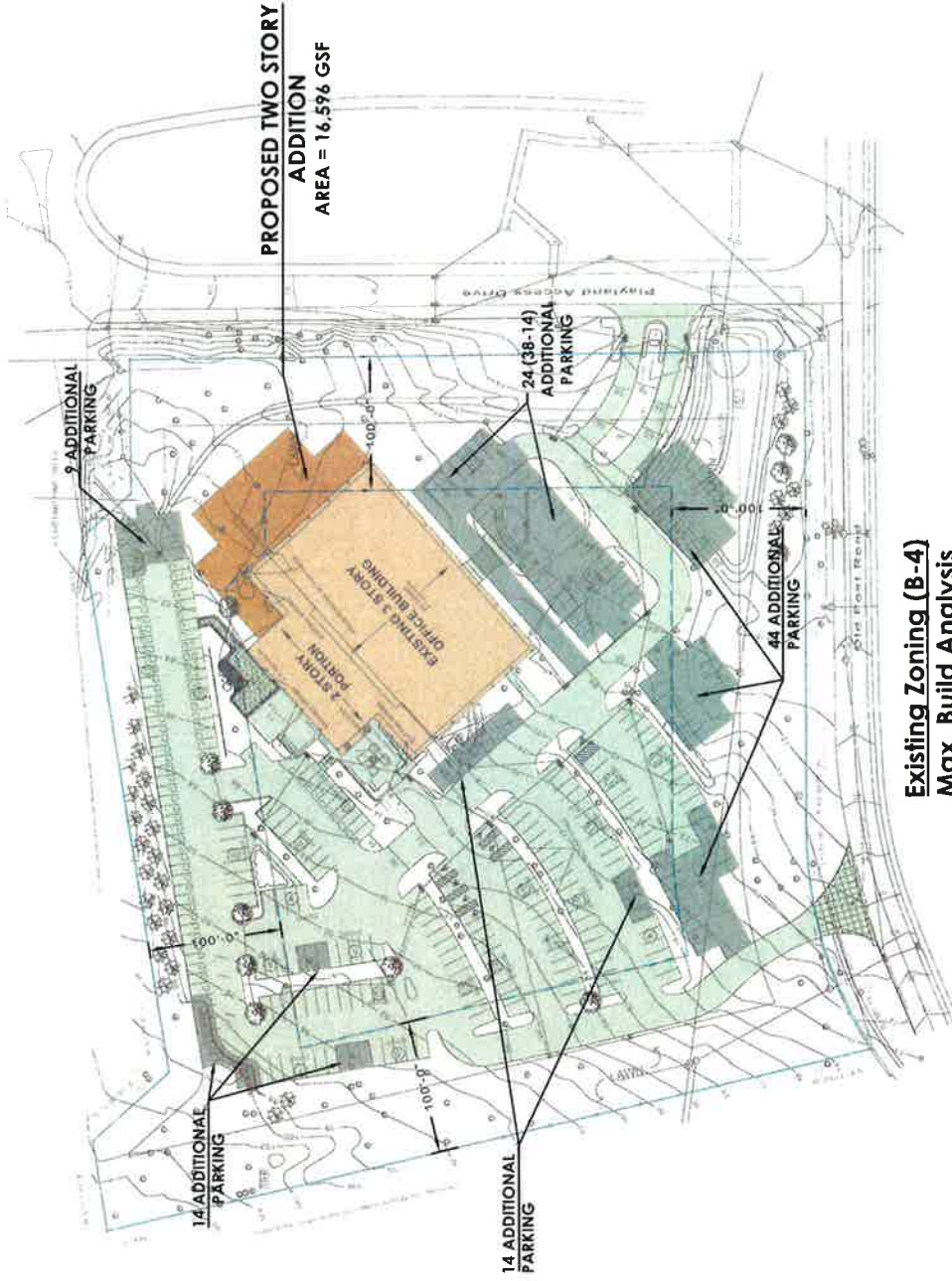


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PLANNERS  
LANDSCAPE ARCHITECTS  
1000 WEST 10TH AVENUE  
SUITE 100  
DENVER, CO 80202  
TEL: 303.733.8888  
WWW.DTSA.COM





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



**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

AMF 168 06 - 3/2/2015 (revised 4/2/2015)



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 ARCHITECTS  
 100 WEST 10TH STREET  
 NEW YORK, NY 10011  
 TEL: 212 693 9000  
 FAX: 212 693 9001  
 WWW.DTSCHWALBE.COM

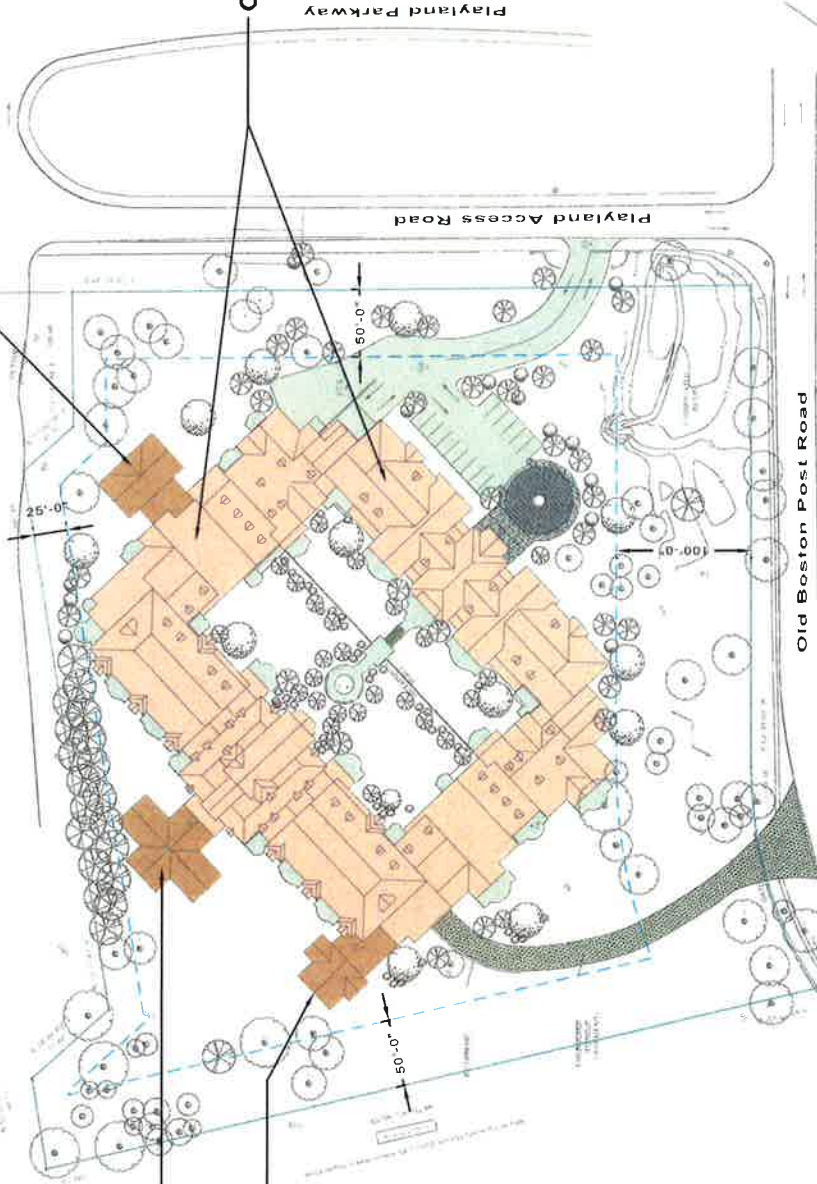


**PROPOSED THREE STORY  
ADDITION**  
AREA = 7,500 GSF

**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

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

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

**PROPOSED ZONE (RA-6) MAX. BUILD OUT**

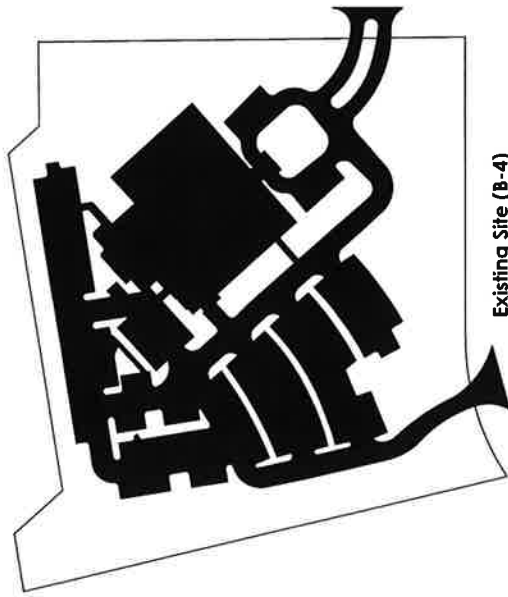
120 OLD POST ROAD  
RYE, NY



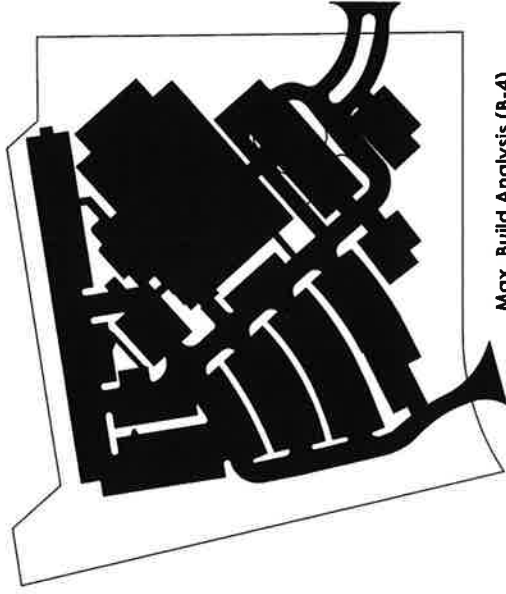
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ARCHITECTS LLP  
1000 WESTCHESTER AVENUE  
SUITE 200  
WESTCHESTER, NY 10804  
TEL: 914.234.1100  
WWW.DTSCHWABE.COM



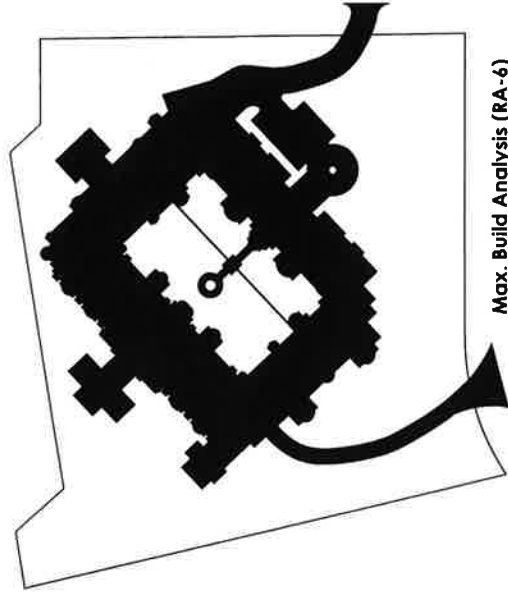




**Existing Site (B-4)**  
 Building Footprint ~ 27,935 sf  
 Paved Areas ~ 107,418  
 Total Impervious ~ 135,353  
 Site Area ~ 305,322  
 % Impervious ~ 44.33%



**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**

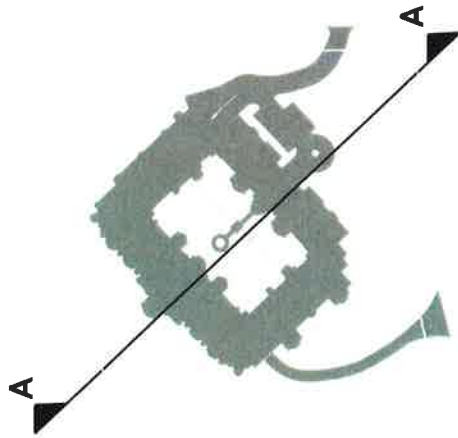
120 OLD POST ROAD  
 RYE, NY



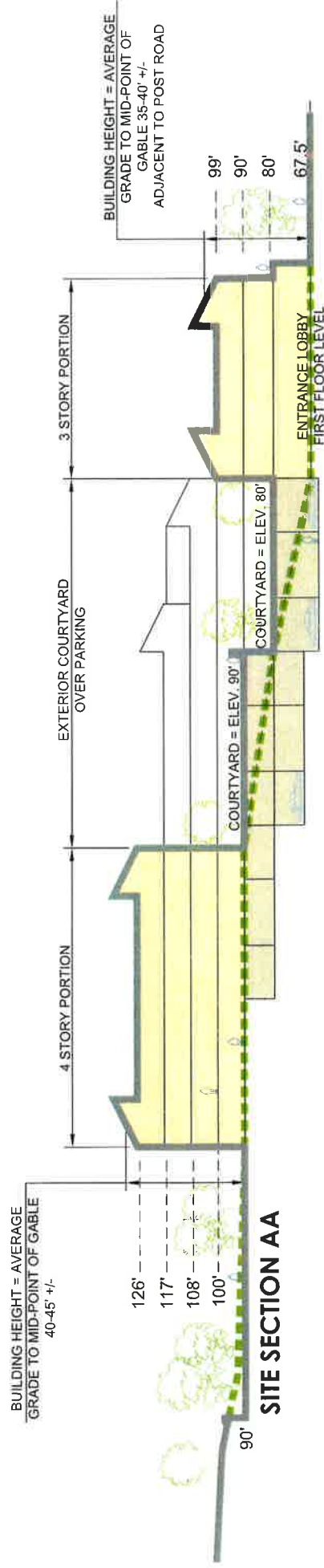
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 ARCHITECTS  
 1000 WEST 17TH STREET  
 NEW YORK, NY 10011  
 TEL: 212 261 1000  
 FAX: 212 261 1001



AMERICAN - 1/16/2011 Printed 4/12/2015



**KEY PLAN**



**BUILDING HEIGHT DIAGRAM**

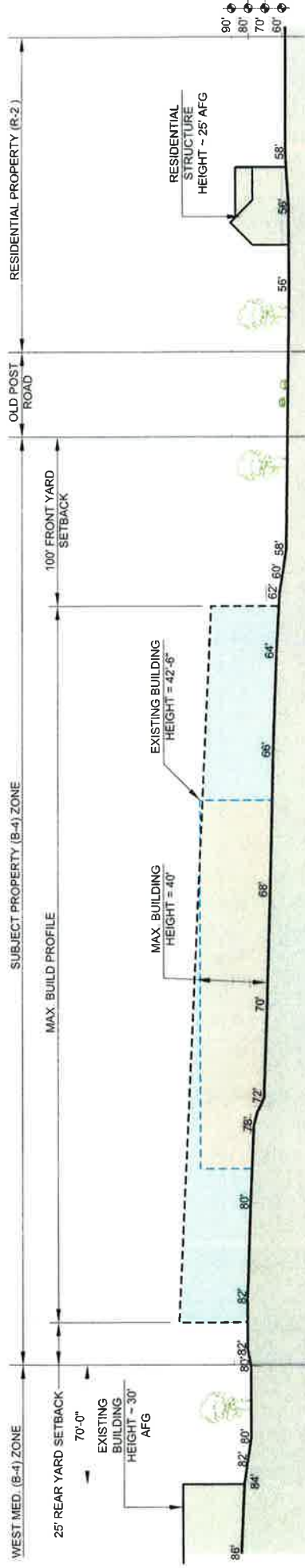
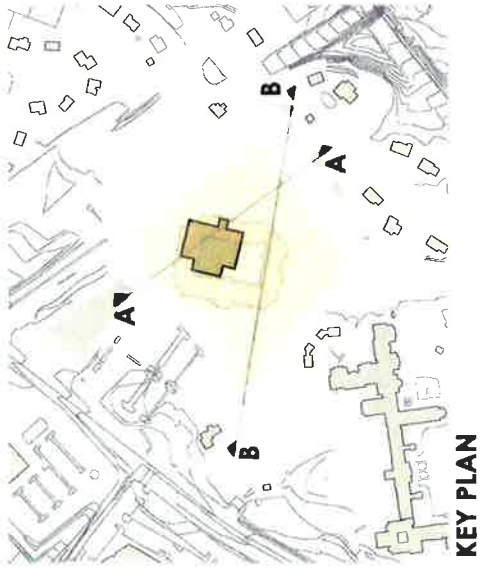
**FIGURE NO. 6**

**120 OLD POST ROAD  
 RYE, NY**



**DIVNEY • TUNG • SCHWABE**  
 ARCHITECTS LLP  
 110 WEST 42ND STREET  
 11TH FLOOR  
 NEW YORK, NY 10018  
 TEL: 212 693 9000  
 FAX: 212 693 9001  
 WWW.DTSCHWABE.COM





**SITE SECTION DIAGRAM**

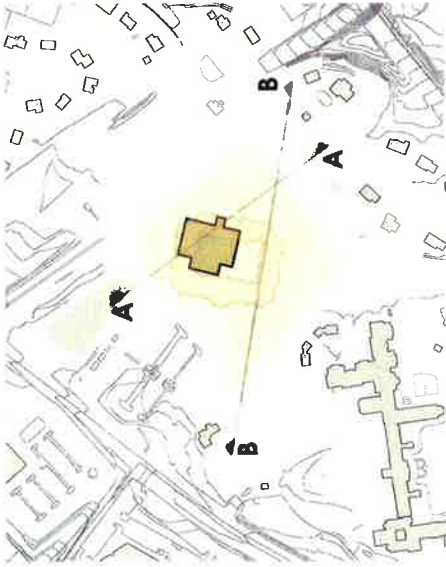
120 OLD POST ROAD  
 RYE, NY

APRIL 2014 (REV. 5-31-2015) REVISED 4-2-2016

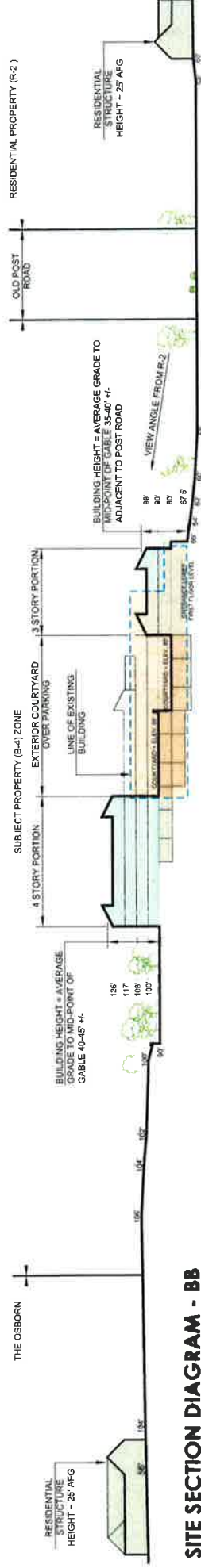


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 NEW YORK, NY 10011  
 TEL: 212 255 1200





**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



**Demery - Tunc - Scamardo**  
Architects  
1000 Old Post Road  
Rye, NY 10580  
Tel: 914.933.8800

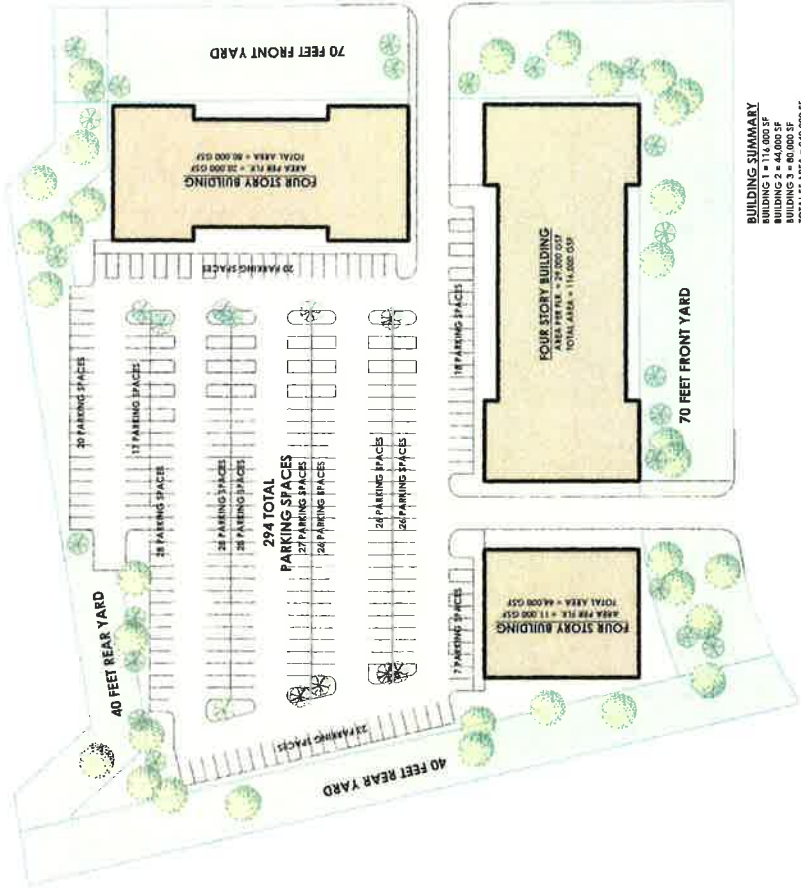


**FIGURE NO. 8**

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
29%		

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

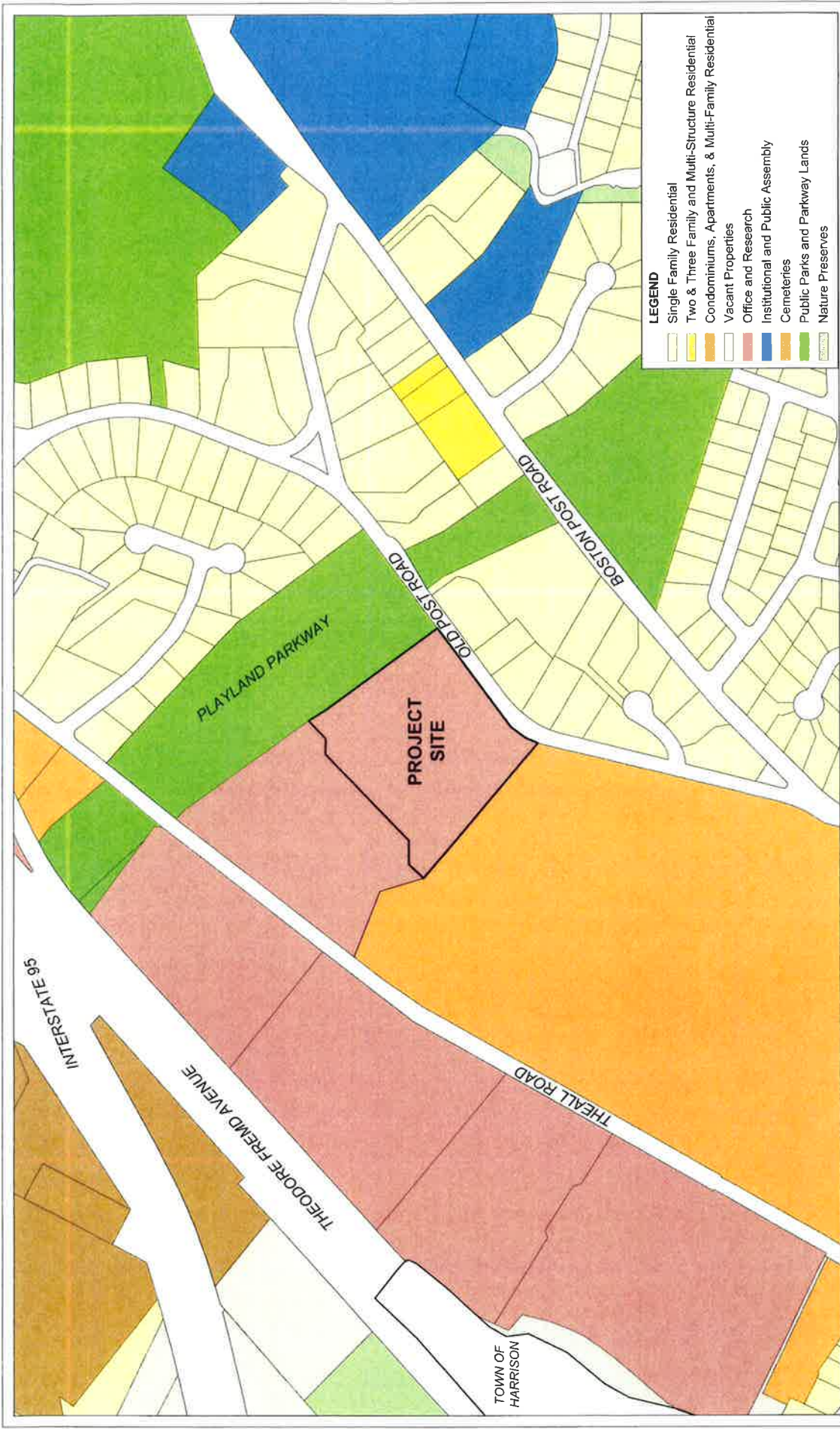
120 OLD POST ROAD  
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 ARCHITECTS LLP  
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FIGURE NO. 9



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





CONCEPTUAL RENDERING - VIEW FROM PLAYLAND ACCESS DRIVE

120 OLD POST ROAD

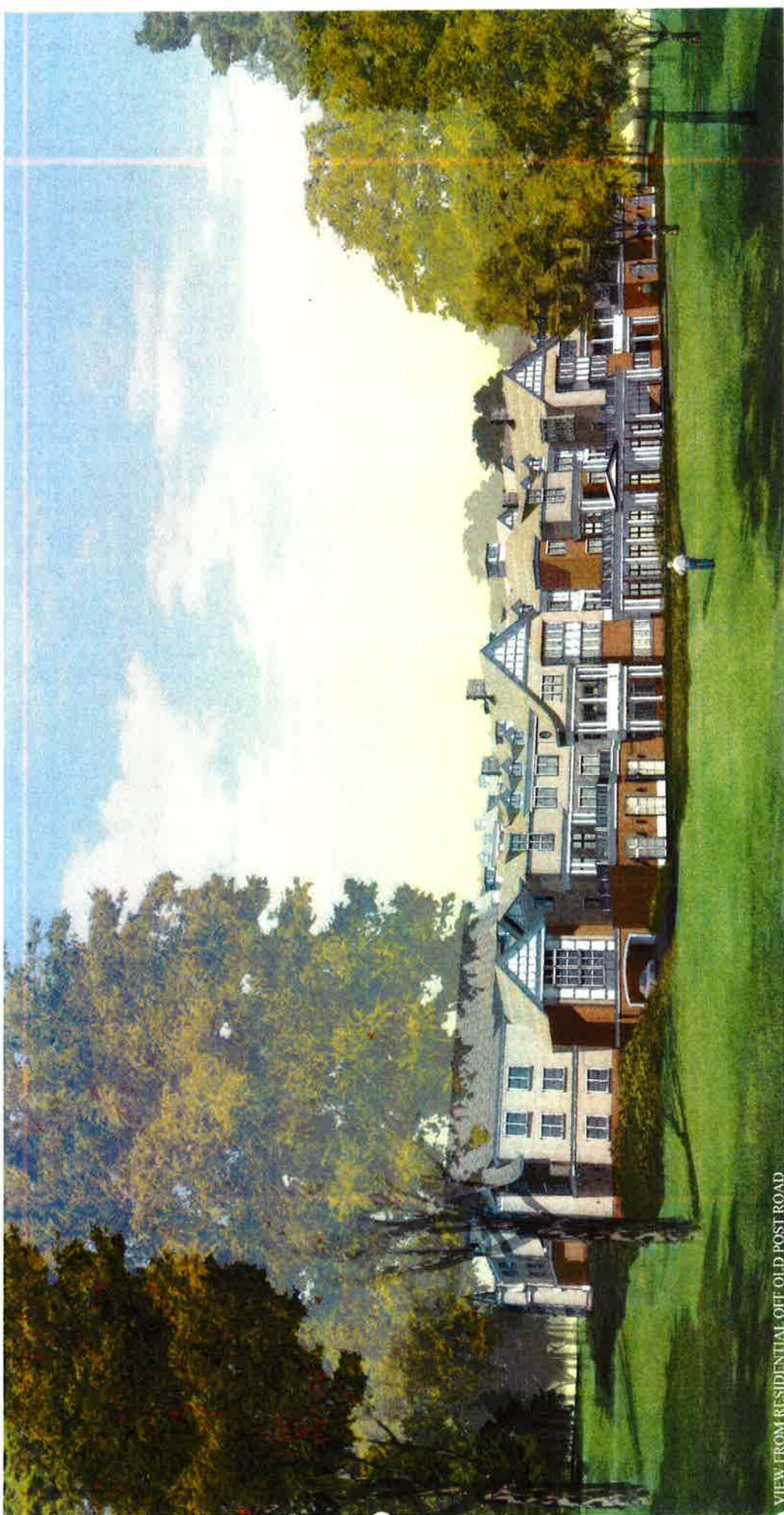
RYE, NY

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



**DINERY • TUNG • SCHWABE**  
ARCHITECTS  
200 WEST 10TH STREET  
NEW YORK, NY 10011  
TEL: 212 693 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 - 1/12/2011, REVISED 4-3-15



**DIVNEY • TUNG • SCHWABE**  
Architectural Firm  
1000 Old Post Road  
Rye, NY 10583  
Tel: 914.934.0000  
Fax: 914.934.0001



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



**DINNY • TANG • SCHWABE**  
 Landscape Architects  
 100 West Street, Suite 200  
 Rye, NY 10583  
 P: 914.933.8888



**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>B. Government Approvals, Funding, or Sponsorship.</b> (“Funding” includes grants, loans, tax relief, and any other forms of financial assistance.)		
<b>Government Entity</b>	<b>If Yes: Identify Agency and Approval(s) Required</b>	<b>Application Date (Actual or projected)</b>
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"> <li> <span style="margin-left: 20px;">i. Is the project site within a Coastal Area, or the waterfront area of a Designated Inland Waterway?</span> <span style="float: right;"><input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</span> </li> <li> <span style="margin-left: 20px;">ii. Is the project site located in a community with an approved Local Waterfront Revitalization Program?</span> <span style="float: right;"><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</span> </li> <li> <span style="margin-left: 20px;">iii. Is the project site within a Coastal Erosion Hazard Area?</span> <span style="float: right;"><input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</span> </li> </ul>		

**C. Planning and Zoning**

<b>C.1. Planning and zoning actions.</b>	
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"> <li>• <b>If Yes</b>, complete sections C, F and G.</li> <li>• <b>If No</b>, proceed to question C.2 and complete all remaining sections and questions in Part 1</li> </ul>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
<b>C.2. Adopted land use plans.</b>	
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

<ul style="list-style-type: none"> <li>• Do existing sewer lines serve the project site? _____</li> <li>• Will line extension within an existing district be necessary to serve the project? _____</li> </ul> <p>If Yes:</p> <ul style="list-style-type: none"> <li>• Describe extensions or capacity expansions proposed to serve this project: _____</li> </ul>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
<p>iv. Will a new wastewater (sewage) treatment district be formed to serve the project site? _____</p> <p>If Yes:</p> <ul style="list-style-type: none"> <li>• Applicant/sponsor for new district: _____</li> <li>• Date application submitted or anticipated: _____</li> <li>• What is the receiving water for the wastewater discharge? _____</li> </ul> <p>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):</p> <p>N/A _____</p> <p>vi. Describe any plans or designs to capture, recycle or reuse liquid waste: _____</p> <p>N/A _____</p>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
<p>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? _____</p> <p>If Yes:</p> <p>i. How much impervious surface will the project create in relation to total size of project parcel?</p> <p style="padding-left: 40px;">_____ Square feet or _____ acres (impervious surface)</p> <p style="padding-left: 40px;">_____ Square feet or _____ acres (parcel size)</p> <p>ii. Describe types of new point sources. _____</p> <p>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)?</p> <p>_____</p> <ul style="list-style-type: none"> <li>• If to surface waters, identify receiving water bodies or wetlands: _____</li> <li>_____</li> <li>• Will stormwater runoff flow to adjacent properties? _____</li> </ul>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes <input type="checkbox"/> No
<p>iv. Does proposed plan minimize impervious surfaces, use pervious materials or collect and re-use stormwater? _____</p> <p>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? _____</p> <p>If Yes, identify:</p> <p>i. Mobile sources during project operations (e.g., heavy equipment, fleet or delivery vehicles) _____</p> <p>ii. Stationary sources during construction (e.g., power generation, structural heating, batch plant, crushers) _____</p> <p>iii. Stationary sources during operations (e.g., process emissions, large boilers, electric generation) _____</p>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes <input type="checkbox"/> No
<p>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? _____</p> <p>If Yes:</p> <p>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) _____</p> <p>ii. In addition to emissions as calculated in the application, the project will generate:</p> <ul style="list-style-type: none"> <li>• _____ Tons/year (short tons) of Carbon Dioxide (CO<sub>2</sub>)</li> <li>• _____ Tons/year (short tons) of Nitrous Oxide (N<sub>2</sub>O)</li> <li>• _____ Tons/year (short tons) of Perfluorocarbons (PFCs)</li> <li>• _____ Tons/year (short tons) of Sulfur Hexafluoride (SF<sub>6</sub>)</li> <li>• _____ Tons/year (short tons) of Carbon Dioxide equivalent of Hydrofluorocarbons (HFCs)</li> <li>• _____ Tons/year (short tons) of Hazardous Air Pollutants (HAPs)</li> </ul>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes <input type="checkbox"/> No

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): \_\_\_\_\_

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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): \_\_\_\_\_

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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 \_\_\_\_\_

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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

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

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

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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

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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: \_\_\_\_\_

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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: \_\_\_\_\_

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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

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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

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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: \_\_\_\_\_

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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: \_\_\_\_\_

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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? <span style="float: right;"><input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</span> 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? <span style="float: right;"><input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</span>	
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? <span style="float: right;"><input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</span>	
q. Is the project site or adjoining area currently used for hunting, trapping, fishing or shell fishing? <span style="float: right;"><input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</span> If yes, give a brief description of how the proposed action may affect that use: _____ _____	
<b>E.3. Designated Public Resources On or Near Project Site</b>	
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? <span style="float: right;"><input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</span> If Yes, provide county plus district name/number: _____	
b. Are agricultural lands consisting of highly productive soils present? <span style="float: right;"><input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</span> 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? <span style="float: right;"><input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</span> If Yes: i. Nature of the natural landmark: <input type="checkbox"/> Biological Community <input type="checkbox"/> 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? <span style="float: right;"><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</span> 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**

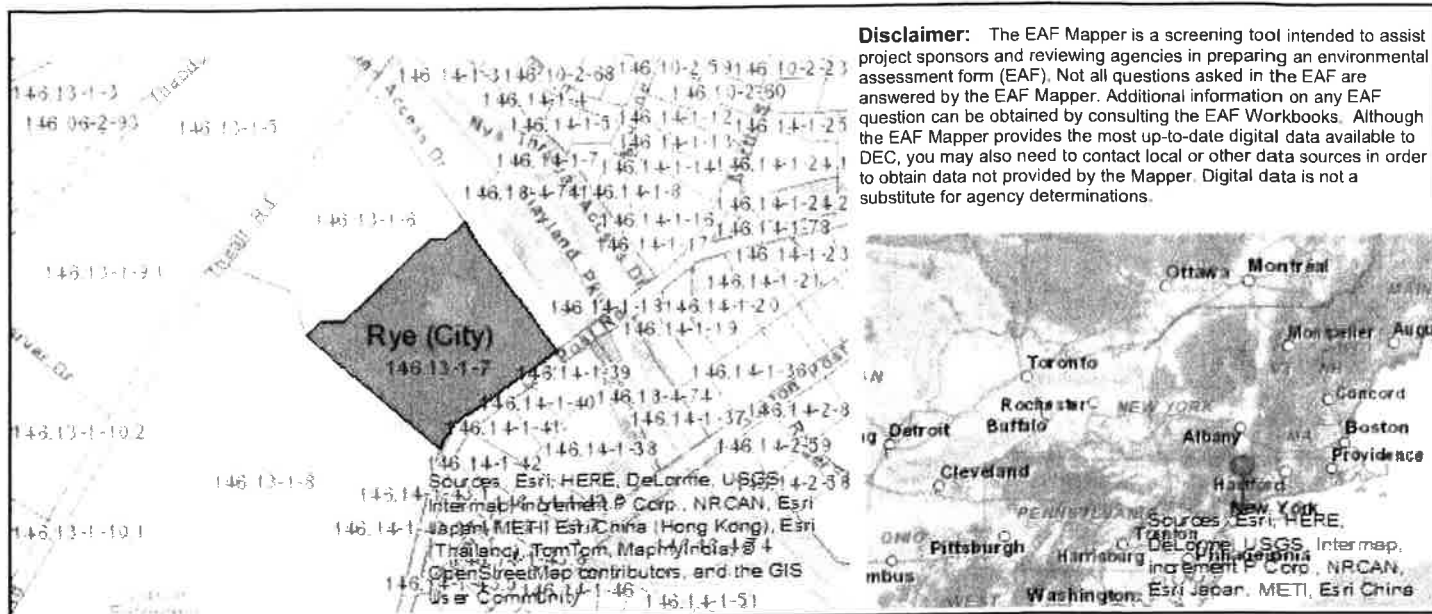
Attach any additional information which may be needed to clarify your project.

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



**Disclaimer:** The EAF Mapper is a screening tool intended to assist project sponsors and reviewing agencies in preparing an environmental assessment form (EAF). Not all questions asked in the EAF are answered by the EAF Mapper. Additional information on any EAF question can be obtained by consulting the EAF Workbooks. Although the EAF Mapper provides the most up-to-date digital data available to DEC, you may also need to contact local or other data sources in order to obtain data not provided by the Mapper. Digital data is not a substitute for agency determinations.

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**

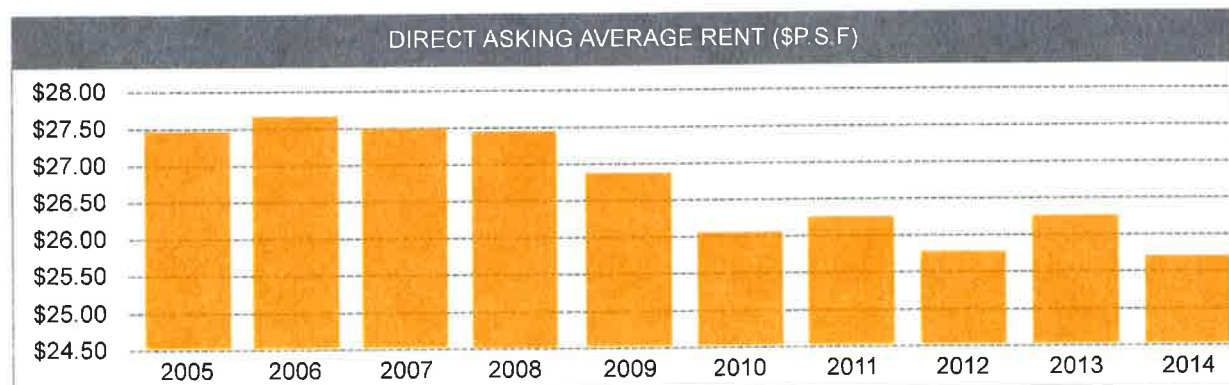
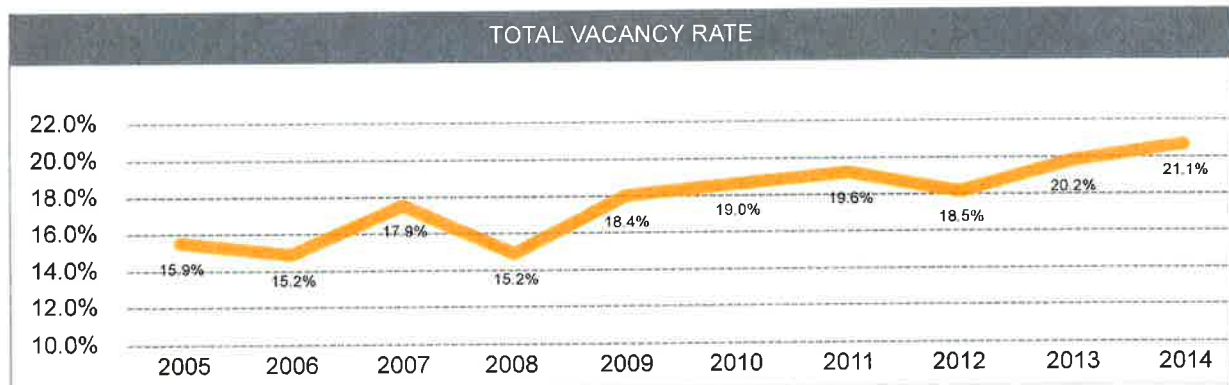
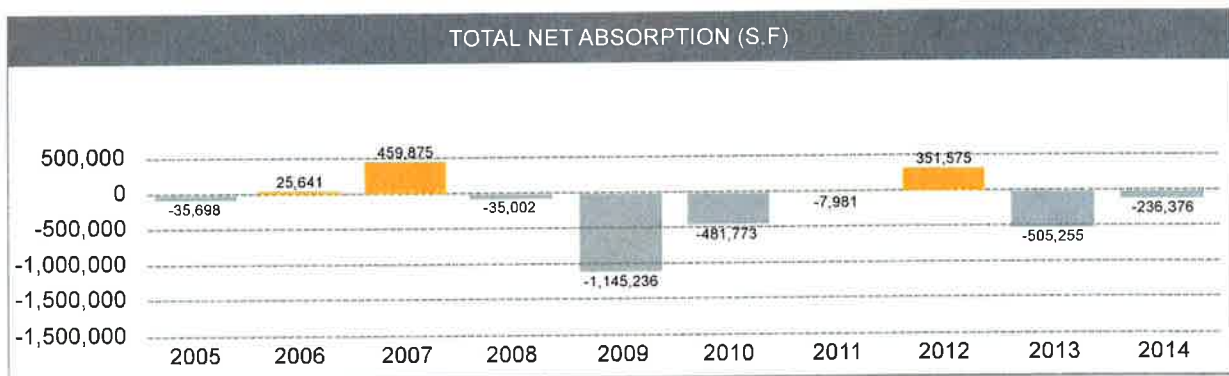
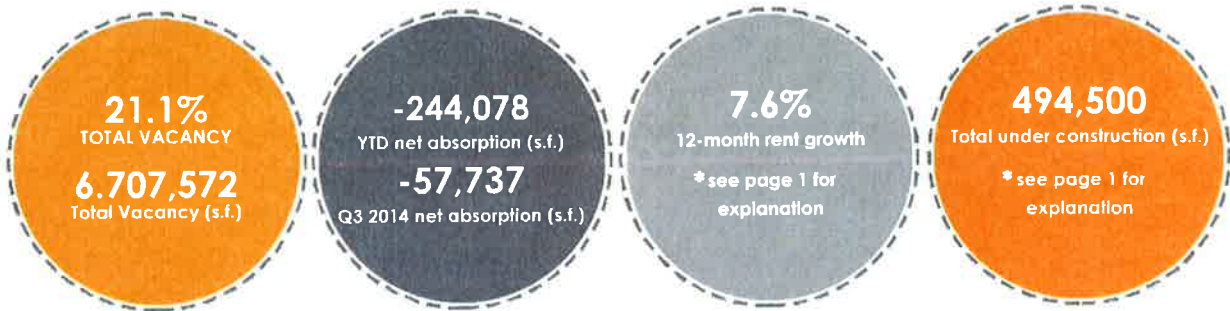
**Office Market Trends**

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



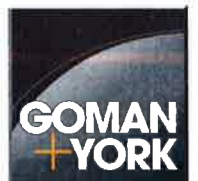
\*Data compiled from various industry sources

# 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

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### 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.

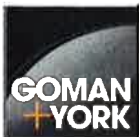
### Office Market Demand

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.

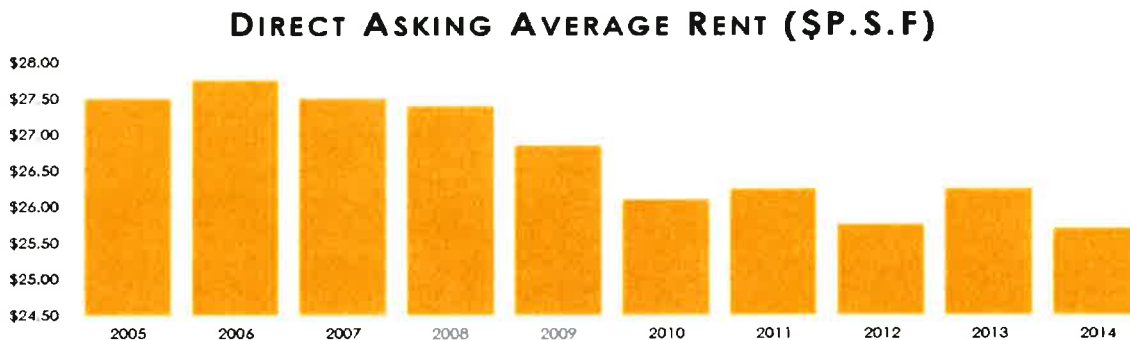


## Office Market Analysis – 120 Old Post Road, Rye, NY

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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

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### 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**

Steve Lanza - Senior Advisor of Analytics  
Sonny Nguyen - Creative Director  
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.

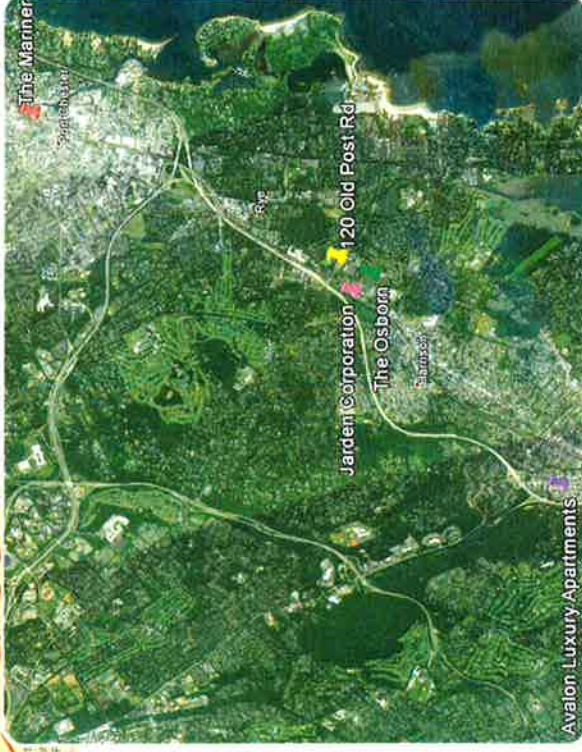
The following report is a market feasibility analysis of the proposed senior (+55) housing project in Rye, New York based upon the conceptual design and project scope as provided by Alfred Weissman Real Estate LLC and Tecton Architects.

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.

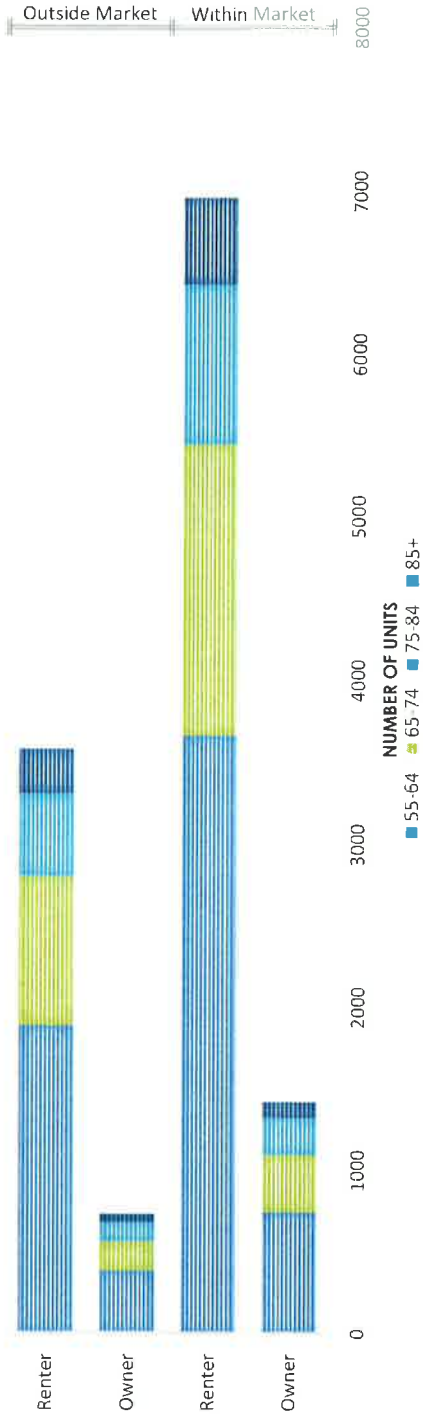
Mobility rates for seniors, who often prefer to age in place, are much lower than for younger households. Rates are, however, higher for seniors who rent rather than own their own homes. To estimate the size of the potential market, national

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.

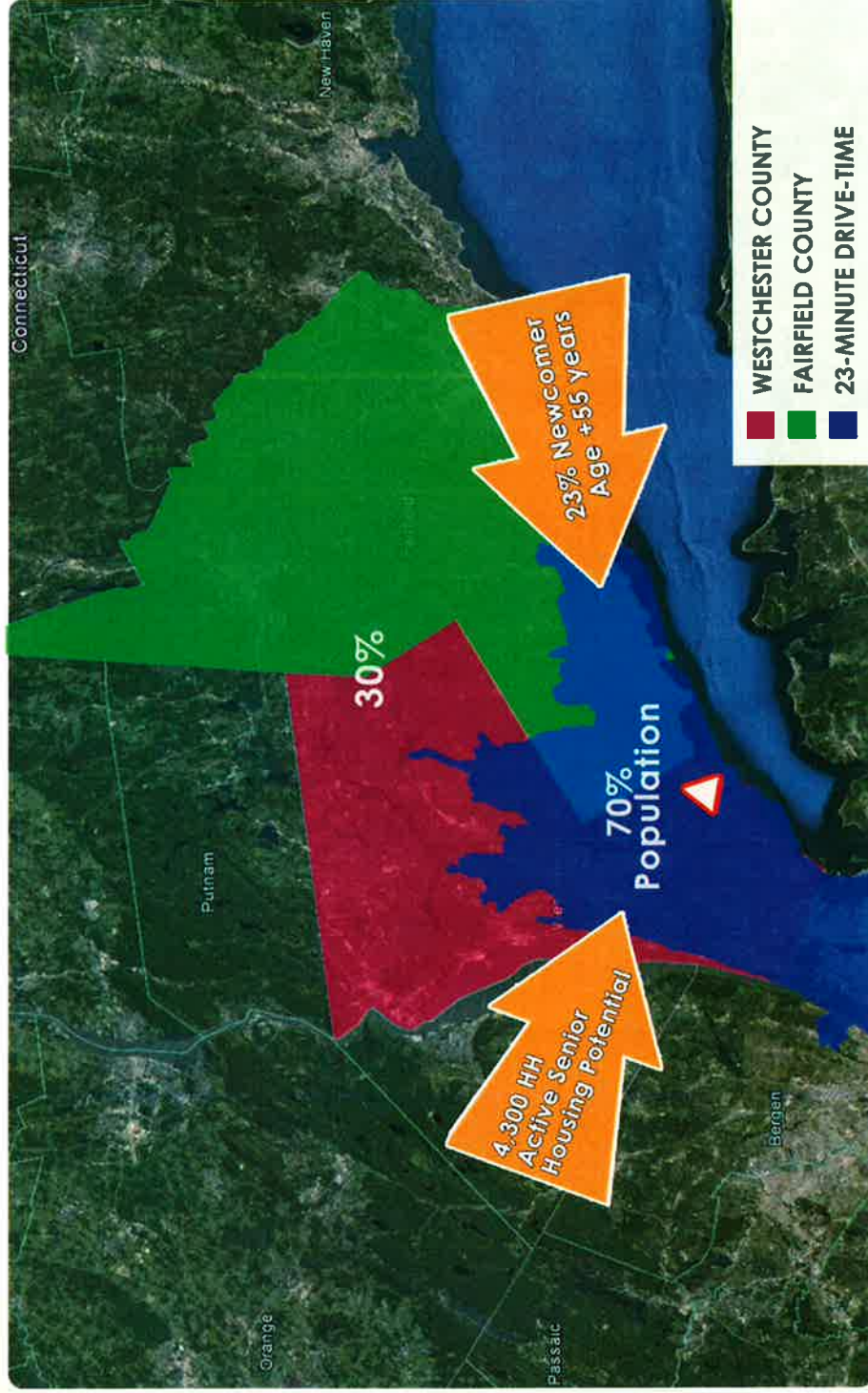
POTENTIAL DEMAND FOR ACTIVE +55 HOUSING



### 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.

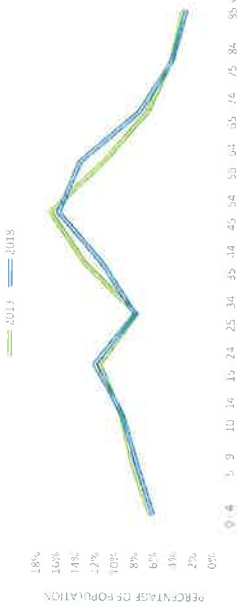
Within a 23-minute drive time, the median age of area residents matches the US average in 2013 of 38.5 years, but in the two smaller markets residents tend to be older. Seniors 55 and older represented about 27% of the population in the

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

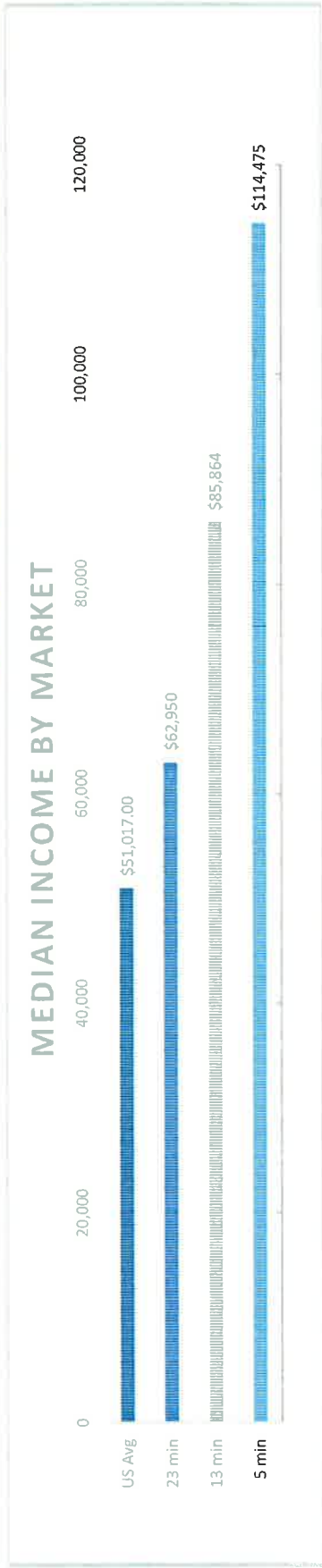
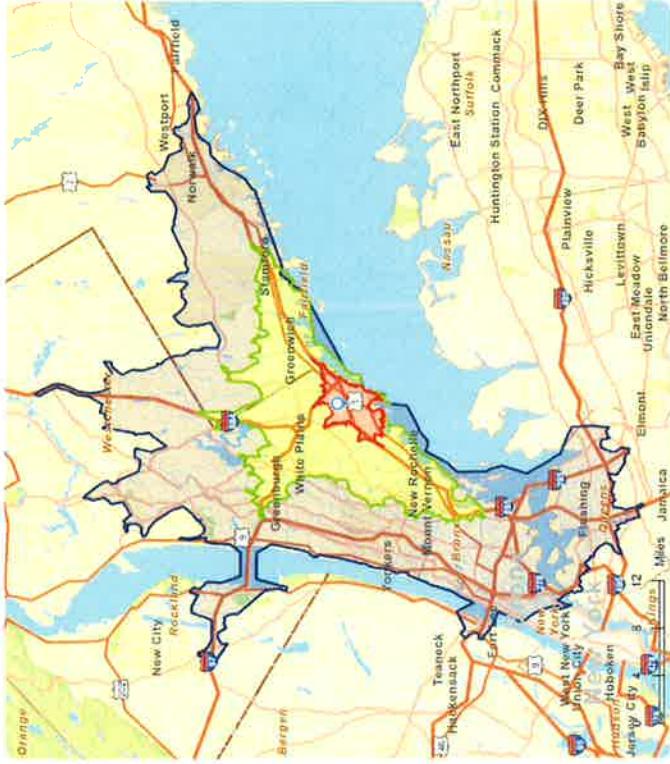


**Education**

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

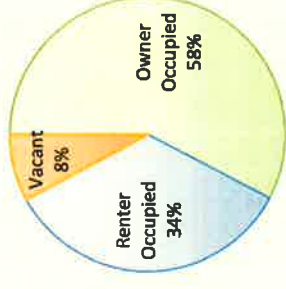
Vacancy rates within 23-minutes of the subject property were 6.1%, according to 2010 Census data. That compares favorably to a U.S. average rate of 11.4% the same year, and to rates of 9.7%, 7.9% and 9.5%, respectively in the states of New York, Connecticut and New Jersey.

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.

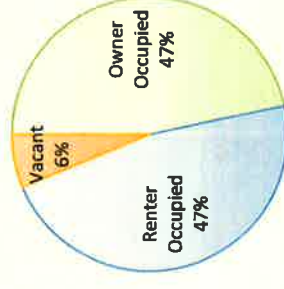
## Rental Market Demand

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, clubrooms, 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-bathrooms 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.



23-MINUTE DRIVE-TIME

## RYE COMPARABLE SALES

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

## 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.



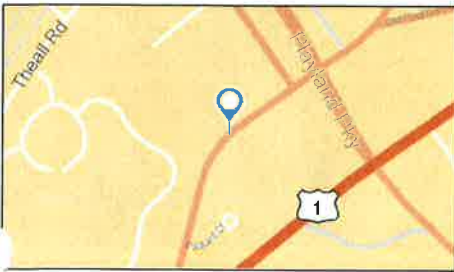
# Site Map

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: 40.921932

Longitude: -73.696125





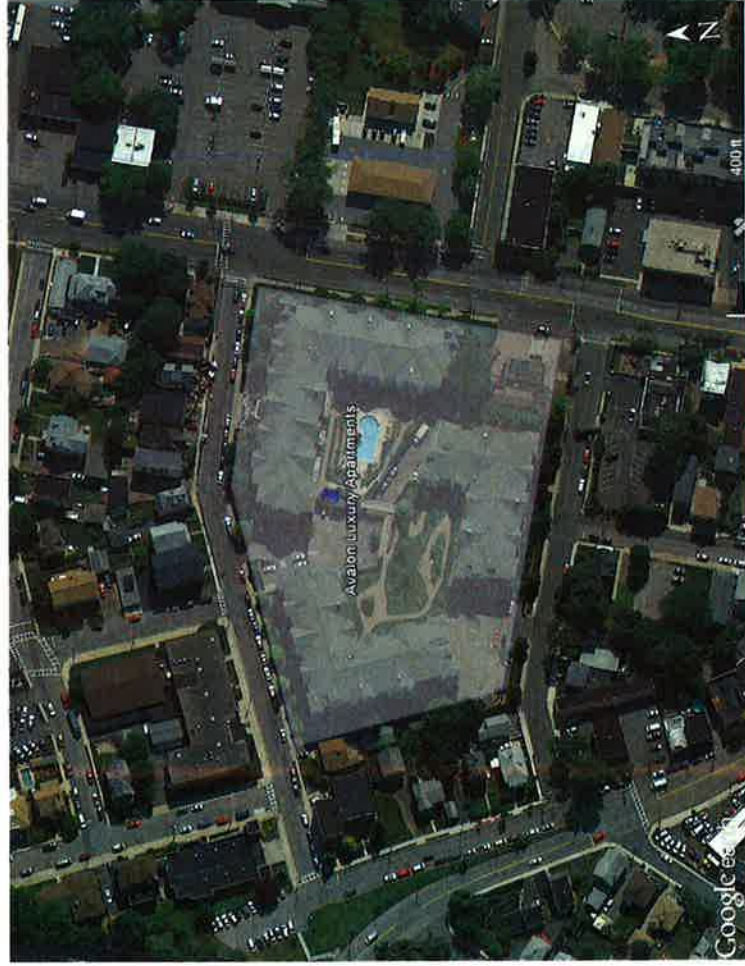
# AERIAL OF COMPETITORS

The Osborn and The Mariner



# AERIAL OF COMPETITORS

Avalon and Glenview House



**GOMAN+YORK**  
NOVEMBER, 2014

# SITE AND FLOOR PLANS



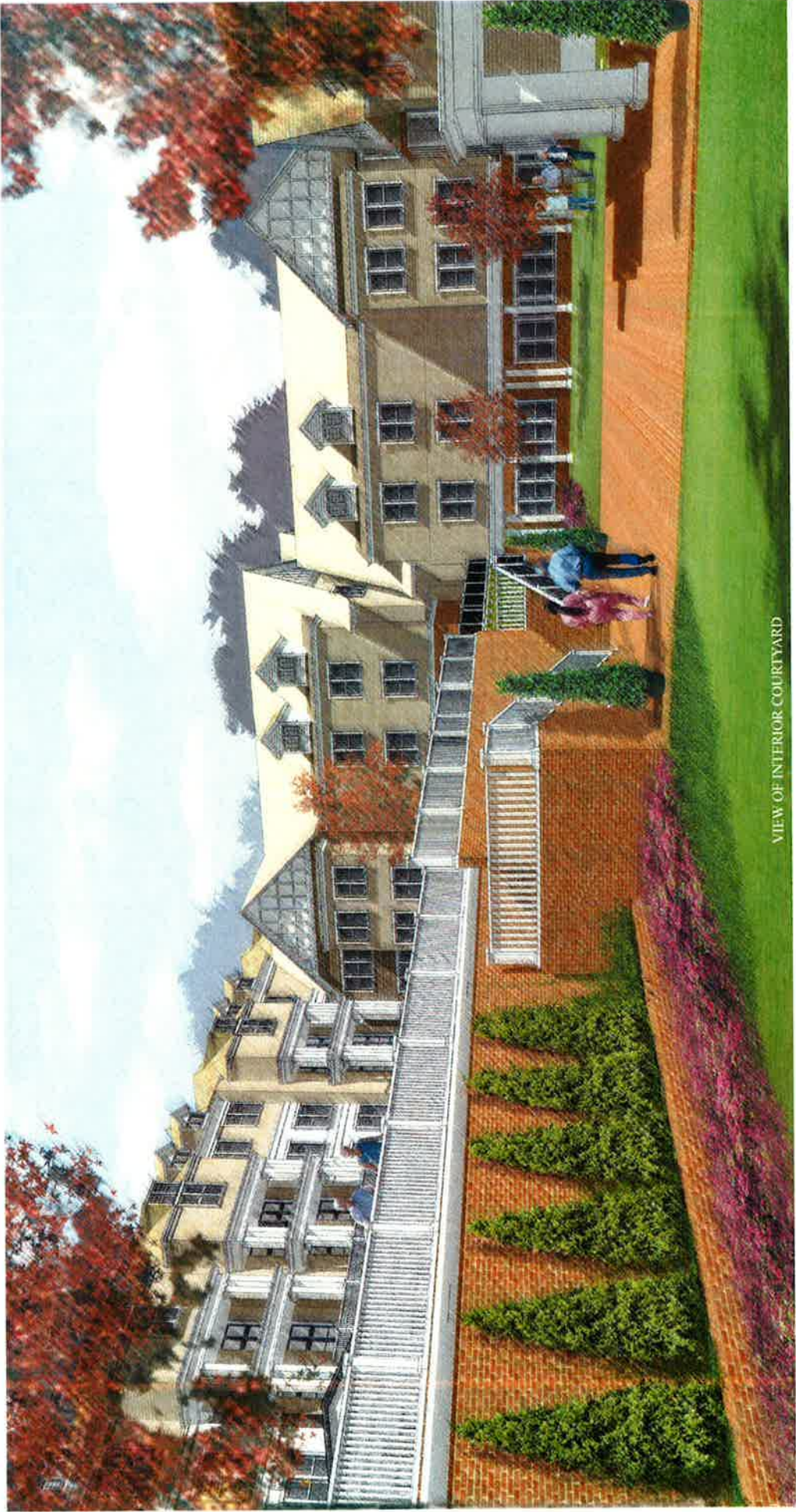
VIEW FROM ENTRY DRIVE

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VIEW FROM RESIDENTIAL OFF OLD POST ROAD

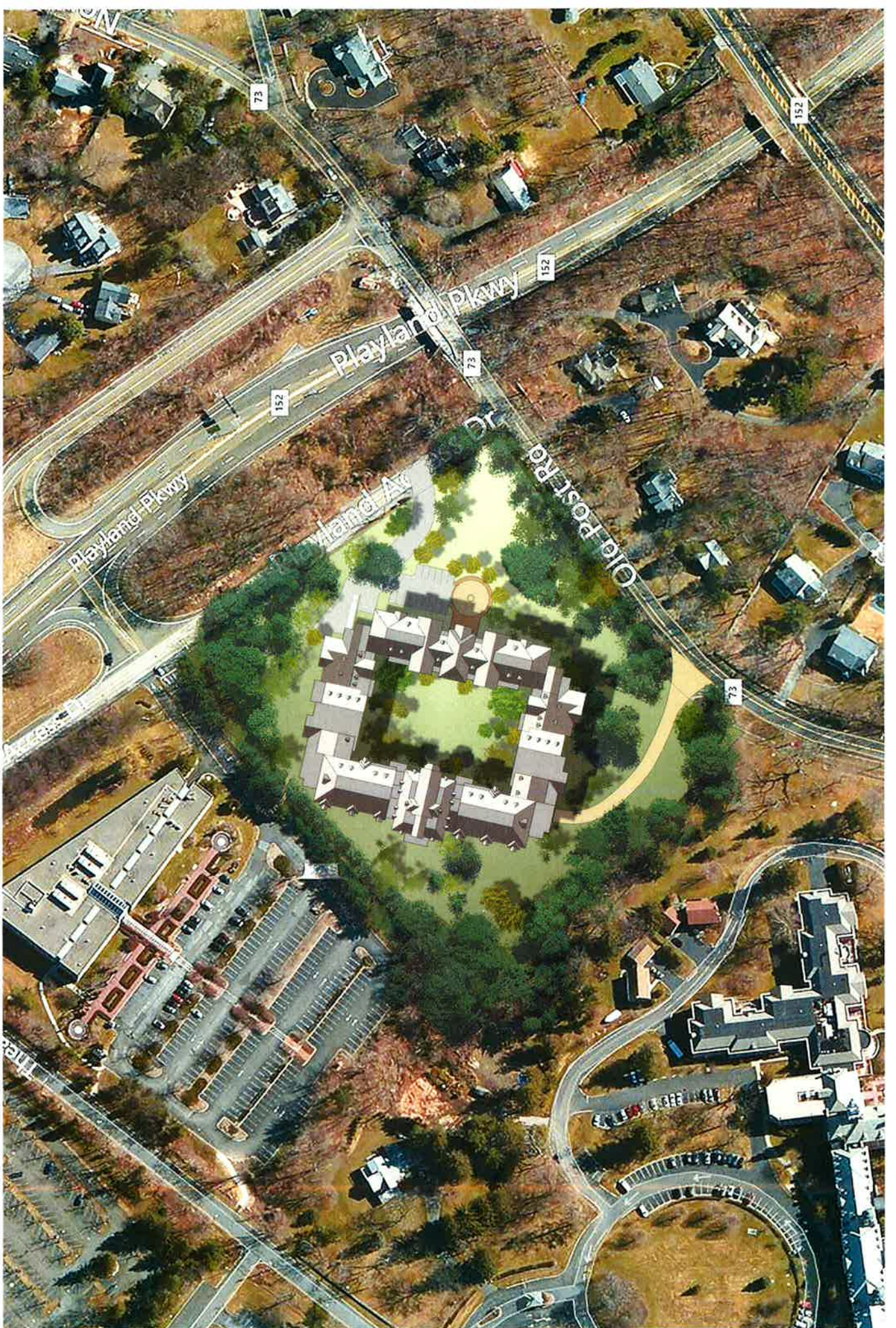
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VIEW OF INTERIOR COURTYARD

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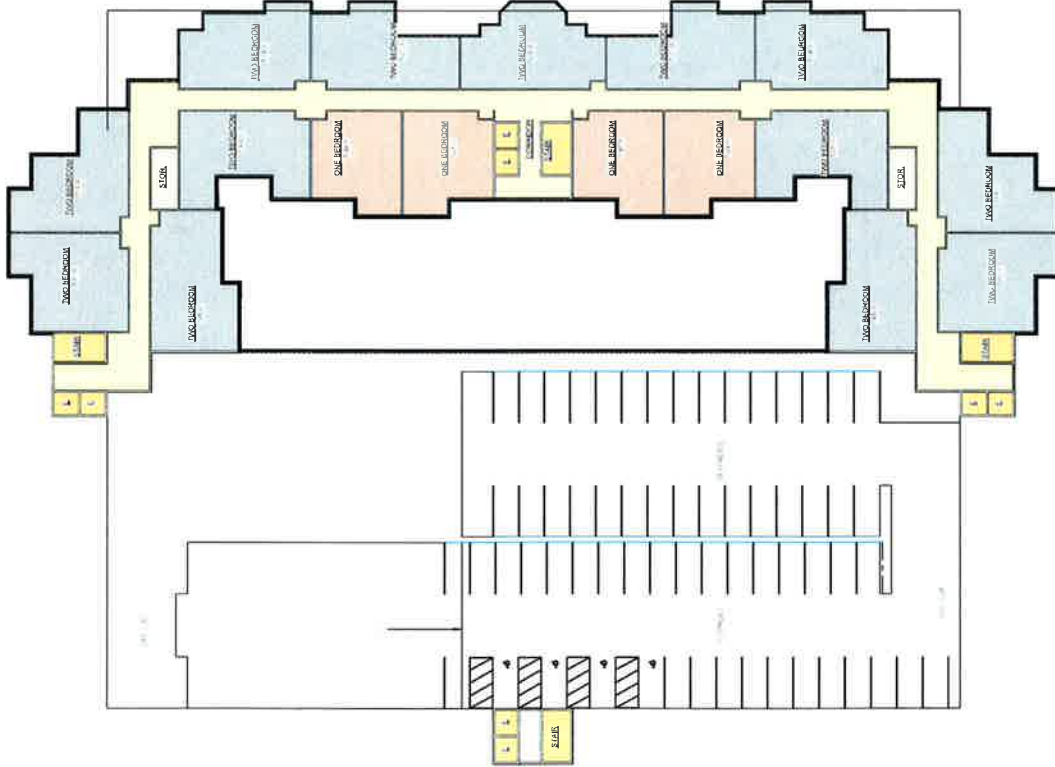












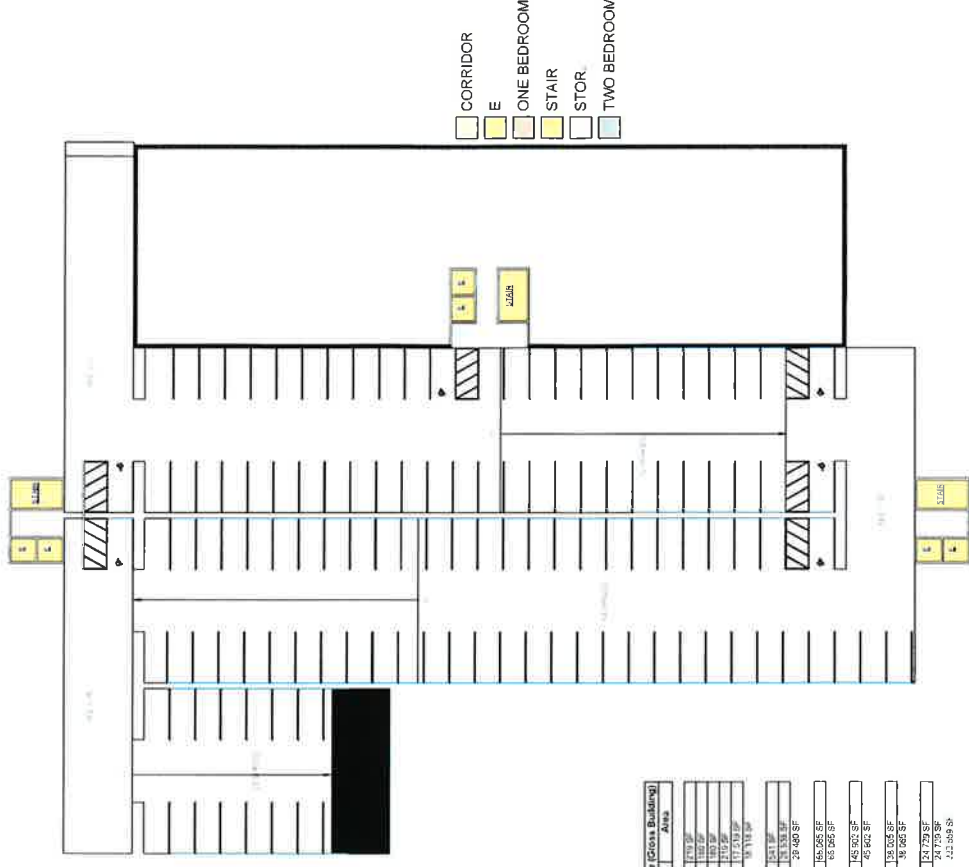
2ND FLOOR  
1" = 20'-0"

ROOM AREAS	
Name	Area
01E BEDROOM	14,532 SF
02E BEDROOM	18,133 SF
3RD FLOOR ST	30,442 SF
01E BEDROOM	14,627 SF
02E BEDROOM	18,102 SF
3RD FLOOR ST	40,380 SF
01E BEDROOM	14,626 SF
02E BEDROOM	18,103 SF
4TH FLOOR ST	35,362 SF
01E BEDROOM	14,593 SF
02E BEDROOM	18,162 SF
5TH FLOOR ST	35,352 SF
01E BEDROOM	14,542 SF
02E BEDROOM	18,132 SF
6TH FLOOR ST	35,342 SF
01E BEDROOM	14,512 SF
02E BEDROOM	18,102 SF
7TH FLOOR ST	42,212 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	17,979 SF
2ND FLOOR	18,000 SF
3RD FLOOR	18,000 SF
4TH FLOOR	18,000 SF
5TH FLOOR	18,000 SF
6TH FLOOR	18,000 SF
7TH FLOOR	18,000 SF
8TH FLOOR	18,000 SF
9TH FLOOR	18,000 SF
10TH FLOOR	18,000 SF
11TH FLOOR	18,000 SF
12TH FLOOR	18,000 SF
13TH FLOOR	18,000 SF
14TH FLOOR	18,000 SF
15TH FLOOR	18,000 SF
16TH FLOOR	18,000 SF
17TH FLOOR	18,000 SF
18TH FLOOR	18,000 SF
19TH FLOOR	18,000 SF
20TH FLOOR	18,000 SF
21ST FLOOR	18,000 SF
22ND FLOOR	18,000 SF
23RD FLOOR	18,000 SF
24TH FLOOR	18,000 SF
25TH FLOOR	18,000 SF
26TH FLOOR	18,000 SF
27TH FLOOR	18,000 SF
28TH FLOOR	18,000 SF
29TH FLOOR	18,000 SF
30TH FLOOR	18,000 SF
31ST FLOOR	18,000 SF
32ND FLOOR	18,000 SF
33RD FLOOR	18,000 SF
34TH FLOOR	18,000 SF
35TH FLOOR	18,000 SF
36TH FLOOR	18,000 SF
37TH FLOOR	18,000 SF
38TH FLOOR	18,000 SF
39TH FLOOR	18,000 SF
40TH FLOOR	18,000 SF
41ST FLOOR	18,000 SF
42ND FLOOR	18,000 SF
43RD FLOOR	18,000 SF
44TH FLOOR	18,000 SF
45TH FLOOR	18,000 SF
46TH FLOOR	18,000 SF
47TH FLOOR	18,000 SF
48TH FLOOR	18,000 SF
49TH FLOOR	18,000 SF
50TH FLOOR	18,000 SF
51ST FLOOR	18,000 SF
52ND FLOOR	18,000 SF
53RD FLOOR	18,000 SF
54TH FLOOR	18,000 SF
55TH FLOOR	18,000 SF
56TH FLOOR	18,000 SF
57TH FLOOR	18,000 SF
58TH FLOOR	18,000 SF
59TH FLOOR	18,000 SF
60TH FLOOR	18,000 SF
61ST FLOOR	18,000 SF
62ND FLOOR	18,000 SF
63RD FLOOR	18,000 SF
64TH FLOOR	18,000 SF
65TH FLOOR	18,000 SF
66TH FLOOR	18,000 SF
67TH FLOOR	18,000 SF
68TH FLOOR	18,000 SF
69TH FLOOR	18,000 SF
70TH FLOOR	18,000 SF
71ST FLOOR	18,000 SF
72ND FLOOR	18,000 SF
73RD FLOOR	18,000 SF
74TH FLOOR	18,000 SF
75TH FLOOR	18,000 SF
76TH FLOOR	18,000 SF
77TH FLOOR	18,000 SF
78TH FLOOR	18,000 SF
79TH FLOOR	18,000 SF
80TH FLOOR	18,000 SF
81ST FLOOR	18,000 SF
82ND FLOOR	18,000 SF
83RD FLOOR	18,000 SF
84TH FLOOR	18,000 SF
85TH FLOOR	18,000 SF
86TH FLOOR	18,000 SF
87TH FLOOR	18,000 SF
88TH FLOOR	18,000 SF
89TH FLOOR	18,000 SF
90TH FLOOR	18,000 SF
91ST FLOOR	18,000 SF
92ND FLOOR	18,000 SF
93RD FLOOR	18,000 SF
94TH FLOOR	18,000 SF
95TH FLOOR	18,000 SF
96TH FLOOR	18,000 SF
97TH FLOOR	18,000 SF
98TH FLOOR	18,000 SF
99TH FLOOR	18,000 SF
100TH FLOOR	18,000 SF

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

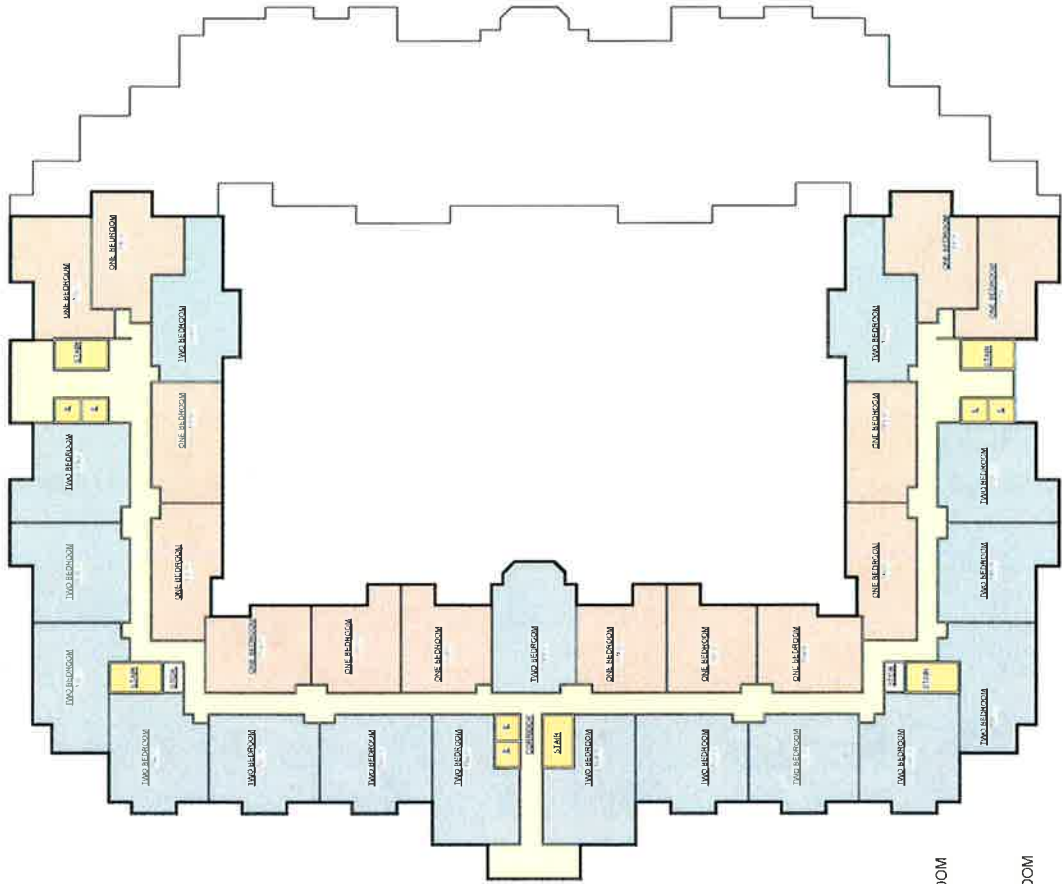


ROOM AREAS	
Name	Area
ONE BEDROOM 14.131 SF	
TWO BEDROOM 16.733 SF	
2ND FLOOR 17 70.842 SF	
ONE BEDROOM 14.131 SF	
TWO BEDROOM 16.733 SF	
3RD FLOOR 42 49.366 SF	
ONE BEDROOM 14.131 SF	
TWO BEDROOM 16.733 SF	
4TH FLOOR 42 51.164 SF	
ONE BEDROOM 14.131 SF	
TWO BEDROOM 16.733 SF	
5TH FLOOR 42 50.145 SF	
ONE BEDROOM 14.131 SF	
TWO BEDROOM 16.733 SF	
6TH FLOOR 42 50.236 SF	
ONE BEDROOM 14.131 SF	
TWO BEDROOM 16.733 SF	
Grand Total 13 188.074 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	6 ONE BEDROOM

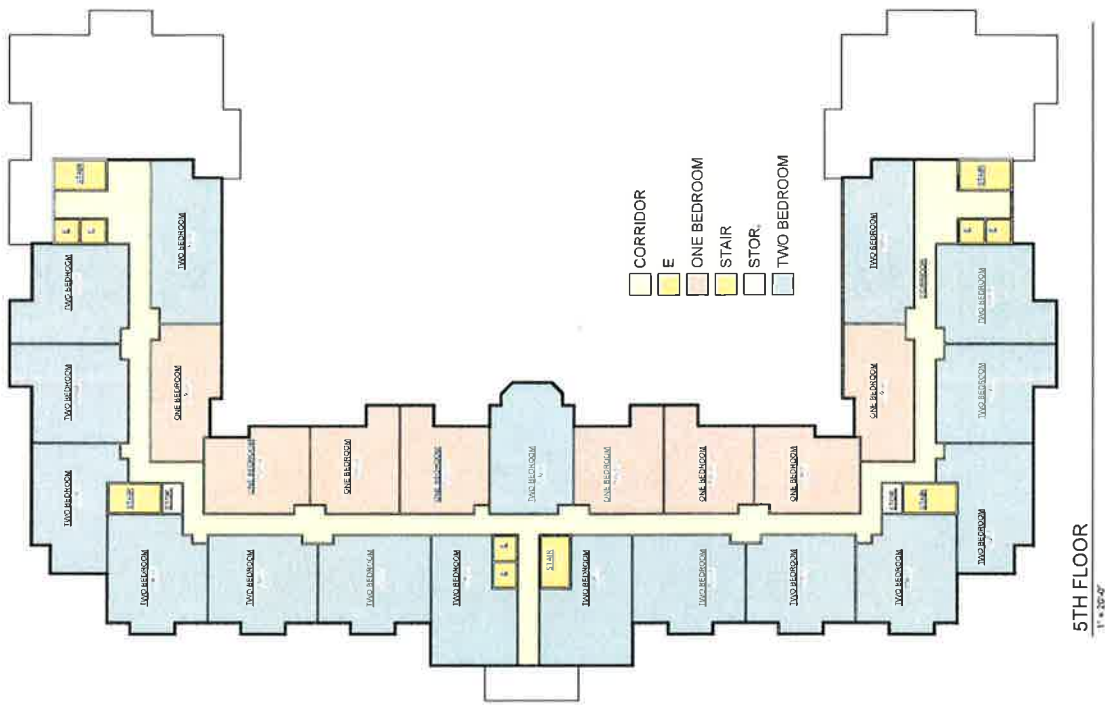
UNITS - TWO BEDROOM	
Level	Name
2ND FLOOR	TWO BEDROOM
3RD FLOOR	TWO BEDROOM
4TH FLOOR	TWO BEDROOM
5TH FLOOR	TWO BEDROOM
6TH FLOOR	TWO BEDROOM
Grand Total 6	6 TWO BEDROOM

Area Schedule (Gross Building)	
Level	Area
1ST FLOOR	171.23 SF
2ND FLOOR	146.56 SF
3RD FLOOR	146.56 SF
4TH FLOOR	146.56 SF
5TH FLOOR	146.56 SF
6TH FLOOR	146.56 SF
Grand Total 6	807.07 SF
2ND FLOOR	247.87 SF
3RD FLOOR	247.87 SF
4TH FLOOR	247.87 SF
5TH FLOOR	247.87 SF
6TH FLOOR	247.87 SF
Grand Total 6	1,241.07 SF



- CORRIDOR
- STAIR
- ONE BEDROOM
- TWO BEDROOM

4TH FLOOR  
1" = 20'-0"



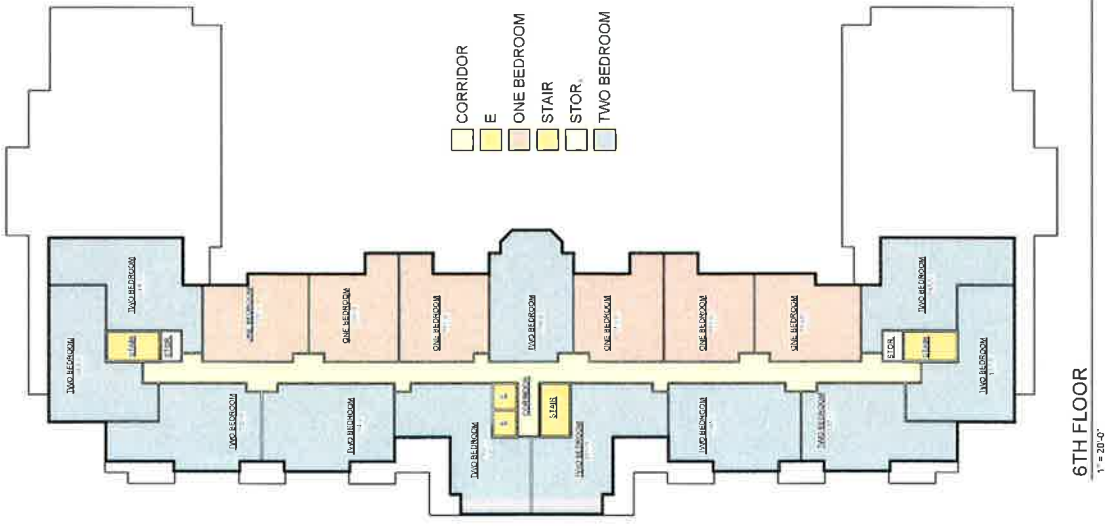
5TH FLOOR  
1" = 30'-0"

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	17,192 SF
5TH FLOOR	49,221 SF
ONE BEDROOM	14,702 SF
TWO BEDROOM	14,535 SF
6TH FLOOR	48,999 SF
ONE BEDROOM	14,272 SF
TWO BEDROOM	22,504 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

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

Area Schedule (Cross Building)	
Level	Area
1ST FLOOR	17,729 SF
2ND FLOOR	18,310 SF
3RD FLOOR	18,702 SF
4TH FLOOR	14,828 SF
5TH FLOOR	14,711 SF
6TH FLOOR	14,272 SF
7TH FLOOR	23,482 SF
8TH FLOOR	48,259 SF
9TH FLOOR	42,962 SF
10TH FLOOR	49,221 SF
11TH FLOOR	48,999 SF
12TH FLOOR	48,776 SF
13TH FLOOR	22,504 SF



6TH FLOOR  
1" = 30'-0"

# APPENDIX

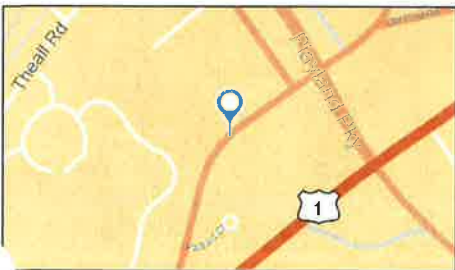


# Site Map

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: 40.811112  
Longitude: -73.696325













### 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	5,528		242	High
Total Housing Units	5,860		254	High
<b>OWNER-OCCUPIED HOUSING UNITS BY VALUE</b>				
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 \$249,999	0	0.0%	0	Low
\$250,000 to \$499,999	4	0.1%	15	Low
\$500,000 to \$749,999	9	0.3%	61	Low
\$750,000 to \$999,999	4	0.1%	15	Low
\$1,000,000 to \$1,499,999	0	0.0%	0	Low
\$1,500,000 to \$1,999,999	0	0.0%	0	Low
\$2,000,000 to \$2,499,999	27	0.8%	27	Low
\$2,500,000 to \$2,999,999	34	1.0%	25	Low
\$3,000,000 to \$3,499,999	32	0.9%	37	Low
\$3,500,000 to \$3,999,999	85	2.4%	74	Low
\$4,000,000 to \$4,499,999	142	4.0%	51	Low
\$4,500,000 to \$4,999,999	187	5.2%	61	Low
\$5,000,000 to \$5,499,999	200	5.6%	85	Low
\$5,500,000 to \$5,999,999	179	5.0%	59	Low
\$6,000,000 to \$6,499,999	512	14.4%	92	Low
\$6,500,000 to \$6,999,999	636	17.9%	80	Low
\$7,000,000 or more	1,435	42.0%	117	Low
Median 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/financed	2,419	67.9%	167	High
Home equity loan only	18	0.5%	10	Low
Both second mortgage and home equity loan	662	18.6%	89	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
<b>AVERAGE VALUE BY MORTGAGE STATUS</b>				
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  
120 Old Post Rd, Rye, New York, 10580, S. 13, 23 DT  
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	956	16.3%	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

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

Prepared by Robert Goman

	2005-2009 ACS Estimate	Percent	MOE(±)	Reliability
<b>HOUSING UNITS BY YEAR STRUCTURE BUILT</b>				
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

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

Prepared by Robert Goman

	2005-2009 ACS Estimate	Percent	MOE(±)	Reliability
<b>OCCUPIED HOUSING UNITS BY VEHICLES AVAILABLE</b>				
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

Prepared by Robert Goman  
120 Old Post Rd, Rye, New York, 10580, S. 13, 23 DT  
Drive Time: 13 minutes

	2005-2009 ACS Estimate	Percent	MOR (±)	Reliability
<b>TOTALS</b>	193,147		4,135	UU
Total Population	72,174		1,445	UU
Total Households	76,616		1,170	UU
Total Housing Units				
<b>OWNER-OCCUPIED HOUSING UNITS BY VALUE</b>				
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	26	0.1%	26	UU
\$50,000 to \$74,999	19	0.0%	12	UU
\$75,000 to \$99,999	45	0.1%	30	UU
\$100,000 to \$149,999	41	0.1%	19	UU
\$150,000 to \$249,999	155	0.3%	81	UU
\$250,000 to \$499,999	96	0.2%	65	UU
\$500,000 to \$749,999	144	0.3%	97	UU
\$750,000 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	
<b>OWNER-OCCUPIED HOUSING UNITS BY MORTGAGE STATUS</b>				
Total	45,394	100.0%	942	UU
Housing units with a mortgage/contract to purchase/similar debt	30,227	66.6%	690	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
<b>AVERAGE VALUE BY MORTGAGE STATUS</b>				
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

Prepared by Robert Goman  
120 Old Post Rd, Rye, New York, 10580, S. 13, 23 DT  
Drive Time: 13 minutes

	2005-2009 ACS Estimate	Percent	MOR (±)	Reliability
<b>RENTER-OCCUPIED HOUSING UNITS BY CONTRACT RENT</b>				
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	
<b>RENTER-OCCUPIED HOUSING UNITS BY INCLUSION OF UTILITIES IN RENT</b>				
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
<b>HOUSING UNITS BY UNITS IN STRUCTURE</b>				
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	2,839	3.7%	334	UU
10 to 49	3,613	4.7%	421	UU
50 or more	1,115	1.5%	552	UU
No structure	17	0.0%	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  
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Drive Time: 13 minutes

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

### OCCUPIED HOUSING UNITS BY YEAR HOUSEHOLDER MOVED INTO UNIT

	2005-2009 ACS Estimate	Percent	MOE (±)	Reliability
Total	72,174	100.0%	1,145	UU
Owner occupied	6,062	8.4%	490	UU
Moved in: 2005 or later	10,299	14.3%	576	UU
Moved in: 2000 to 2004	11,959	16.6%	600	UU
Moved in: 1990 to 1999	6,512	9.0%	427	UU
Moved in: 1980 to 1989	4,717	6.5%	362	UU
Moved in: 1970 to 1979	5,844	8.1%	417	UU
Moved in: 1969 or earlier	10,783	14.9%	691	UU
Renter occupied	8,606	11.9%	556	UU
Moved in: 2005 or later	4,227	5.9%	253	UU
Moved in: 2000 to 2004	1,452	2.1%	178	UU
Moved in: 1990 to 1999	938	1.3%	178	UU
Moved in: 1970 to 1979	734	1.0%	176	UU
Moved in: 1969 or earlier	N/A		N/A	

### OCCUPIED HOUSING UNITS BY HOUSE HEATING FUEL

	2005-2009 ACS Estimate	Percent	MOE (±)	Reliability
Total	72,174	100.0%	1,145	UU
Utility gas	40,585	56.2%	1,053	UU
Bottled, tank, or LP gas	1,005	1.4%	170	UU
Electricity	5,267	7.3%	462	UU
Fuel oil, kerosene, etc	24,758	34.3%	594	UU
Coal or coke	12	0.0%	12	UU
Wood	59	0.1%	40	UU
Solar energy	17	0.0%	20	UU
Other fuel	352	0.5%	115	UU
No fuel used	180	0.2%	70	UU

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

Reliability: UU high U medium U low

April 13, 2014



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Median Year Structure Built	1955		N/A	

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Bottled, tank, or LP gas	1,005	1.4%	170	UU
Electricity	5,267	7.2%	462	UU
Fuel oil, kerosene, etc	24,758	34.3%	594	UU
Coal or coke	12	0.0%	12	UU
Wood	59	0.1%	40	UU
Solar energy	17	0.0%	20	UU
Other fuel	352	0.5%	115	UU
No fuel used	180	0.2%	70	UU

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

Reliability: UU 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
<b>TOTALS</b>				
Total Population	1,269,719		1,485	UU
Total Households	470,798		3,018	UU
Total Housing Units	501,069		3,003	UU
<b>OWNER-OCCUPIED HOUSING UNITS BY VALUE</b>				
Total	252,892	100.0%	2,424	UU
Less than \$10,000	1,249	0.5%	713	UU
\$10,000 to \$14,999	1,375	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	1,726	0.7%	329	UU
\$60,000 to \$69,999	1,671	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 \$199,999	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	N/A		N/A	
Median Home Value	N/A		N/A	
Average Home Value	N/A		N/A	
<b>OWNER-OCCUPIED HOUSING UNITS BY MORTGAGE STATUS</b>				
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
<b>AVERAGE VALUE BY MORTGAGE STATUS</b>				
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

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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
<b>RENTER-OCCUPIED HOUSING UNITS BY CONTRACT RENT</b>				
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%	237	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%	684	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	N/A		N/A	
Median Contract Rent	N/A		N/A	
Average Contract Rent	N/A		N/A	
<b>UTILITIES IN RENT</b>				
Total	217,907	100.0%	2,632	UU
Pay extra for one or more utilities	174,076	79.8%	2,464	UU
No extra payment for any utilities	43,831	20.1%	1,281	UU
<b>HOUSING UNITS BY UNITS IN STRUCTURE</b>				
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
<b>HOUSING UNITS BY YEAR STRUCTURE BUILT</b>				
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
<b>OCCUPIED HOUSING UNITS BY YEAR HOUSEHOLDER MOVED INTO UNIT</b>				
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
<b>OCCUPIED HOUSING UNITS BY HOUSE HEATING FUEL</b>				
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%	536	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

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	2005-2009 ACS Estimate	Percent	MOE(±)	Reliability
<b>OCCUPIED HOUSING UNITS BY VEHICLES AVAILABLE</b>				
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

### Demographic Summary

Total Population	1,653
Population 55+	400
Median Age	40.0
Households	5,896
% Householders 55+	42.8%
Owner/Renter Ratio	1.7
Median Home Value	\$703,332
Average Home Value	\$760,373
Median Household Income	\$114,475
Median Household Income for Householder 55+	\$93,166

### Population by Age and Sex

Census 2010		2013	
Number	% of 55+	Number	% of 55+
Male Population	1,806	1,806	100.0%
Total (55+)	400	506	28.0%
55-59	345	361	20.0%
60-64	266	286	15.8%
65-69	193	214	11.7%
70-74	158	156	8.6%
75-79	141	129	7.1%
80-84	150	154	8.5%
85+	2,243	2,290	100.0%
Female	449	515	22.5%
Total (55+)	386	407	17.8%
55-59	306	319	13.9%
60-64	255	266	11.4%
65-69	209	213	9.3%
70-74	259	200	8.7%
75-79	379	370	16.2%
80-84	3,898	4,095	34.5%
85+	849	1,021	7.9%
Total Population	731	768	4.9%
Total (55+)	573	604	3.9%
55-59	449	480	3.1%
60-64	367	369	2.4%
65-69	400	329	2.1%
70-74	529	524	3.3%
75-79	2,318	2,306	14.7%
80-84	1,296	1,222	7.8%
85+	1,168	1,168	7.4%

### 2013-2018 Change

2013-2018 Change	2013 Annual Rate
15,886	0.15%
4,096	1.55%
40.5	0.29%
5,896	0.18%
42.8%	1.70%
1.7	1.15%
\$703,332	5.76%
\$760,373	4.33%
\$114,475	2.73%
\$93,166	4.74%

2018	
Number	% of 55+
2,106	100.0%
617	29.3%
467	22.2%
324	15.4%
250	11.9%
180	8.5%
120	5.7%
148	7.0%
2,470	100.0%
625	25.3%
474	19.2%
369	14.9%
282	11.4%
221	8.9%
175	7.1%
324	13.1%
4,576	37.0%
1,242	7.9%
941	6.0%
693	4.4%
532	3.4%
401	2.5%
295	1.9%
472	3.0%
2,393	15.1%
1,168	7.4%

### 2013 Households by Income and Age of Householder 55+

55-64	Percent	65-74	Percent	75+	Percent	Total	Percent
1,100	100%	697	100%	145	100%	2,676	100%
55	5.0%	53	7.6%	145	16.5%	253	9.5%
\$15,000-\$24,999	3.6%	37	5.3%	70	8.0%	143	5.3%
\$25,000-\$34,999	3.0%	15	2.2%	48	5.5%	93	3.5%
\$35,000-\$49,999	7.0%	69	9.9%	82	9.3%	221	8.3%
\$50,000-\$74,999	12.2%	120	17.2%	178	20.3%	420	15.7%
\$75,000-\$99,999	11.5%	71	10.2%	83	9.4%	269	10.1%
\$100,000-\$149,999	189	92	13.2%	89	10.1%	370	13.8%
\$150,000-\$199,999	130	66	9.5%	54	6.1%	250	9.3%
\$200,000+	352	175	25.1%	129	14.7%	656	24.5%
Median HH Income	\$127,740	\$93,253	\$60,679	\$93,166		\$93,166	
Average HH Income	\$180,883	\$151,297	\$106,550	\$148,760		\$148,760	

### 2018 Households by Income and Age of Householder 55+

55-64	Percent	65-74	Percent	75+	Percent	Total	Percent
1,323	100%	780	100%	837	100%	2,940	100%
49	3.7%	51	6.5%	119	14.2%	219	7.4%
\$15,000-\$24,999	2.6%	30	3.8%	49	5.9%	105	3.6%
\$25,000-\$34,999	2.8%	15	1.9%	44	5.3%	87	3.0%
\$35,000-\$49,999	6.3%	58	7.4%	69	8.2%	190	6.5%
\$50,000-\$74,999	94	94	12.1%	132	15.8%	320	10.9%
\$75,000-\$99,999	148	91	11.7%	102	12.2%	341	11.6%
\$100,000-\$149,999	249	118	15.1%	109	13.0%	476	16.2%
\$150,000-\$199,999	189	95	12.2%	65	7.8%	349	11.9%
\$200,000+	476	229	29.4%	148	17.7%	853	29.0%
Median HH Income	\$150,781	\$117,555	\$76,031	\$117,450		\$117,450	
Average HH Income	\$227,433	\$194,414	\$137,150	\$192,973		\$192,973	

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

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





# 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 Non relative 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	2013		2018
	Number	% of 55+	
Total (55+)	21,956	100.0%	26,351
55-59	5,687	25.9%	6,789
60-64	4,697	21.4%	5,754
65-69	3,472	15.8%	4,599
70-74	2,556	11.6%	3,353
75-79	2,201	10.0%	2,948
80-84	1,754	8.0%	2,248
85+	1,589	7.2%	1,821

Female			
Total (55+)	2013		2018
	Number	% of 55+	
55-59	6,249	21.8%	7,305
60-64	5,436	19.0%	6,365
65-69	4,235	14.8%	5,300
70-74	3,422	11.9%	4,192
75-79	3,031	10.6%	3,157
80-84	2,926	10.2%	2,453
85+	3,377	11.8%	3,500

Total Population			
Total (55+)	2013		2018
	Number	% of Total Pop	
55-59	11,935	6.1%	14,094
60-64	10,133	5.2%	12,119
65-69	7,707	4.0%	9,899
70-74	5,978	3.1%	7,544
75-79	5,232	2.7%	5,505
80-84	4,680	2.4%	4,140
85+	4,965	2.6%	5,322

Total			
Total	2013		2018
	Number	% of Total	
55-59	11,935	6.1%	14,094
60-64	10,133	5.2%	12,119
65-69	7,707	4.0%	9,899
70-74	5,978	3.1%	7,544
75-79	5,232	2.7%	5,505
80-84	4,680	2.4%	4,140
85+	4,965	2.6%	5,322

**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 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 Households by Income and Age of Householder 55+			Total	Percent
	55-64	65-74	75+		
Total	13,819	9,202	9,647	32,868	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	749	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	735	957	2,179	6.1%
\$25,000-\$34,999	728	740	1,067	2,555	7.1%
\$35,000-\$49,999	1,156	1,071	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		
Total	Number	Percent
White Alone	68,040	100.0%
Black Alone	56,442	83.0%
American Indian Alone	5,087	7.5%
Asian Alone	143	0.2%
Pacific Islander Alone	2,756	4.1%
Some Other Race Alone	11	0.0%
Two or More Races	2,635	3.9%
Hispanic Origin (Any Race)	966	1.4%
Total	8,972	13.2%

Census 2010 Households and Age of Householder		
Total	Number	Percent
Family Households	31,283	100.0%
Householder Age 55-64	18,101	57.9%
Householder Age 65-74	8,685	27.8%
Householder Age 75-84	5,028	16.1%
Householder Age 85+	3,233	10.3%
Nonfamily Households	1,155	3.7%
Householder Age 55-64	13,182	42.1%
Householder Age 65-74	4,112	13.1%
Householder Age 75-84	3,447	11.0%
Householder Age 85+	3,389	10.8%
Total	2,234	7.1%

Census 2010 Occupied Housing Units by Age of Householder		
Total	Number	Percent
Owner Occupied Housing Units	31,281	100.0%
Householder Age 55-64	22,169	70.9%
Householder Age 65-74	8,905	28.5%
Householder Age 75-84	6,144	19.6%
Householder Age 85+	4,833	15.5%
Renter Occupied Housing Units	2,287	7.3%
Householder Age 55-64	9,112	29.1%
Householder Age 65-74	3,892	12.4%
Householder Age 75-84	2,331	7.5%
Householder Age 85+	1,788	5.7%
Total	1,101	3.5%

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.



NOVEMBER 2014



# Age 55+ Profile

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

Prepared by Robert Goman

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



# Age 55+ Profile

Prepared by Robert Goman

## Demographic Summary

Total Population	1,280,138
Population 55+	327,938
Median Age	38.5
Households	480,532
% Householders 55+	42.0%
Owner/Renter Ratio	1.0
Median Home Value	\$479,179
Average Home Value	\$568,406
Median Household Income	\$76,950
Median Household Income for Householder 55+	\$57,134

## 2013-2018

Change	28,025	2013-2018
Annual Rate	0.43%	2013-2018
Total	1,313,850	2018
Population 55+	383,997	2018
Median Age	39.4	2018
Households	493,813	2018
% Householders 55+	47.1%	2018
Owner/Renter Ratio	1.0	2018
Median Home Value	\$479,179	2018
Average Home Value	\$568,406	2018
Median Household Income	\$76,950	2018
Median Household Income for Householder 55+	\$57,134	2018

## 2013 Households by Income and Age of Householder 55+

Income	55-64	65-74	75+	Total
Total	92,994	61,180	58,445	212,619
<\$15,000	9,714	10.4%	100%	100%
\$15,000-\$24,999	5,645	6.1%	9.8%	17.4%
\$25,000-\$34,999	7,041	7.6%	12.6%	15.1%
\$35,000-\$49,999	10,995	11.8%	18.8%	20.6%
\$50,000-\$74,999	13,840	14.9%	23.9%	27.7%
\$75,000-\$99,999	10,321	11.1%	17.1%	18.8%
\$100,000-\$149,999	14,875	16.0%	23.9%	26.7%
\$150,000-\$199,999	7,560	8.1%	11.9%	13.0%
\$200,000+	13,001	14.0%	20.5%	22.3%
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+

Income	55-64	65-74	75+	Total
Total	98,857	72,140	61,816	232,813
<\$15,000	9,401	9.5%	100%	100%
\$15,000-\$24,999	4,433	4.5%	9.2%	11.5%
\$25,000-\$34,999	6,462	6.5%	10.6%	12.6%
\$35,000-\$49,999	10,593	10.7%	17.1%	19.7%
\$50,000-\$74,999	11,988	12.1%	19.5%	22.6%
\$75,000-\$99,999	12,941	13.1%	20.9%	23.9%
\$100,000-\$149,999	18,062	18.3%	29.1%	33.0%
\$150,000-\$199,999	9,808	9.9%	14.7%	16.6%
\$200,000+	15,170	15.3%	24.5%	27.9%
Median HH Income	\$85,945	\$66,085	\$47,214	\$69,130
Average HH Income	\$136,200	\$111,712	\$84,884	\$114,987

## Male Population

Age	2010	2013	2018	% of 55+
Total (55+)	139,502	149,114	167,319	100.0%
55-59	36,286	39,041	41,761	25.0%
60-64	30,956	33,226	36,691	21.9%
65-69	22,612	25,051	29,744	17.8%
70-74	16,645	18,223	22,419	13.4%
75-79	13,563	13,548	15,592	9.3%
80-84	10,459	10,353	10,516	6.3%
85+	8,981	9,672	10,596	6.3%

## Female Population

Age	2010	2013	2018	% of 55+
Total (55+)	237,453	197,519	216,678	100.0%
55-59	42,429	45,084	47,600	22.0%
60-64	37,244	39,843	43,138	19.9%
65-69	28,713	31,469	37,024	17.1%
70-74	22,876	24,534	29,448	13.6%
75-79	19,701	19,599	22,058	10.2%
80-84	17,538	16,415	16,253	7.5%
85+	19,935	20,575	21,157	9.8%

## Population by Age and Sex

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

Data Note: Income is reported for July 1, 2013 and represents annual income for the preceding year, expressed in current (2017) 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

November 25, 2014





## 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 \$930,553  
Average Value \$760,373 \$939,678

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	87.0%	3,726	62.9%
15-24	76	1.3%	11	0.2%
25-34	560	9.5%	168	3.0%
35-44	1,241	21.0%	697	12.0%
45-54	1,495	25.4%	1,094	18.7%
55-64	963	16.3%	715	12.2%
65-74	649	11.0%	507	8.6%
75-84	523	8.9%	378	6.5%
85+	391	6.6%	195	3.4%

### 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	100.0%	3,726	63.2%
White Alone	5,203	88.3%	3,515	60.0%
Black/African American	133	2.3%	35	0.6%
American Indian/Alaska	11	0.2%	3	0.1%
Asian Alone	328	5.6%	113	1.9%
Pacific Islander Alone	1	0.0%	0	0.0%
Other Race Alone	145	2.5%	31	0.5%
Two or More Races	75	1.3%	29	0.5%
Hispanic Origin	497	8.4%	160	2.7%

### Census 2010 Occupied Housing Units by Size and Home Ownership

	Occupied Units		Owner Occupied Units	
	Number	% of Occupied	Number	% of Occupied
Total	5,897	100.0%	3,726	63.2%
1-Person	1,595	27.0%	760	12.4%
2-Person	1,529	26.0%	1,044	16.8%
3-Person	904	15.3%	588	9.4%
4-Person	1,087	18.4%	735	11.6%
5-Person	554	9.4%	427	6.9%
6-Person	165	2.8%	128	2.1%
7+ Person	63	1.1%	44	0.7%

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	2010	2013	2018	2018
2010 Total Population	194,877		79,864	\$85,864
2013 Total Population	195,142		74,093	\$100,543
2018 Total Population	198,781		43,813	3.21%
2013-2018 Annual Rate	0.37%		30,280	
			5,771	

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%
Renter	42,649	54.4%	41,999	53.4%	43,813	54.9%
Owner	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	2010		2013		2018	
	Number	Percent	Number	Percent	Number	Percent
Total	41,997	100.0%	41,997	100.0%	43,813	100.0%
<\$50,000	100	0.2%	100	0.2%	10	0.0%
\$50,000-\$99,999	496	1.2%	496	1.2%	54	0.1%
\$100,000-\$149,999	774	1.8%	774	1.8%	133	0.3%
\$150,000-\$199,999	1,274	3.0%	1,274	3.0%	578	1.2%
\$200,000-\$249,999	1,487	3.5%	1,487	3.5%	1,044	2.4%
\$250,000-\$299,999	1,950	4.6%	1,950	4.6%	1,350	3.1%
\$300,000-\$399,999	4,471	10.6%	4,471	10.6%	2,058	4.7%
\$400,000-\$499,999	5,174	12.3%	5,174	12.3%	3,673	8.4%
\$500,000-\$749,999	10,148	24.2%	10,148	24.2%	7,400	16.9%
\$750,000-\$999,999	5,231	12.5%	5,231	12.5%	13,774	31.4%
\$1,000,000+	10,892	25.9%	10,892	25.9%	13,789	31.5%
Median Value			\$629,865		\$852,654	
Average Value			\$708,169		\$844,621	

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

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Drive Time: 13 minutes

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Census 2010 Owner Occupied Housing Units by Mortgage Status	Number	Percent
Total	42,649	100.0%
Owned with a Mortgage/Loan	28,737	67.4%
Owned Free and Clear	13,912	32.6%

Census 2010 Vacant Housing Units by Status	Number	Percent
Total	5,774	100.0%
For Rent	1,966	34.0%
Renters: Not Occupied	126	2.2%
For Sale Only	1,051	18.2%
Sold - Not Occupied	229	4.0%
Seasonal/Recreational/Occasional Use	845	14.6%
For Migrant Workers	1	0.0%
Other Vacant	1,563	27.1%

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

	Number	% of Occupied	Owner Occupied Units	Number	% of Occupied
Total	42,650	58.8%	72,576	42,650	58.8%
15-24	1,301	10.9%	9,357	37,915	66.2%
25-34	14,386	30.9%	7,328	1,748	30.6%
35-44	16,250	62.8%	10,208	1,696	47.2%
45-54	12,797	69.6%	8,475	786	18.4%
55-64	8,475	72.5%	6,621	450	30.4%
65-74	6,621	73.0%	3,388	3,167	26.0%
65+	3,388	67.5%			

Census 2010 Occupied Housing Units by Race/Ethnicity of Householder and Home Ownership

	Number	% of Occupied	Owner Occupied Units	Number	% of Occupied
Total	72,576	58.8%	42,650	72,576	58.8%
White Alone	57,364	66.2%	37,915	37,915	66.2%
Black/African American	5,705	7.9%	1,748	1,748	30.6%
American Indian/Alaska	191	0.3%	3,590	1,696	47.2%
Asian Alone	3,590	4.9%	29	4	13.8%
Pacific Islander Alone	29	0.0%	4,317	786	18.4%
Other Race Alone	4,317	5.9%	1,480	450	30.4%
Two or More Races	1,480	2.0%	12,195	3,167	26.0%
Hispanic Origin	12,195	16.8%			

Census 2010 Occupied Housing Units by Size and Home Ownership

	Number	% of Occupied	Owner Occupied Units	Number	% of Occupied
Total	72,576	58.8%	42,650	72,576	58.8%
1-Person	20,823	28.8%	10,607	10,607	50.9%
2-Person	20,707	28.5%	13,321	13,321	64.3%
3-Person	11,301	15.6%	6,733	6,733	59.6%
4-Person	10,926	15.1%	6,912	6,912	63.3%
5-Person	5,402	7.4%	3,447	3,447	63.8%
6-Person	1,991	2.7%	1,069	1,069	53.7%
7+ Person	1,426	1.9%	561	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		\$650,510	
Average Value	\$588,406		\$886,423	

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

April 13, 2014



### Housing Profile

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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	74,295	24,446
45-54	107,867	46,107
55-64	87,113	32,066
65-74	54,416	25,716
75-84	30,837	10,885
85+	18,577	

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: Persons of Hispanic Origin may be of any race  
Source: U.S. Census Bureau, Census 2010 Summary File 1

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

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](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 44 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](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 but has a median income of \$173,174, 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](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](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



## 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 influences. The median age is 37 years, and nearly 37 percent of the households are headed by married couples with children and single parents. The average family size is 3.77. Most of the population is diverse, with 44 percent of the population aged 18-24, 37 percent aged 25-34, and 13 percent aged 35 and older. The population is highly diverse of the Tapestry segments. More than half of the total population is Hispanic; 13.6 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](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 has 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](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 residents appear closer to retirement than child-rearing age, 30 percent of the households are married couples with children living at home. Ethnic 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](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](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](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 65.0 years, and 80 percent of the population is aged 65 or older. 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](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

Top 10 Tapestry Segments



**Top 10 Tapestry Segments:**

01. Top Rung  
Residents of Top Rung 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 Rung, 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\\_rung.pdf](http://www.esri.com/~media/Files/Pdfs/data/esri_data/pdfs/tapestry-singles/01_top_rung.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](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](http://www.esri.com/~media/Files/Pdfs/data/esri_data/pdfs/tapestry-singles/20_city_lights.pdf)

03. Connottsours  
Residents of Connottsours 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 Rung segment. This market is well educated; 63 percent of residents are college graduates. 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\\_connottsours.pdf](http://www.esri.com/~media/Files/Pdfs/data/esri_data/pdfs/tapestry-singles/03_connottsours.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](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. The majority are white, 13.7 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 well educated; 63 percent have a bachelor's degree or higher, and 20 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](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 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](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](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](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 56.9 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](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

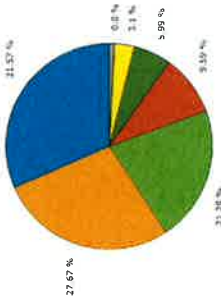


## Lifestyle Report

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](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](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](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](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

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## Lifestyle Report

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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](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, and 44 percent are single-person households. The population is ethnically diverse, with 11.6 percent Asian and 7 percent Hispanic. 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](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 11.6 percent Asian and 7 percent Hispanic. 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](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

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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
<b>Population Summary</b>			
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%
<b>Household Summary</b>			
2000 Households	5,743	71,508	469,699
2010 Average Household Size	2.60	2.60	2.60
2010 Households	5,898	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	2.86	2.82	2.60
2013-2018 Annual Rate	0.18%	0.27%	0.46%
2019 Average Family Size	4.089	4.732	5.302
2019 Average Family Size	3.26	3.23	3.23
2013 Families	4,060	47,854	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%
<b>Housing Unit Summary</b>			
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%
<b>Median Household Income</b>			
2013	\$114,475	\$85,864	\$62,950
2018	\$130,946	\$100,543	\$76,657
<b>Median Home Value</b>			
2013	\$703,312	\$629,865	\$479,179
2018	\$930,553	\$852,654	\$650,510
<b>Per Capita Income</b>			
2013	\$67,544	\$50,803	\$38,559
2018	\$76,101	\$61,562	\$45,805
<b>Median Age</b>			
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

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Drive Time: 5, 13, 23 minutes

Prepared by Robert Goman

	0 - 5 minutes	0 - 13 minutes	0 - 23 minutes
<b>2013 Households by Income</b>			
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%	6.6%
\$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
<b>2018 Households by Income</b>			
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 +	12.6%	10.7%	8.5%
Average Household Income	\$207,993	\$163,973	\$120,756
<b>2013 Owner Occupied Housing Units by Value</b>			
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%
Average Home Value	\$760,373	\$706,169	\$568,406
<b>2018 Owner Occupied Housing Units by Value</b>			
Total	3,840	43,813	252,300
<\$50,000	0.0%	0.0%	0.1%
\$50,000 - \$99,999	0.0%	0.1%	0.5%
\$100,000 - \$149,999	0.2%	0.3%	0.7%
\$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%
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.

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### Market Profile

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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	1,280,139
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%	76.1%	76.5%
18 +	70.1%		

#### 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.

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### Market Profile

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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	1,280,139
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%	82.2%	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.

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### Market Profile

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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

	0 - 5 minutes	0 - 13 minutes	0 - 23 minutes
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

	0 - 5 minutes	0 - 13 minutes	0 - 23 minutes
Civilian Employed	90.4%	91.1%	90.0%
Civilian Unemployed	9.6%	8.9%	10.0%

#### 2013 Employed Population 16+ by Industry

	0 - 5 minutes	0 - 13 minutes	0 - 23 minutes
Total	6,666	95,209	591,245
Agriculture/Mining	0.2%	0.1%	0.1%
Construction	6.4%	6.5%	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

	0 - 5 minutes	0 - 13 minutes	0 - 23 minutes
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.

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 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 Male Householder	1.3%	1.8%	2.3%
With Related Children	8.1%	10.8%	16.9%
With Related Children	4.6%	6.0%	10.1%
Nonfamily Households	3.6%	5.3%	5.2%
All Households with Children	40.3%	34.2%	34.4%
Multigenerational Households	1.9%	3.2%	5.0%
Unmarried Partner Households	3.3%	4.6%	5.4%
Male-female	2.8%	4.0%	4.7%
Same-sex	0.4%	0.6%	0.7%

#### 2010 Households by Size

	0 - 5 minutes	0 - 13 minutes	0 - 23 minutes
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

	0 - 5 minutes	0 - 13 minutes	0 - 23 minutes
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 legally 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.

April 13, 2014

**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
<b>1.</b>	Top Ring	Top Ring	City Lights
<b>2.</b>	Urban Chic	Urban Chic	City Stewers
<b>3.</b>	Commuter's	City Lights	Top Ring
<b>2013 Consumer Spending</b>			
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](mailto:apprbyedye@comcast.net)

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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
<b>Avalon Green</b>									
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
<b>Average:</b>	<b>\$ 2,220</b>			<b>\$ 2,038</b>			<b>\$ 2,674</b>		
<b>Talleyrand Apartments</b>									
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
<b>Average:</b>	<b>\$ 1,805</b>			<b>\$ 2,100</b>			<b>\$ 2,100</b>		
<b>Ridgeway Apartments</b>									
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)
<b>Average:</b>	<b>\$ 1,637</b>			<b>\$ 1,833</b>			<b>\$ 1,948</b>		
<b>Various Irvington Apartment Listings</b>									
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	\$ 1,350	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
<b>Average:</b>	<b>\$ 1,925</b>			<b>\$ 2,192</b>			<b>\$ 2,675</b>		
<b>One City Place</b>									
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
<b>Average:</b>	<b>\$ 3,009</b>			<b>\$ 4,056</b>			<b>\$ 3,908</b>		
<b>Hickstead White Plains Metro North</b>									
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
<b>Average:</b>	<b>\$ 2,256</b>			<b>\$ 2,816</b>			<b>\$ 3,115</b>		
<b>Avalon White Plains</b>									
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
<b>Average:</b>	<b>\$ 2,323</b>						<b>\$ 3,662</b>		

## 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				
2		Hutchinson Valley County Sewer District	8,566	150,844,745.00	15.560000
3	CS001		2,715	42,537,257.00	15.560000
4	CS002	Bronx River County Sewer District	11,281	159,791,272.00	9.020000
5	RF001	County Refuse Disposal District #1	16,057	291,474,408	11.541000
6	CR001	County Refuse District	11,805	261,652,893	50.227000
7	CS000	New Rochelle Sewer District	1,790	33,323,093	19.566000
8	CS001	Mamaroneck Sewer District	2,463	40,206,103	20.292000
9	CS002	Hutchinson Valley Sewer District	6,368	120,178,034	14.884500
10	SD001	Peekskill County Sewer District	6,252	67,965,830	8.042400
11	CW001	County Refuse Disposal District #1	4,935	140,101,716	17.608906
12	TXREF	County Refuse Disposal District #1	4,326	140,390,701	29.685684
13	TXBBS	Blind Brook County Sewer District	609	19,114,965	29.806843
14	TXMVS	Mamaroneck Valley County Sewer District	14,079	296,332,440	9.140000
15	GA174	County Refuse Disposal District #1	8,239	230,646,314	14.800000
16	SB171	Bronx Valley County Sewer District	5,862	176,588,595	15.530000
17	SM172	Mamaroneck Valley County Sewer District	36,461	557,425,596	10.900000
18	CW001	County Refuse Disposal District #1	19,525	367,021,443	17.710000
19	CS001	Bronx Valley Sewer District #1	3,628	90,891,529	18.380000
20	CS002	South Yonkers Sewer District #3	3,629	70,329,069	20.700000
21	CS003	Central Yonkers Sewer District #2	4,007	82,741,311	19.540000
22	CS004	North Yonkers County Sewer District #4	5,147	87,249,743	17.790000
23	CS005	Saw Mill Valley County Sewer District #5	6,268	583,338,785	0.571560
24	AM001	Paramedic Dist. No. 1	2,063	226,232,257	4.142390
25	FD030	Bedford Village Fire District	2,068	226,586,921	2.960040
26	PD011	Bedford Village Park District	494	41,430,220	0.352160
27	LT010	Bedford Village Lighting Dist	1,965	173,466,578	11.258570
28	FD031	Bedford Hills Fire District	2,030	187,805,234	3.738480
29	PD012	Bedford Hills Park District	937	48,441,685	0.724460
30	LT011	Bedford Hills Light	2,224	168,938,149	7.613140
31	FD032	Katonah Fire District	2,224	168,946,335	4.406220
32	PD013	Katonah Park District	930	50,485,830	0.565370
33	LT012	Katonah Light District	84	3,342,402	13.413710
34	WD039	Cedar Downs Water District	2,463	126,313,346	12.124360
35	WD040	Consolidated Water District	99	6,138,622	5.422060
36	WD042	Farms Water District (Cap)	95	5,350,673	9.324610
37	WD044	Farms Water District (O&M)	76	6,107,136	9.174680
38	WD043	Old Post Road Water District	79	14,704,401	4.934920
39	FD033	Fire Protection District No. 1	2,664	19,776,712	41.200000
40	SD472	Ossining Sanitary Sewer	1,561	14,277,672	32.480000
41	SD473	Peekskill Sanitary Sewer	14,825	109,964,035	17.350000
42	CW495	County Refuse Disposal #1	1,881	16,719,912	48.180000
43	FD411	Montrose Fire District	862	4,567,636	56.230000
44	FD412	Verplank Fire District	6,652	44,597,345	93.840000
45	FD413	Mohegan Fire District	868	5,805,329	23.620000
46	WD430	Montrose Water District	253	1,360,810	31.900000
47	PK481	Carl. Cont. Village Park	165	1,369,806	37.560000
48	FD415	Furnace Dock Road Fire Protection	652	6,723,336	56.310000
49	FD416	Mt. Atry Quaker Br. Rd. Fire Protection	617	3,205,851	48.680000
50	FD418	Continental Village Fire Protection	9,094	62,733,622	20.070000
51	WD457	Cortlandt Consolidated Water District	867	5,847,630	15.820000
52	LT460	Montrose Lighting District	856	3,914,988	7.160000
53	LT451	Verplank Lighting District			

# 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
<b>MUNICIPALITY</b>						
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			367,940,000
City of New Rochelle	551000	16,084			268,901,252			202,593,000
City of Peekskill*	551200	6,395			61,839,156			238,371,600
City of Rye	551400	4,937			138,126,937			150,380,000
City of White Plains	551700	14,080			276,979,095			196,140,000
City of Yonkers	551800	36,506			472,896,126			214,22
Town of Bedford	552000	6,296			577,191,217			19,827,190
Town of Cortlandt**	552200	15,379	79,781,520	170,79000	106,988,706			31,830,000
Town of Eastchester	552400	9,286	57,835,125	266,17400	104,760,180			33,441,200
Town of Greenburgh	552600	28,629	291,103,075	194,89810	254,579,096			15,582,900
Town of Harrison	552800	6,975			135,603,693			326,594,970
Town of Lewisboro	553000	5,822			302,173,880			18,299,330
Town of Mamaroneck	553200	8,739	3,696,089,147	3,62821	8,686,122,513			0,422,350
Town of Mount Kisco	555600	2,796						
Town of Mount Pleasant	553400	13,982	107,445,134	112,563737	143,258,568			8,938,931
Town of New Castle	553600	6,703			1,065,375,856			14,091,754
Town of North Castle	553800	4,793			116,258,878			158,295,000
Town of North Salem	554000	2,482			146,602,975			38,522,407
Town of Ossining	554200	10,169	49,509,918	101,179222	258,552,497			12,315,124
Town of Pelham	554400	3,691			2,334,800,766			0,548,500
Town of Pound Ridge	554600	2,471			391,340,996			0,744,500
Town of Rye	554800	11,091			368,913,586			13,666,300
Town of Scarsdale	555000	5,955			4,656,961,386			0,043,754
Town of Somers	555200	9,184			1,528,272,027			0,063,407
Town of Yorktown	555400	14,377						
					497,254,606			13,717,295
					126,394,411			147,318,100

\*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  
RYE, NEW YORK FAIRFIELD, CONNECTICUT

RYE

FAIRFIELD

HUDSON VALLEY

LONG ISLAND

# **TRAFFIC ACCESS & IMPACT STUDY**

---

## **Age-Restricted Residential Development 120 Old Post Road Rye, New York**



**Prepared for:  
Alfred Weissman Real Estate, Inc.**

**November 2014**





**FREDERICK P. CLARK ASSOCIATES, INC.**

PLANNING, TRANSPORTATION, ENVIRONMENT AND DEVELOPMENT  
RYE, NEW YORK FAIRFIELD, CONNECTICUT

**DAVID H. STOLMAN**  
AICP, PP  
PRESIDENT

**MICHAEL A. GALANTE**  
EXECUTIVE  
VICE PRESIDENT

41 RUANE STREET  
FAIRFIELD  
CONNECTICUT 06824  
203 255-3100  
FAX: 203 254-2139

RYE, NEW YORK  
914 967-6540

HUDSON VALLEY  
845 297-6056

LONG ISLAND  
516 364-4544

www.fpclark.com

email@fpclark.com

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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Mr. Alfred Weissman

Mr. Alan Weissman

Page 2

November 25, 2014

these analyses and a comparison between a background and combined conditions, which includes the proposed residential development, 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. Any approach with a Level of Service "F" will have a maximum increase in average delay of 7.2 seconds, which occurs during the morning peak hour.

This Traffic Study incorporates traffic related to a proposed residential development to be located on Theodore Fremd Avenue and potential development to be generated by Playland in the future.

Sincerely,

Handwritten signature of Michael A. Galante in black ink.

Michael A. Galante

Executive Vice President

Enclosure

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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.

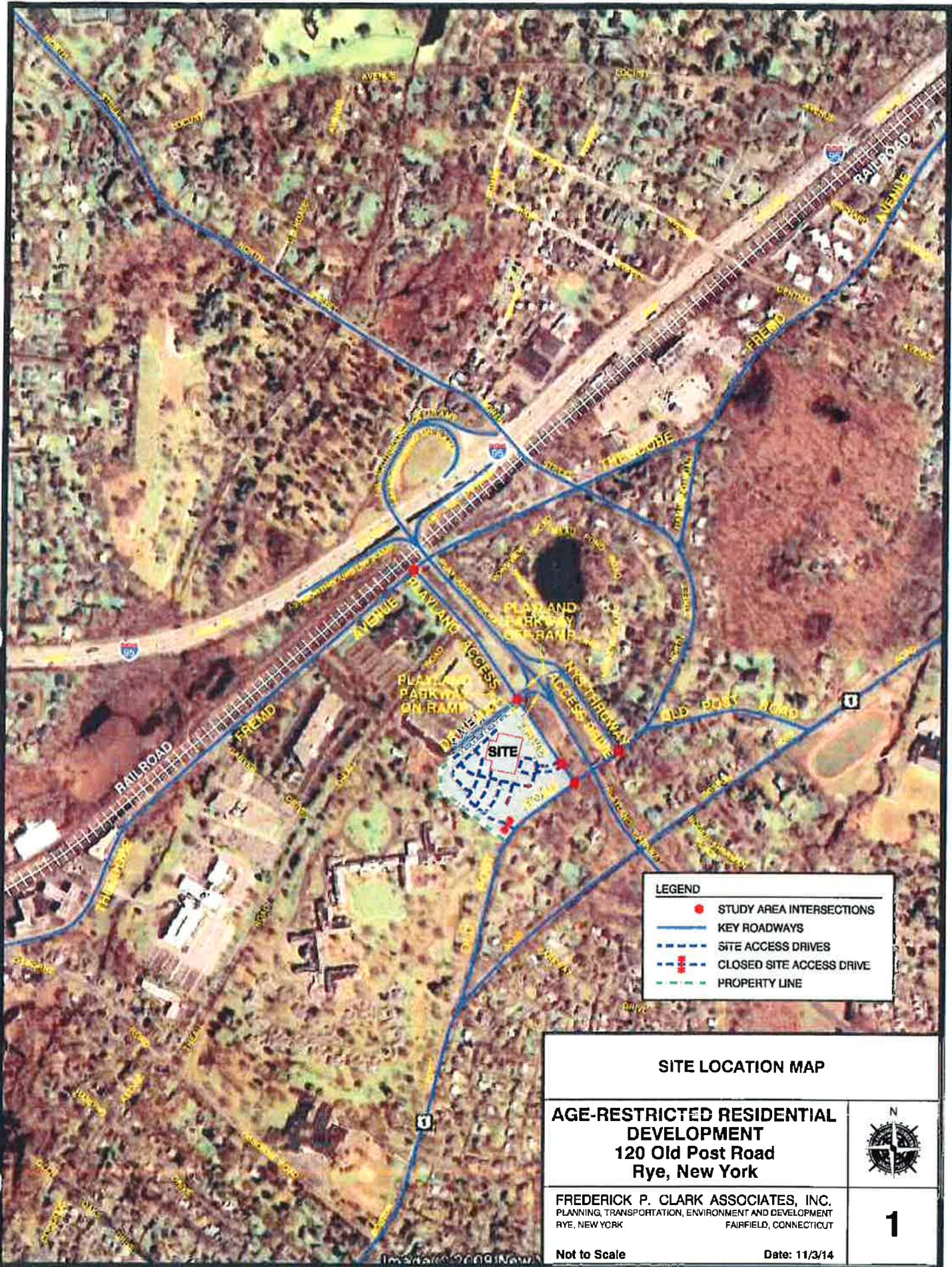
Figure 1 provides a reference of the site location for all of the roads described above. Figure 2 provides the current street system characteristics for each of these roads, as described above. Photographs of the area roads are included in the Appendix of this report.

### **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;

File: 017901  
Old Post Road, Rye, New York, 10987, NY



**LEGEND**

- STUDY AREA INTERSECTIONS
- KEY ROADWAYS
- - - SITE ACCESS DRIVES
- - - CLOSED SITE ACCESS DRIVE
- - - PROPERTY LINE

**SITE LOCATION MAP**

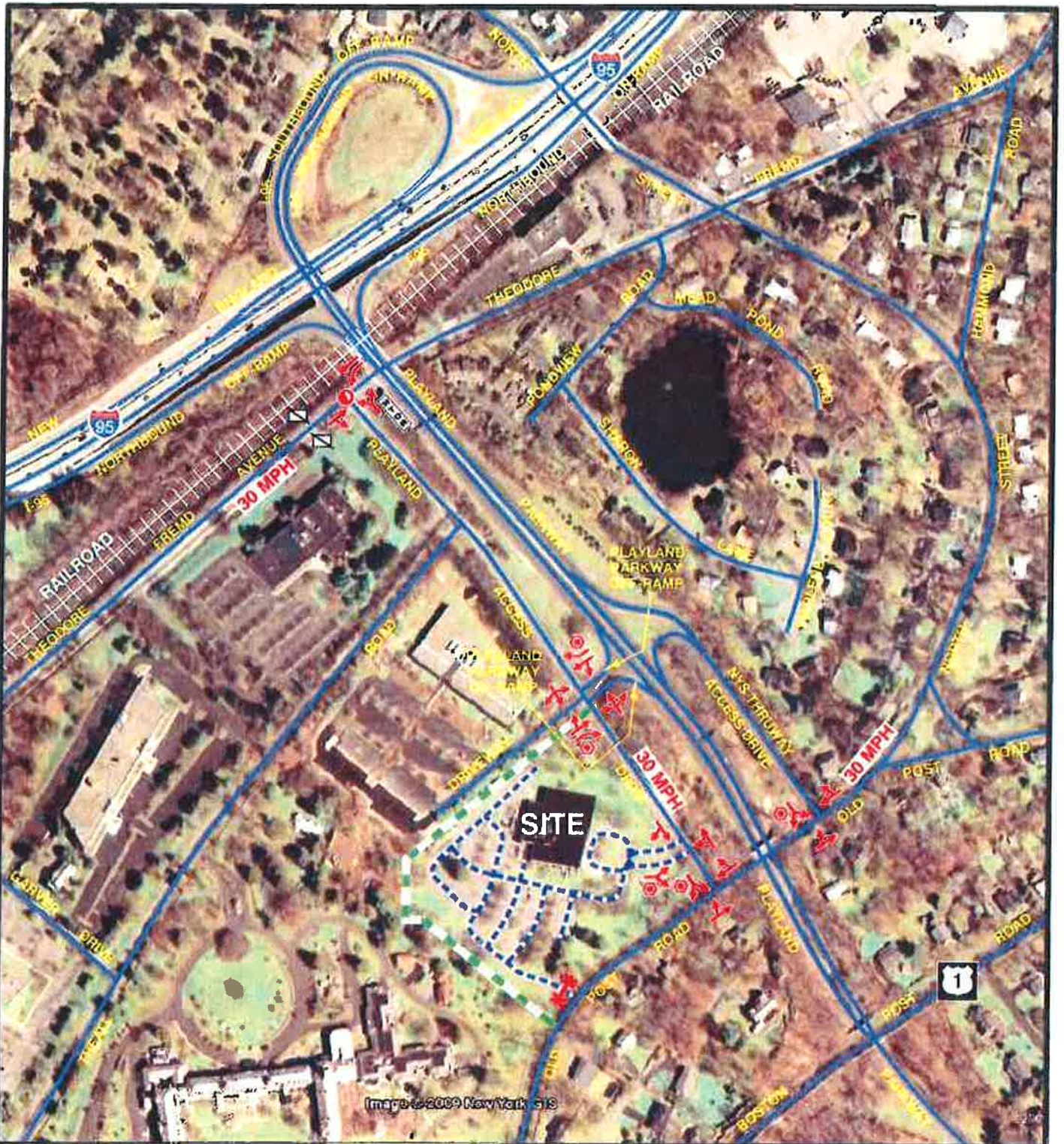
**AGE-RESTRICTED RESIDENTIAL DEVELOPMENT**  
**120 Old Post Road**  
**Rye, New York**

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)
-  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



**2**

Image © 2009 New York GIS

- 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

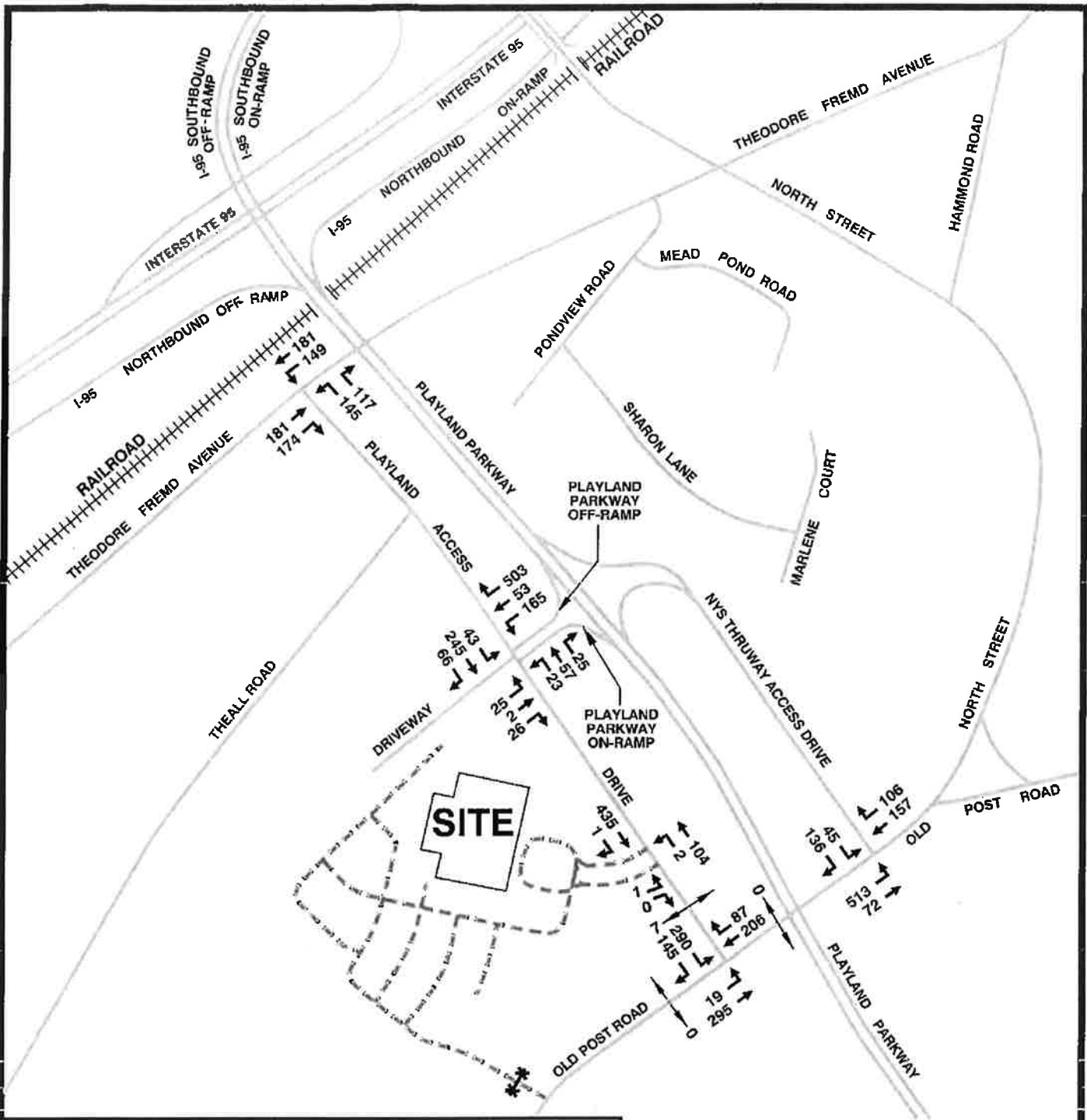
## Table 1 Cont'd

### 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**



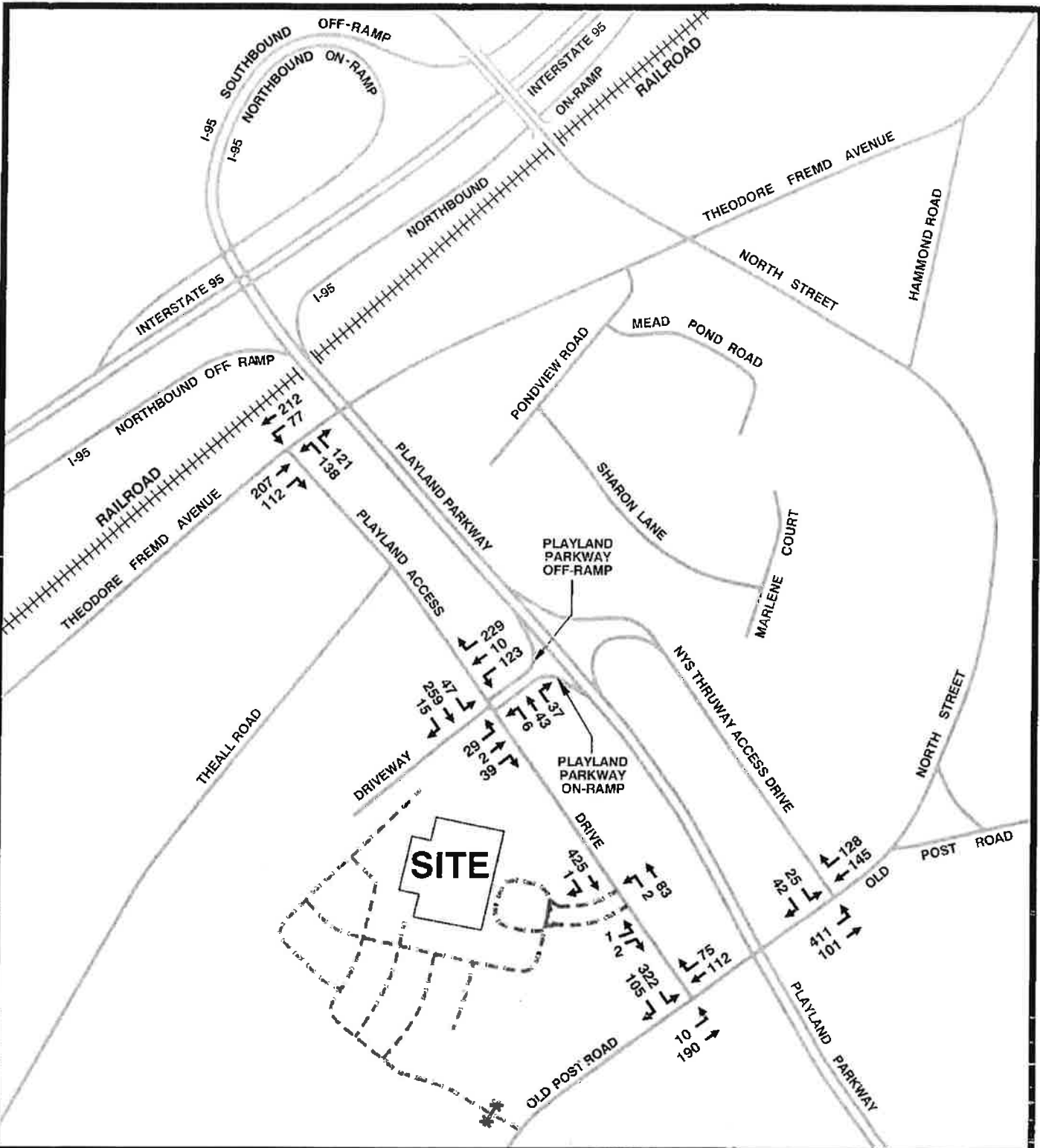
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**Notes:**

- 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**

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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	%	
<b>Weather Conditions</b>	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**

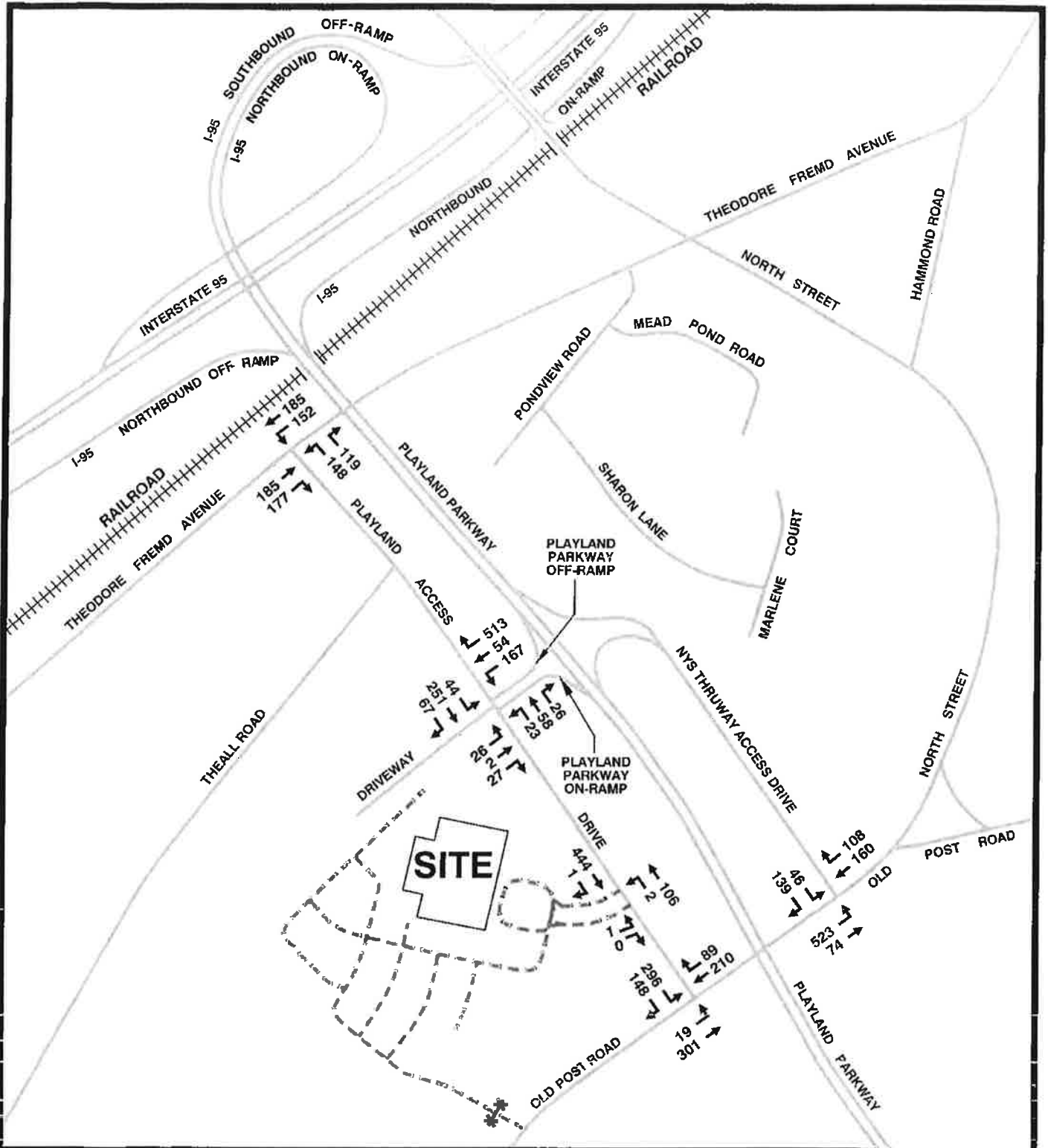
The baseline traffic volumes for 2014 were expanded to reflect a 2016 condition by applying an annual growth rate of one percent. The volumes for this condition are graphically illustrated in Figures 5 and 6 for the peak hours noted above.

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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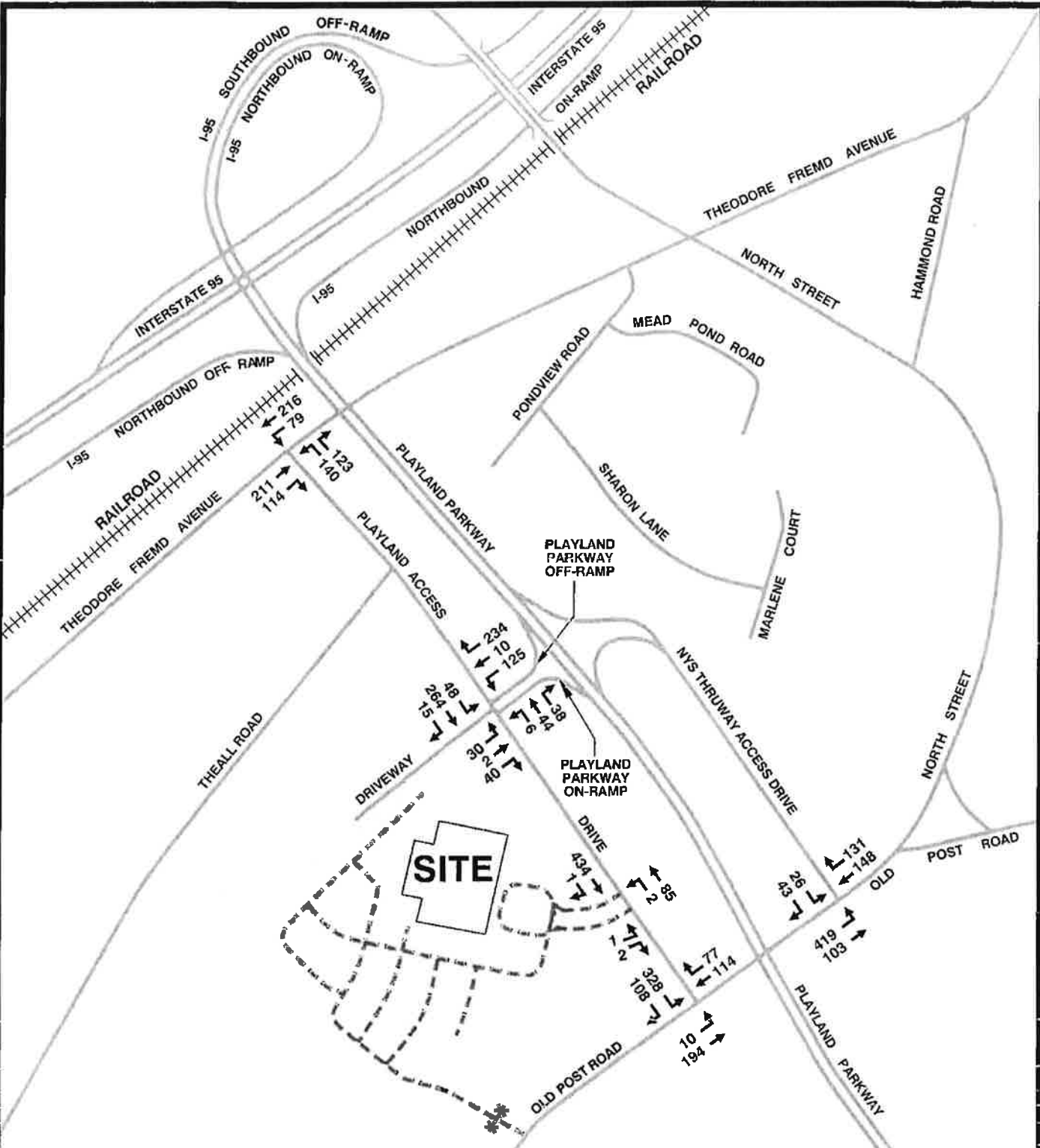
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Note: An annual growth rate of one percent was employed to the horizon year 2016.

LEGEND	
	SITE ACCESS DRIVE
	CLOSED SITE ACCESS DRIVE

**2016 PROJECTED TRAFFIC VOLUMES  
WEEKDAY AFTERNOON PEAK HOUR**

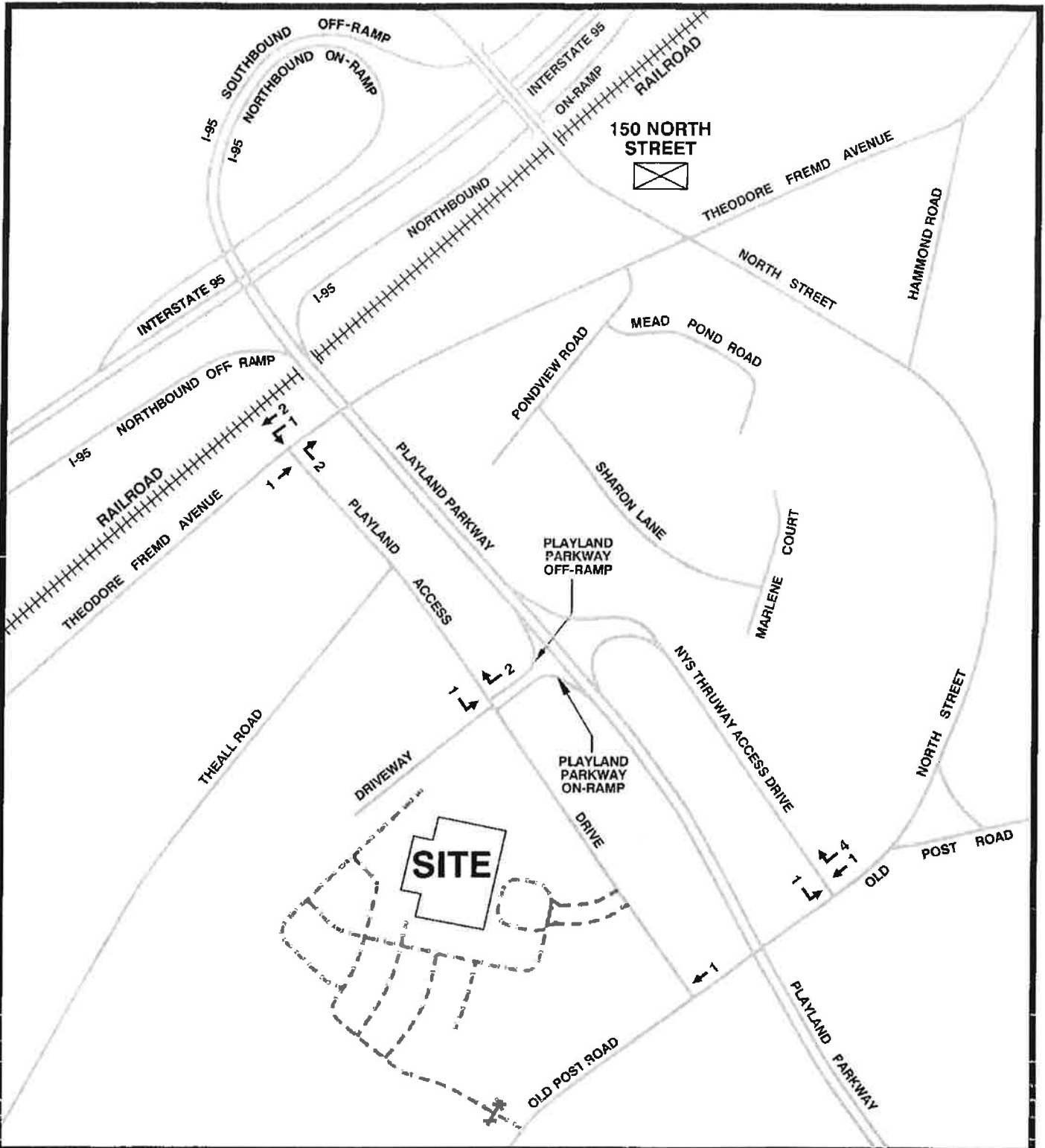
**AGE-RESTRICTED RESIDENTIAL  
DEVELOPMENT  
120 Old Post Road  
Rye, New York**



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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**

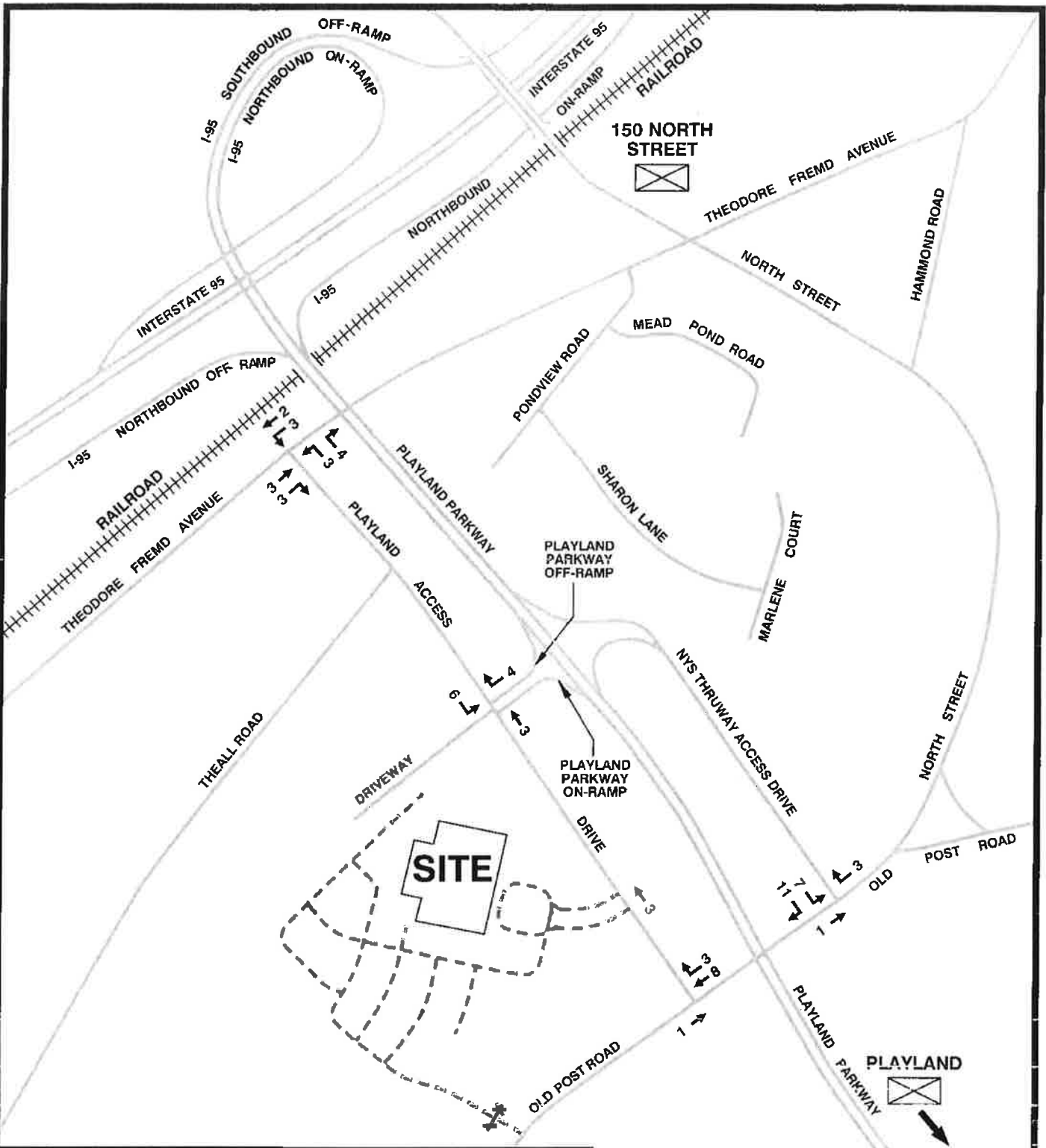


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**Notes: Other Developments include:**

- 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.

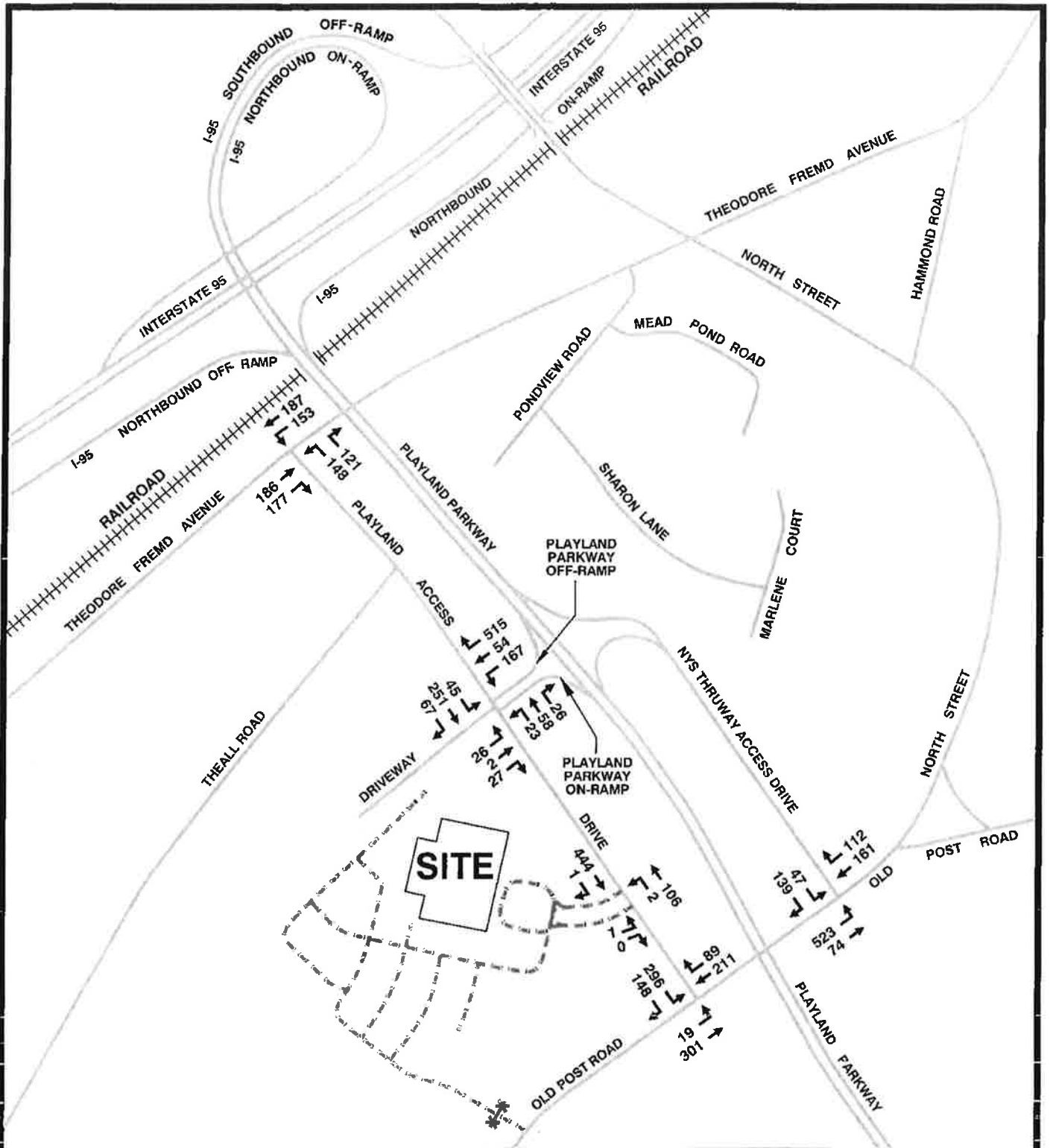
### **Site Traffic Generation**

To estimate the total number of vehicle trips for the proposed 135 age-restricted residential units, trip generation rates were obtained from the 9<sup>th</sup> 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 9<sup>th</sup> 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.

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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 MORNING PEAK HOUR**

**AGE-RESTRICTED RESIDENTIAL  
DEVELOPMENT  
120 Old Post Road  
Rye, New York**

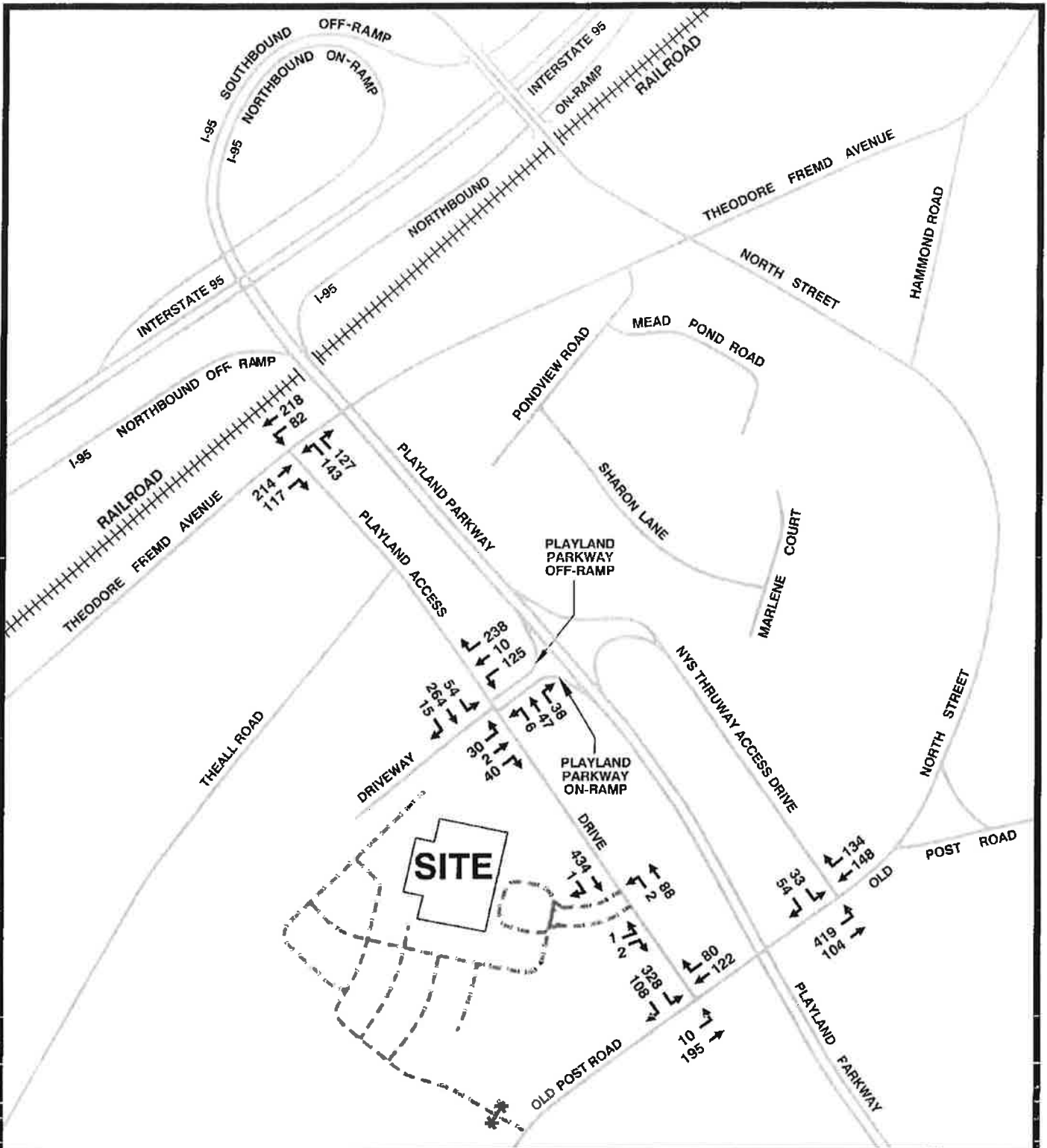


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Note: The 2016 Background Traffic Volumes include the 2016 Projected Traffic Volumes and the Other Developments Traffic Volumes.

**2016 BACKGROUND TRAFFIC VOLUMES  
WEEKDAY AFTERNOON PEAK HOUR**

**AGE-RESTRICTED RESIDENTIAL DEVELOPMENT  
120 Old Post Road  
Rye, New York**



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Date: 11/3/14

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," 9<sup>th</sup> 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," 9<sup>th</sup> 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**

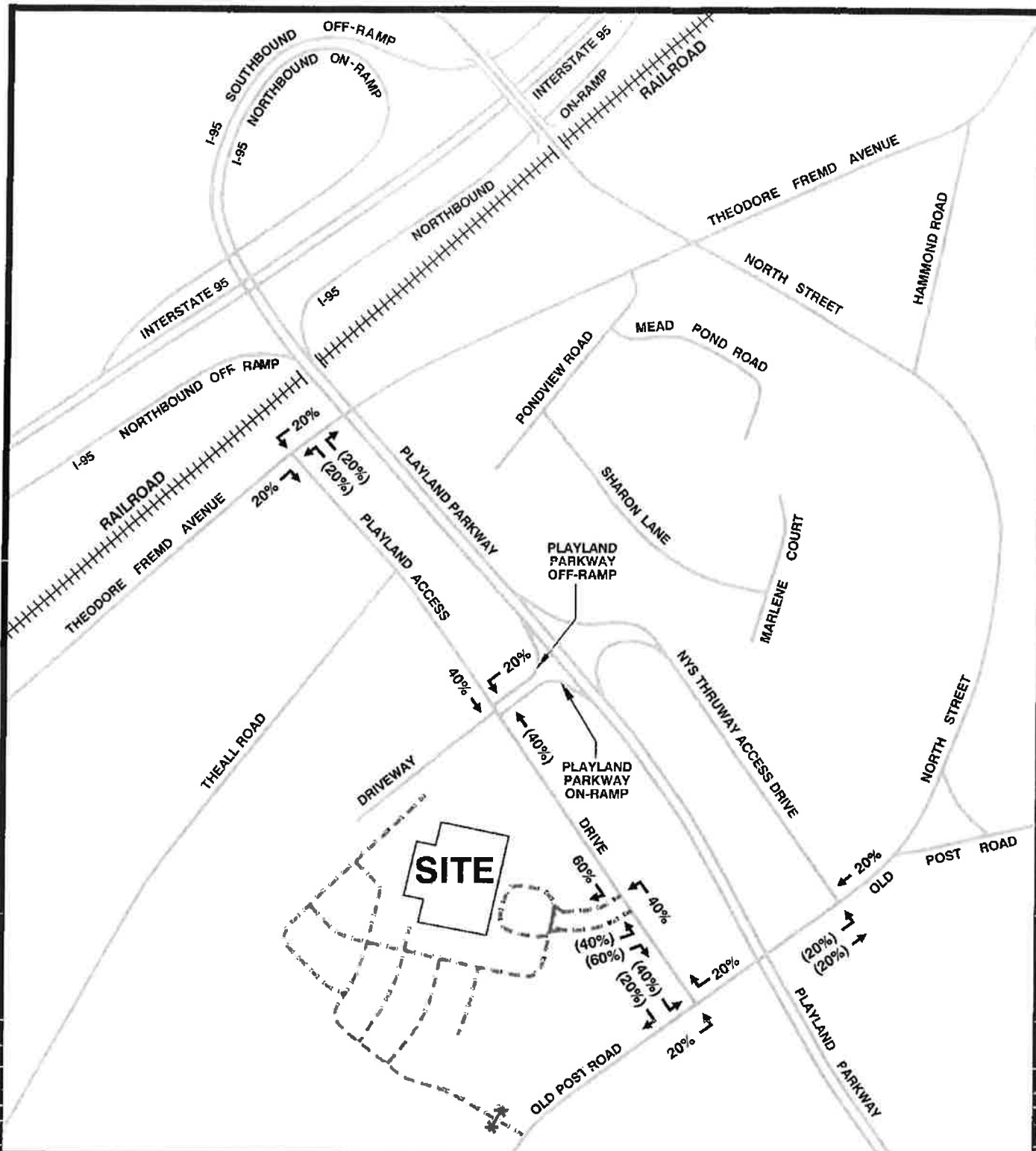
To develop the anticipated distribution patterns for the additional site traffic, an evaluation of current patterns at the site access drive and patterns for traffic conditions on area roads were analyzed. Based on the results of this analysis it was determined that for arrivals 60 percent of the site 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.



File: G:\760.004\120 Old Post Road, Rye\AutoCad\Figures\Fig 1'



**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



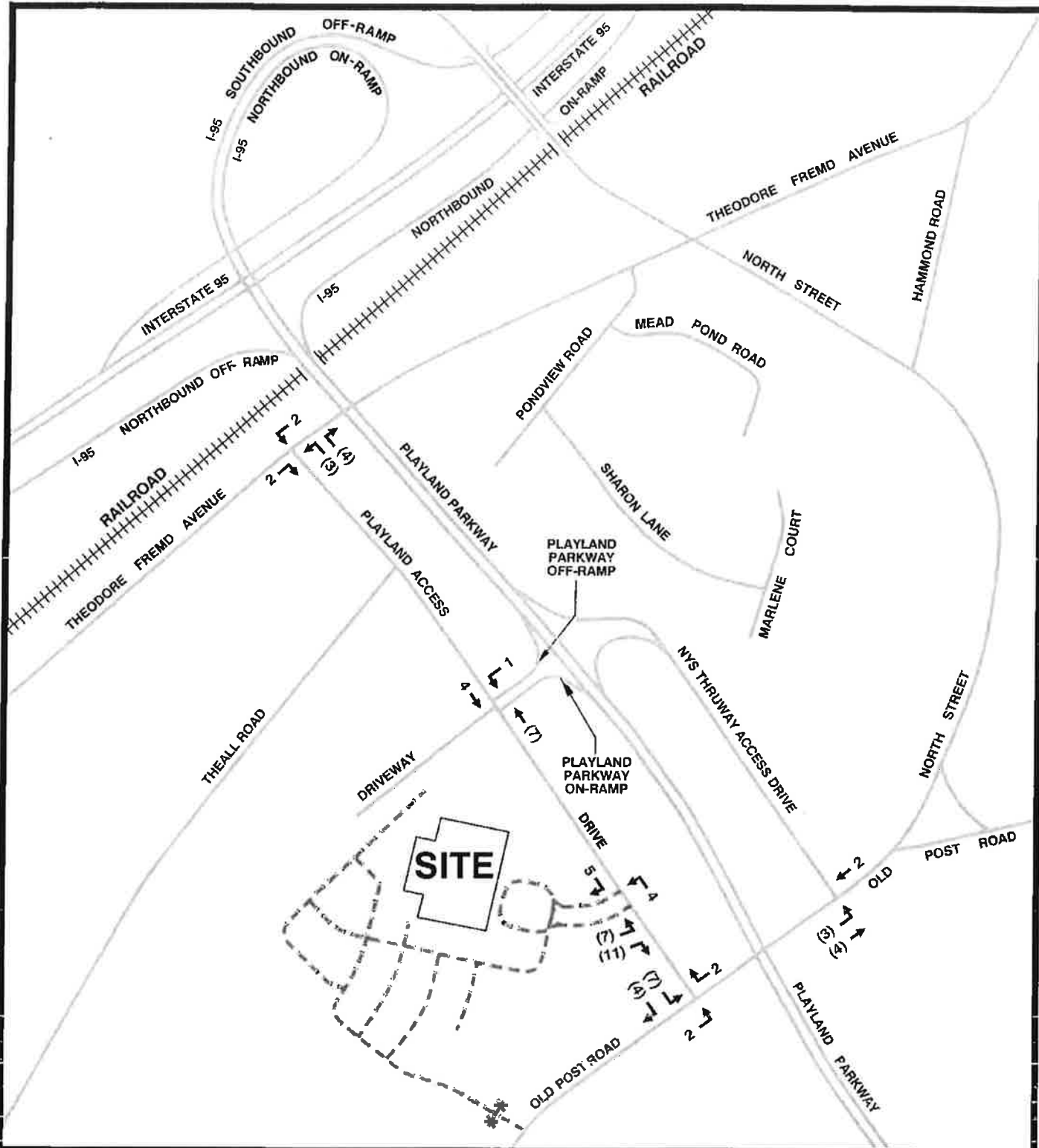
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FAIRFIELD, CONNECTICUT

11

Not to Scale

Date: 11/3/14

File: G:\1760\120 Old Post Road\_Rye\AutoCad\Figures\Fig 12



**SITE TRAFFIC**  
 Enter 9  
 Exit (18)  
 Total 27 Vehicle Trip Ends

**LEGEND**  
 - - - - - SITE ACCESS DRIVE  
 [Symbol] CLOSED SITE ACCESS DRIVE

**SITE TRAFFIC GENERATION AND ASSIGNMENT  
 WEEKDAY MORNING PEAK HOUR**

**AGE-RESTRICTED RESIDENTIAL DEVELOPMENT  
 120 Old Post Road  
 Rye, New York**

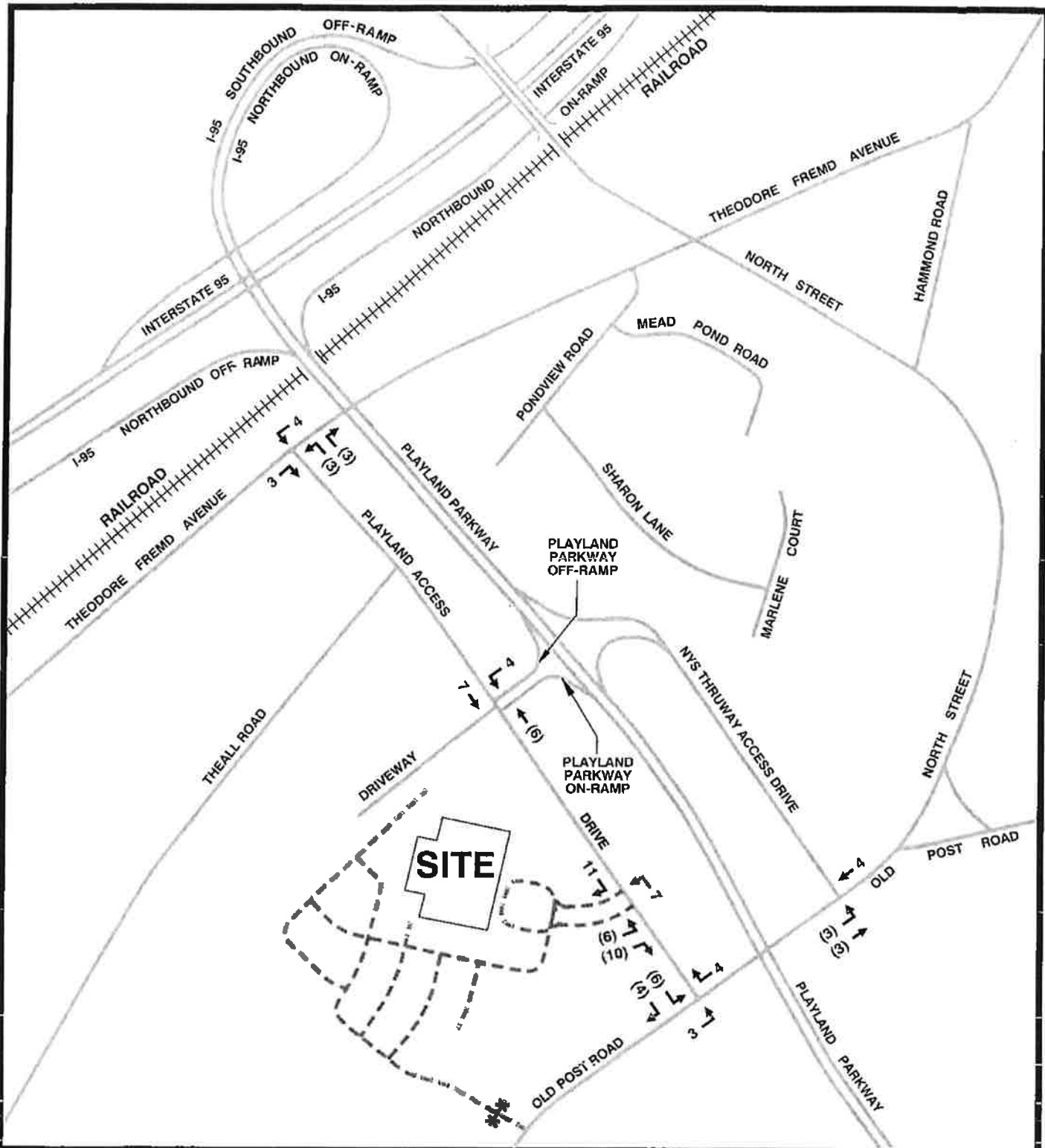


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**12**

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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:

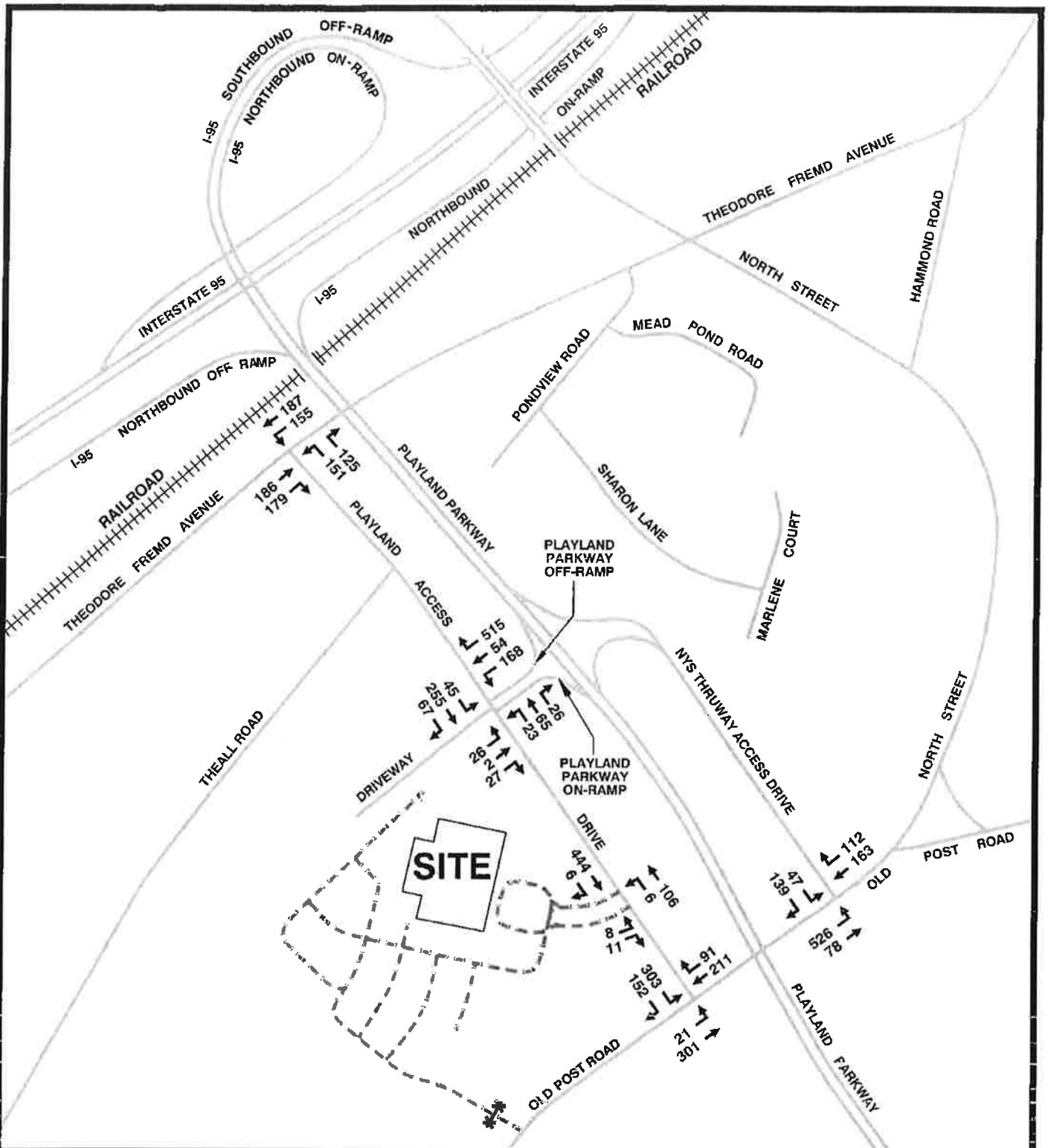
1. *Theodore Fremd Avenue at Playland Access Drive*

**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.



File: G:\760.004 120 Old Post Road, Rye\AutoCaci\Figures\Fig 14

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**

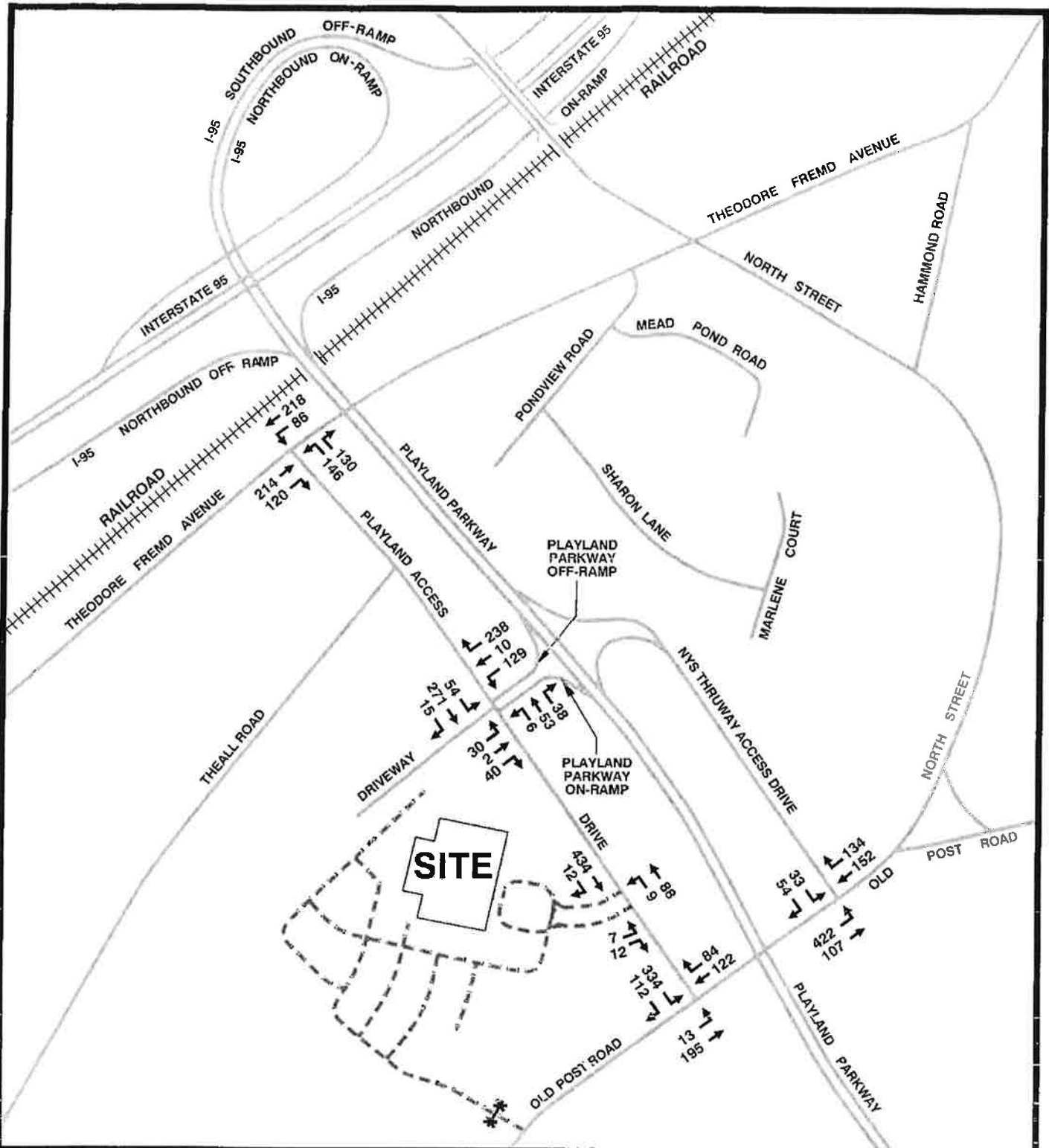


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**14**

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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 Project Delay (Seconds)	Weekday Afternoon Project Delay (Seconds)	Deterioration in LOS
				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	B/11.8	0.29	73	A/9.5	0.16	44	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	--	--	B/10.3	--	--	A/9.4	--	--	No	0.1	No
			NB LR	C/33.8	0.56	243	C/33.9	0.56	244	C/34.2	0.57	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	485	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
			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
			NB 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
			SB 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
Playland Access Drive at Office Building Access Drive	TWSC	130	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
			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
Old Post Road at Playland Access Drive	TWSC	110	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
Old Post Road at Thruway Access Drive	TWSC	925	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 95<sup>th</sup> 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 95<sup>th</sup> percentile queue is the maximum back of the queue with the 95<sup>th</sup> percentile traffic volumes.
- **Bolded** 95<sup>th</sup> 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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 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**

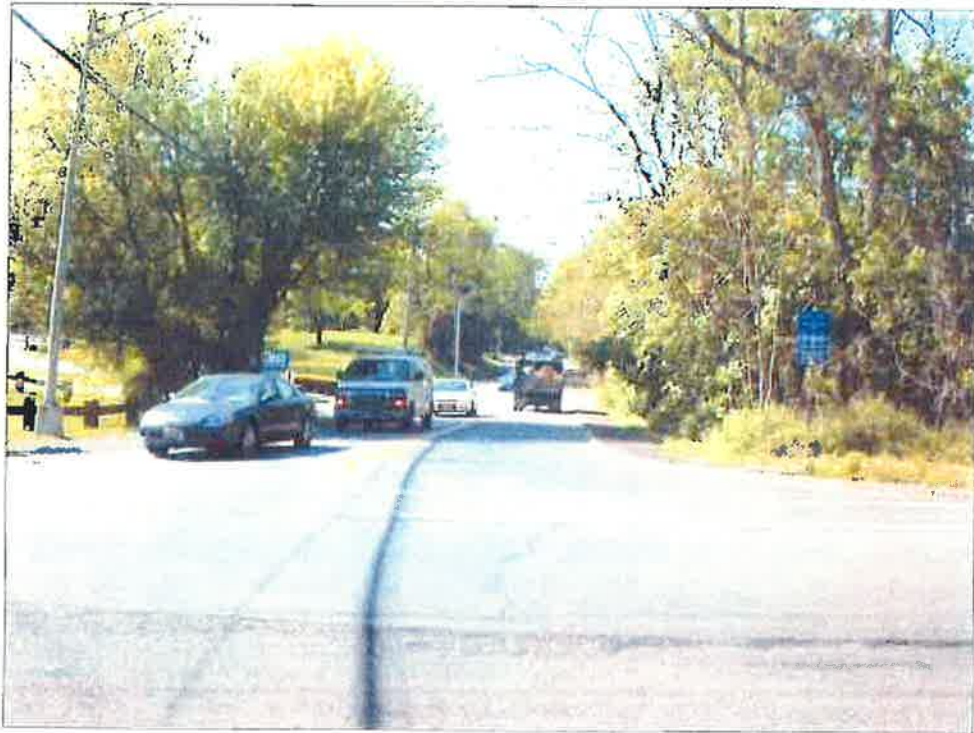


**PLAYLAND ACCESS DRIVE AT SITE ACCESS DRIVE,  
LOOKING NORTH**





**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**



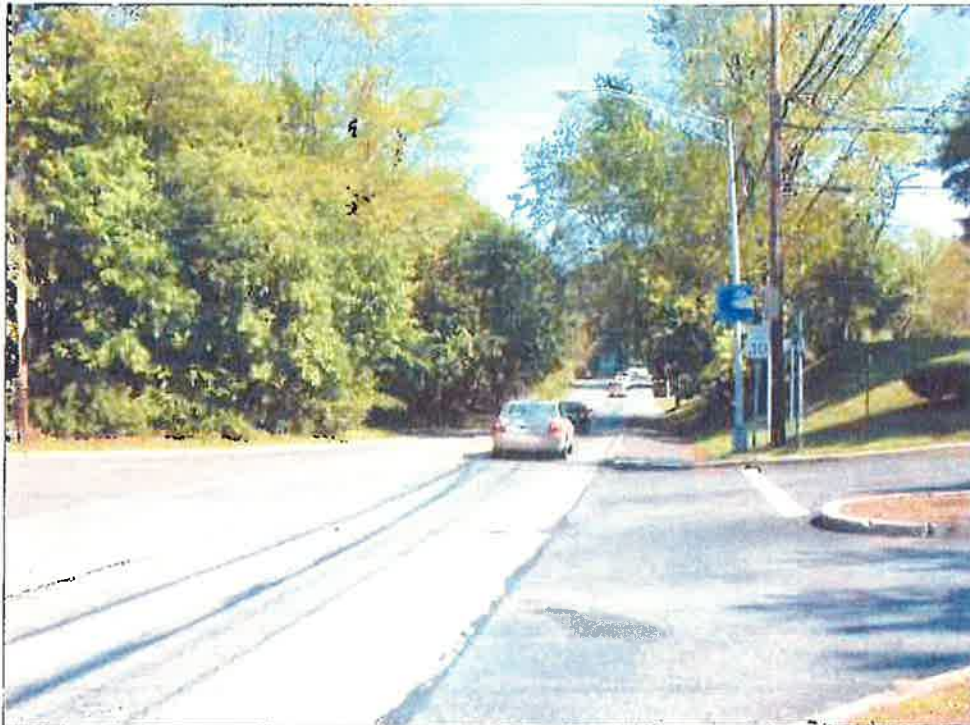
**OLD POST ROAD AT PLAYLAND PARKWAY  
NORTHBOUND ON/OFF RAMPS, LOOKING EAST**



**PLAYLAND PARKWAY SOUTHBOUND ON/OFF-RAMP  
AT PLAYLAND ACCESS DRIVE, LOOKING EAST**



**MEDICAL OFFICE ACCESS DRIVE AT PLAYLAND ACCESS DRIVE,  
LOOKING WEST**



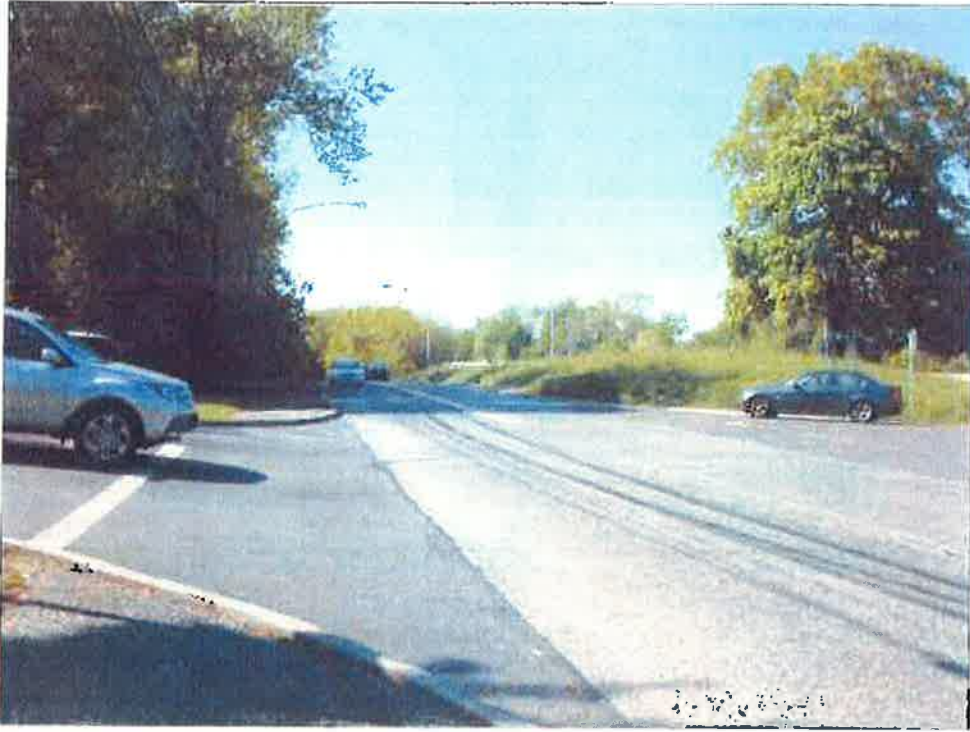
**PLAYLAND ACCESS DRIVE AT MEDICAL OFFICE ACCESS DRIVE/  
PLAYLAND PARKWAY SOUTHBOUND ON/OFF-RAMP, LOOKING SOUTH**

**Frederick P. Clark Associates, Inc.**

**November 2014**

File: L:\700NEW YORK\rd\Office Building 760.000\Exhibit\Exhibit-6

**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.

g:\760.004 120 old post road, rye\word\cap.doc:

**TURNING MOVEMENT COUNTS**

AGE-RESTRICTED RESIDENTIAL DEVELOPMENT, 120 OLD POST ROAD, RYE, NY (#760.004)  
 FIELD DATA SUMMARY - Old Post Road at Playland Access Drive

Thursday 30-Oct-14	Eastbound - Old Post Road			Westbound - Old Post Road			Northbound			Southbound - Playland Access Drive			Last 4 Quarters		Pedestrians (Approaches)		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Total	EB	WB	SB	
7:00 AM	4	31	0	5	10	0	0	0	0	0	0	14	63	108	0	0	0
7:15 AM	2	28	0	12	25	0	0	0	0	0	0	45	105	160	0	0	0
7:30 AM	3	55	0	27	50	0	0	0	0	0	0	43	100	208	0	0	0
7:45 AM	4	80	0	47	70	0	0	0	0	0	0	47	114	265	741	0	2
8:00 AM	2	72	0	49	72	0	0	0	0	0	0	30	96	242	0	0	0
8:15 AM	3	74	0	49	72	0	0	0	0	0	0	36	118	271	986	0	0
8:30 AM	3	69	0	46	68	0	0	0	0	0	0	32	107	247	1,025	0	0
8:45 AM	6	54	0	21	24	0	0	0	0	0	0	30	120	225	985	0	0
AM Peak Hour Vol	19	295	0	191	85	276	0	0	0	0	0	145	435	1,025	0	0	7
Peak Hour Factor													0.92	0.95			







**CAPACITY ANALYSIS WORKSHEETS**

**CAPACITY ANALYSIS WORKSHEETS**

**Existing Conditions**

CA-1

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 <sub>t</sub>		0.975			0.968				0.850			0.850
Fl <sub>t</sub> 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 <sub>t</sub> 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			
<b>Intersection Summary</b>						
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						
Fr <sub>t</sub>	0.955				0.960	
Fl <sub>t</sub> Protected	0.968			0.997		
Satd. Flow (prot)	1722	0	0	1857	1788	0
Fl <sub>t</sub> 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					
<b>Intersection Summary</b>						
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

Lanes, Volumes, Timings

120 OLD POST ROAD, RYE, NY

1: THEODORE FREMD AVENUE & PLAYLAND ACCESS DRIVE







2014 EXISTING CONDITIONS, WEEKDAY P.M. PEAK HOUR

						
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 <sub>t</sub>		0.994			0.942				0.850			0.850
Fl <sub>t</sub> 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 <sub>t</sub> 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 <sub>t</sub>					0.910	
Fl <sub>t</sub> Protected				0.999	0.984	
Satd. Flow (prot)	1863	0	0	1861	1668	0
Fl <sub>t</sub> 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			
<b>Intersection Summary</b>						
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 <sub>t</sub>	0.967				0.946	
Fl <sub>t</sub> Protected	0.964			0.998		
Satd. Flow (prot)	1736	0	0	1859	1762	0
Fl <sub>t</sub> 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					
<b>Intersection Summary</b>						
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	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

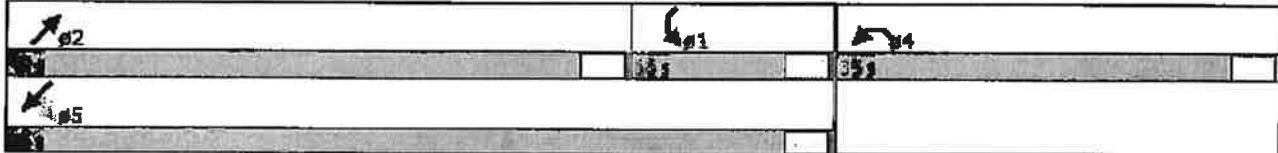
						
Lane Group	NWL	NWR	NET	NER	SWL	SWT
v/c Ratio	0.56		0.49		0.29	0.18
Control Delay	33.8		18.5		11.7	9.0
Queue Delay	0.0		0.0		0.0	0.0
Total Delay	33.8		18.5		11.7	9.0
LOS	C		B		B	A
Approach Delay	33.8		18.5			10.2
Approach LOS	C		B			B
Queue Length 50th (ft)	157		145		43	53
Queue Length 95th (ft)	243		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



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									
<b>Intersection Summary</b>													
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 <sub>t</sub>	0.955				0.960	
Fl <sub>t</sub> Protected	0.968			0.997		
Satd. Flow (prot)	1722	0	0	1857	1788	0
Fl <sub>t</sub> 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					
<b>Intersection Summary</b>						
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	42	

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								
<b>Intersection Summary</b>												
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
<b>Direction, Lane #</b>	<b>SE 1</b>	<b>NW 1</b>	<b>NE 1</b>			
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			
<b>Intersection Summary</b>						
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					
<b>Intersection Summary</b>						
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 <sub>t</sub>	0.916				0.936	
Fl <sub>t</sub> Protected	0.981			0.962		
Satd. Flow (prot)	1674	0	0	1792	1744	0
Fl <sub>t</sub> 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					
<b>Intersection Summary</b>						
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

						
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

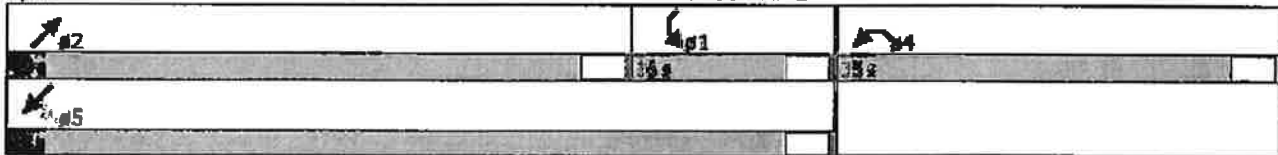
						
Lane Group	NWL	NWR	NET	NER	SWL	SWT
v/c Ratio	0.57		0.49		0.29	0.18
Control Delay	34.2		18.6		11.8	9.0
Queue Delay	0.0		0.0		0.0	0.0
Total Delay	34.2		18.6		11.8	9.0
LOS	C		B		B	A
Approach Delay	34.2		18.6			10.3
Approach LOS	C		B			B
Queue Length 50th (ft)	161		146		43	53
Queue Length 95th (ft)	250		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



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												
Frnt		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

CA-46










						
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			
<b>Direction, Lane #</b>	<b>SE 1</b>	<b>NE 1</b>	<b>SW 1</b>			
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					
<b>Intersection Summary</b>						
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					
<b>Intersection Summary</b>						
Average Delay			22.5			
Intersection Capacity Utilization			69.8%	ICU Level of Service		C
Analysis Period (min)			15			











CA-51

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%

ICU Level of Service A

Analysis Period (min) 15



















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						
Frnt	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			
<b>Intersection Summary</b>						
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					
<b>Intersection Summary</b>						
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						
Frt	0.916				0.937	
Flt Protected	0.981			0.962		
Satd. Flow (prot)	1674	0	0	1792	1745	0
Flt 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					
<b>Intersection Summary</b>						
Average Delay			8.4			
Intersection Capacity Utilization		60.3%		ICU Level of Service		B
Analysis Period (min)			15			



# CITY COUNCIL AGENDA

NO. 7

DEPT.: City Manager

DATE: November 18, 2015

CONTACT: Marcus Serrano, City Manager

**AGENDA ITEM:** Authorization for the City Manager to enter into an Inter-municipal Developer Agreement with Westchester County and Pawling Holdings, LLC for the City to construct the North Street sewer line and other on-site infrastructure improvements for the Theodore Fremd Avenue and North Street affordable senior housing project.

**FOR THE MEETING OF:**

November 18, 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:** As part of the approval of the zoning district change to provide for the construction of 40 affordable senior housing units, the City Council required the installation of a new sewer line extending from Nursery Lane to North Street. The City Council adopted a resolution requesting \$1,000,000 in Housing Implementation Funds (HIF) from Westchester County to install the required sewer line. The attached draft agreement outlines responsibilities and obligations for the sewer line project. The agreement also includes requirements for the installation of \$1,200,000 in infrastructure improvements on the affordable housing project site. The agreement is between Westchester County, the City of Rye, and the developer Pawling Holdings, LLC. The City will be responsible for designing, bidding and over-seeing the construction of the on-site and off-site infrastructure improvements. The sewer district change was approved by the Westchester County Board of Legislatures.

**INTER-MUNICIPAL DEVELOPER AGREEMENT**  
**HOUSING IMPLEMENTATION FUND PROGRAM**

**THIS AGREEMENT** made this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_, 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 (the “County”),

and

**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 (the “Municipality” or the “City”),

and

**NORTH ST. SENIOR HOUSING, LLC** (the “LLC”) a New York limited liability company, having an office and place of business at 211 South Ridge Street, Rye Brook, New York, 10573 (the “LLC” “Developer”).

**WHEREAS**, the County executed a stipulation and order of settlement and dismissal in connection with United States of America ex rel. Anti-Discrimination Center of Metro New York, Inc.,v. Westchester County, New York, No. 06 Civ. 2860 (DLC) (the “Settlement Agreement; and

**WHEREAS**, pursuant to the Settlement Agreement the County is required to develop, in eligible municipalities, seven hundred fifty (750) affordable housing units which affirmatively further fair housing (“AFFH”) as set forth in 42 U.S.C. Section 5304(b)(2) and as required pursuant to the Settlement Agreement; and

**WHEREAS**, pursuant to the Settlement Agreement the City is an eligible municipality; and

**WHEREAS**, in an effort to encourage the development of fair and affordable housing in Westchester County, the County has established a Housing Implementation Fund (“HIF”) to provide funds to assist in the construction of water facilities, sewer facilities, road improvements, and other infrastructure improvements necessary for the development of fair and affordable housing in Westchester County; and

**WHEREAS**, Pursuant to the provisions of Chapter 298 of the Westchester County Administrative Code, the County agrees to enter into agreements with municipalities and developers pursuant to which the municipalities will construct public improvements in support of the development of affordable housing; and

**WHEREAS**, in furtherance of the foregoing, the County desires to enter into Intermunicipal and Intermunicipal-Developer Agreements with municipalities and developers in the County in support of affordable AFFH developments; and

**WHEREAS**, the Developer has agreed to construct certain affordable AFFH housing on the property more particularly described on Schedule “A,” attached hereto and made a part hereof (the “Affordable Housing Property”); and

**WHEREAS**, the Developer is the owner of the Affordable Housing Property and has agreed to construct forty (40) senior affordable units and one (1) caretaker unit that is not regulated as AFFH or age-restricted (the “Development”) on the Affordable Housing Property; and

**WHEREAS**, the Municipality and the Developer agrees that the County shall fund the Infrastructure Improvements (defined below) which support the Development and, in consideration thereof, acknowledge that the Affordable Housing Property shall be subject to that certain declaration of restrictive covenants (the “Declaration of Restrictive Covenants”) dated \_\_\_\_\_, which has been recorded by the Developer against the Affordable Housing Property in the Office of the Westchester County Clerk under control No. \_\_\_\_\_ and attached hereto as Schedule “C” and the Affordability Restrictions as defined in Schedule “B”

thereto (“Schedule B”) all of which is incorporated herein by reference; and

**WHEREAS**, following construction of the Affordable Units (as defined in Schedule “B”), the rental of the Units will adhere to the provisions set forth in Schedule “B,” including but not limited to the Affordability Requirements for the Period of Affordability set forth therein; and

**WHEREAS**, the Infrastructure Improvements (collectively defined below), shall be constructed on the City’s right of way, property for which the City has legal control, (the “City Infrastructure Improvements Property”) and on the Affordable Housing Property as described in Schedule “F” hereto (the “Developer Improvements Property” together with the City Infrastructure Improvements Property are herein referred to collectively as the “Infrastructure Improvements Property”); and

**WHEREAS**, the City Infrastructure Improvements include but are not limited to, the construction of new sewer lines from Nursery Lane to North Street, curbing, paving, lighting, sidewalks along Theodore Fremd Ave in front of the Affordable Housing Property, engineering and related work in the City Infrastructure Improvements Property (the “City Infrastructure Improvements”) all as more fully set forth in Schedule “D” annexed hereto and forming a part hereof ; and

**WHEREAS**, the Developer Infrastructure Improvements include but are not limited to, paving, new curbing, parking, catch basins, drainage, lighting, new sidewalks, landscaping, sewers, engineering and other related work, on the Developer Infrastructure Improvement Property (the “Developer Infrastructure Improvements”) all as more fully set forth in Schedule “D” annexed hereto and forming a part hereof; and

**WHEREAS**, the County proposes to fund the cost of the construction of the City Infrastructure Improvements and the Developer Infrastructure Improvements (together, the “Infrastructure Improvements”) and will use the proceeds of tax exempt general obligation bonds issued by the County for such funding (as defined in Section 5 below); and

**WHEREAS**, the Municipality is obligated to implement the construction of the Infrastructure Improvements; and

**NOW THEREFORE**, in consideration of the terms and conditions herein contained, the

parties agree as follows:

1. **RECITALS**: The above recitals are hereby incorporated by reference into the body of this Inter-Municipal Developer Agreement (the “Agreement” and/or “IMDA”).

2. **PERFORMANCE OF WORK**: The Municipality will cause the Infrastructure Improvements necessary in support of the Project to be constructed on the Infrastructure Improvements Property in accordance with the provisions as set forth in this Agreement, including but not limited to, Schedule “D”. The Infrastructure Improvements will be constructed in accordance with the Plans (defined in Schedule “D”). Any modification of the Plans (defined in Schedule “D”) or change orders, if any, shall require the prior written approval of the Commissioner of the County Department of Planning or his duly authorized designee (the “Commissioner”).

As a condition of the Municipality receiving the HIF funding, the Developer will adhere to the provisions set forth in Schedule “B”, including but not limited to, meeting the Affordability Requirements for the Units until the expiration of the Period of Affordability. The Developer will comply with Chapter 298 of the Westchester County Administrative Code as applicable to the Units (“Chapter 298”).

It is understood and agreed that the Municipality represents that, if required by applicable law, the construction of the Infrastructure Improvements to be performed hereunder has been or will be (within 365 days of the date hereof) bid by public competitive bids pursuant to Section 103 of the General Municipal Law and in accordance with all applicable federal, state and local laws, rules and regulations, ordinances and requirements, including without limitation the terms hereof. In no event will the retention of a contractor to perform work on the Infrastructure Improvements relieve or otherwise discharge the Municipality or Developer, from their respective obligations hereunder or create a third party beneficiary relationship between the County and any such contractors and the parties hereto expressly disclaim any intention to create such a relationship.

The County will not advance any of the HIF Funds, (as defined in Section “4” hereof) to the Municipality and work will not be required to commence on the Infrastructure Improvements until:

(i) evidence has been provided to the County that the Developer owns the Affordable Housing Property (shown on Schedule “A”) free of liens, encumbrances, easements and

agreements unless such liens, encumbrances, easements and agreements, if any, shall be subordinate to the Declaration of Restrictive Covenants in a manner acceptable to the County and;

(ii) the Municipality has awarded the bids and contracted for construction of the Infrastructure Improvements, provided, however, that in the event the lowest acceptable bid exceeds the amount of the County HIF Funds or the actual cost of completion of the Developer Infrastructure Improvements, the Developer shall contribute said excess;

(iii) the Municipality has received either (a.) a performance and payment bond, including without limitation materials and labor, covering one hundred percent (100%) of the work to be performed in connection with the Infrastructure Improvements, in form and content and issued by a surety reasonably satisfactory to the Municipality; or (b.); an instrument of credit or guarantee which is acceptable to the City and the County;

(iv) the Declaration of Restrictive Covenants placed on the Affordable Housing Property has been executed and has been submitted for recording, as more fully set forth below and that the Declaration of Restrictive Covenants shall stipulate that no school-age children will reside in the Development so long as a such stipulation shall be pursuant to a waiver by the New York State Human Rights Commission;

(v) the Developer has obtained a firm, unconditional commitment for the necessary construction financing for the Development;

(vi) indenture from the Developer to the Municipality and to the County granting an easement in the Affordable Housing Property for the construction of any infrastructure improvements to constructed thereon has been executed in substantially the form attached hereto and forming a part hereof as more particularly described in Schedule "G" (the "Required Easement") and such Required Easement will be submitted for recording, as more fully set forth below;

(vii) the Municipality has verified that the Infrastructure Improvements not constructed on the Affordable Housing Property will be constructed in the public right-of-way or within lands under control of the Municipality;

(viii) the Developer has obtained any approvals necessary in connection herewith, including but not limited to receipt of the site plan and State Environmental Quality Review Act ("SEQRA") approvals by the Municipality's governing body; and

(ix) the Developer has obtained any and all approvals necessary in connection herewith, including without limitation, from its members.

The requirements contained in clauses (i), (iv), (v), (vi), (vii), (viii) and (ix) above must be satisfied prior to or concurrent with execution of this Agreement. The requirements contained in clauses (ii) and (iii) above must be satisfied within 365 days following execution of this Agreement.

All of the provisions of this Section "2" will survive the expiration or other

termination of this Agreement until the expiration of the Period of Affordability as defined in Schedule "B".

3. **LIENS:** Except as provided in the title policy, the Municipality and the Developer will not enter into any mortgage or other financing documents that place a lien on the Infrastructure Improvements, which will be owned by the County, or the Infrastructure Improvements Property, which conflict with or diminish the terms of the Restrictive Covenants recorded against the Affordable Housing Property. In the event any lien is placed on the Infrastructure Improvements or the Infrastructure Improvements Property by a contractor or subcontractor, the Municipality or the Developer that engaged such contractor or subcontractor shall take immediate action to discharge such liens.

4. **PAYMENT:** The County's sole obligation under this IMDA is to pay an amount not to exceed TWO MILLION TWO HUNDRED THOUSAND (\$2,200,000.00) DOLLARS (the "HIF Funds") to the Municipality to fund the construction of the Infrastructure Improvements necessary for the Development, pursuant to the terms hereof. The County HIF Funds will be paid with the proceeds of the Bonds in accordance with the payment provisions of Schedule "D". The County will make such payment to the Municipality only after submission by the Municipality of all requested documentation concerning construction of the Infrastructure Improvements (as specified in Schedule "D") and after audit and approval by the County for expenses properly incurred in the performance of this Agreement. The County will not be liable for any costs or expenses in excess of the HIF Funds incurred in connection herewith. The Municipality will promptly pay for work performed. The County will reimburse the City as work progresses on the project. In the event the cost of constructing the Developer Infrastructure Improvements exceeds the amount of the HIF Funds, the Developer will pay said excess.

Prior to the making of any payments hereunder, the County, may, at its option, audit such books and records of the Municipality or Developer as are reasonably pertinent to this Agreement to substantiate the basis for payment. The Municipality and Developer will, and will require any contractor(s) or sub-contractor(s) to make their books and records available to the County for audit and inspection. The County will not be restricted from withholding payment for cause found in the course of such audit or because of failure of the Municipality or the Developers to cooperate with such audit. The County will, in addition, have the right to audit such books and records subsequent to payment during the period that such books and records are



required to be maintained under any applicable law.

County HIF Funds will be expended solely and exclusively for the purchase of materials and labor and related soft costs used in the design and/ or construction of the Infrastructure Improvements necessary for the Development, in accordance with this Agreement, as specified in Schedule "D".

Payments hereunder to the Municipality by the County will operate to release the County from any and all obligations or liabilities to the Municipality, the Developer, and their respective contractor(s) or sub-contractor(s) hereunder. Notwithstanding the foregoing, the County expressly disclaims the existence of any third party beneficiary relationship between the County and any such parties.

The Municipality will furnish the County, whenever requested to do so, satisfactory evidence showing that all monies already paid hereunder have been applied by the Municipality toward the costs of the Infrastructure Improvements. Until such evidence, which shall consist of an affidavit certified by the respective contractor(s) acknowledging receipt of payment from the Municipality, is produced, at the option of the County, no further payments need be made by the County hereunder.

Notwithstanding anything herein contained to the contrary, should the Infrastructure Improvements and/or the Development fail to be fully constructed within three (3) years from execution of this Agreement then the County shall have the right, at its option, to require repayment from the Developer. The three year requirement may be extended due to strikes, acts of God and other unforeseeable delays outside the control of the Developer.

All of the terms of Section "4" will survive the expiration or other termination of this Agreement until the expiration of the Period of Affordability, provided the County has paid the HIF Funds to the Municipality.

5. **TAX RESTRICTIONS:** a) The Bonds. The Municipality and the Developer acknowledge and understand that the funds available for the Infrastructure Improvements hereunder will be made available from tax exempt general obligation bonds issued by the County (the “Bonds”), which have been, or will be, issued to fund construction of the Infrastructure Improvements in accordance with the provisions of this Agreement, the Declaration of Restrictive Covenants to assist and support the development of the Development encumbered by said Declaration of Restrictive Covenants. The Municipality and Developer further acknowledge and understand that in connection with the issuance of the Bonds, the Commissioner of Finance of the County of Westchester has executed or will execute an “Arbitrage and Use of Proceeds Certificate,” in compliance with the Internal Revenue Code of 1986, as amended, and the regulations promulgated thereunder (the “Code”). The Municipality and the Developer agree that each will do all acts and things, or refrain from taking action, as necessary, in order to assure that interest paid on the Bonds will not be included in gross income of the Developer of the Bonds for the purpose of Federal income taxation. The Municipality and Developer further acknowledge and agree that the HIF Funds may not be advanced as a loan to the Developer.

b) Commencement of Construction. The Municipality and the Developer expect that the construction of the Infrastructure Improvements will commence within 365 days from execution of this Agreement, and the County HIF Funds made available hereunder will be expended for costs of constructing the Infrastructure Improvements necessary for the Project in accordance with the budget contained in Schedule “D” and the construction of the Infrastructure Improvements will proceed in accordance with said Schedule. The Municipality and the Developer agree to notify the County in the event of changes in the expected schedule for completion of the Infrastructure Improvements.

c) Failure to Complete. The Municipality and Developer agree that should the Infrastructure Improvements fail to be completed in accordance with the completion date set forth in Schedule “D”, which completion date shall be extended for unavoidable delays, *force majeure* and other causes beyond the control of the Municipality or the Developer, without limiting any other right or remedy to which it may be entitled, the County will have the right to (i) terminate this Agreement upon thirty (30) days prior written notice to the Municipality and

the Developer and/or (ii) deduct from any remaining payments due hereunder the dollar amount of penalties imposed by the Code for failure to expend the bond proceeds allocable to the Infrastructure Improvements in a timely manner.

d) Termination. Should the County terminate this Agreement pursuant to the terms hereof or should the remaining payments due the Municipality be insufficient to cover the amount of the aforementioned penalty, the Developer will be obligated to immediately pay the County the full amount of any such penalty.

e) Extensions. Notwithstanding anything to the contrary contained in this Agreement, the Municipality and the Developer will use best efforts and good faith to meet any and all time periods provided for in this Agreement and in any schedule annexed hereto in connection with any obligation hereunder. If, despite the use of best efforts and good faith, the Municipality and the Developer are unable to meet any stated time period, then the Municipality or the Developer may request an extension of such time period and all subsequent time periods affected thereby, subject to the consent of the County, which shall not be unreasonably withheld.

f) No Loan. The parties hereto acknowledge and agree that the HIF Funds do not constitute a loan. The HIF Funds are to be paid to Municipality in consideration for causing construction of the Infrastructure Improvements in support of the fair and affordable Development.

All of the provisions of this Section "5" will survive the expiration or other termination of this Agreement until the expiration of the Period of Affordability provided that the County has paid the HIF Funds to the Municipality.

**6. OWNERSHIP OF INFRASTRUCTURE IMPROVEMENTS**: The Municipality and the Developer acknowledge and agree that the Infrastructure Improvements shall be owned by the County for so long as the Bonds are outstanding. The Municipality and the Developer agree to execute or cause to be executed any and all such documents as are necessary and appropriate to effectuate such County ownership. Upon maturity or redemption of the Bonds,

the County's ownership interest in the Infrastructure Improvements will automatically terminate. Upon request the County will provide notification of such maturity or redemption in recordable form.

Notwithstanding the foregoing the Municipality and the Developer have the right to utilize the Infrastructure Improvements in such manner as they may deem necessary or desirable in support of the Development, subject to the Declaration of Restrictive Covenants.

All of the provisions of this Section "6" will survive the expiration or other termination of this Agreement until and for so long as the Bonds are outstanding provided that the County has paid the HIF Funds to the Municipality.

**7. MAINTENANCE AND REPAIRS:** The Infrastructure Improvements located in the City's right of way, except for the sewer line from Nursery Lane to North Street which shall be maintained by the Municipality (as defined in Schedule "D"), shall be kept in good order and repair by the Developer at the Developer's sole cost and expense, and the Developer shall make all repairs and replacements, ordinary as well as extraordinary, foreseen and unforeseen, structural or otherwise, which may be necessary or required so that at all times the Infrastructure Improvements shall be in thorough good order, condition and repair.

The Developer Infrastructure Improvements located in the Affordable Housing Property shall be kept in good order and repair by the Developer at the Developer's sole cost and expense, and the Developer shall make all repairs and replacements, ordinary as well as extraordinary, foreseen and unforeseen, structural or otherwise, which may be necessary or required so that at all times the Infrastructure Improvements shall be in thorough good order, condition and repair.

All of the provisions of this Section "7" will survive the expiration or other termination of this Agreement for so long as the Bonds are outstanding provided that the County has paid the HIF Funds to the Municipality.

8. **REPORTS:** The Municipality will furnish, or will cause to be furnished to the County, progress reports detailing the progress of the construction of the Infrastructure Improvements. The Municipality will prepare, or will cause to be prepared, a final report describing the work performed, together with such supporting information and documentation in such form and at such times as the County may reasonably require. The Developer shall assist the Municipality in the preparation of the progress reports and final report as required by the County, to the extent that the Developer has information on the Infrastructure Improvements.

9. **MAINTENANCE OF RECORDS:** The parties will, each at their sole cost and expense, keep, maintain, and preserve at their respective principal offices throughout the term of this Agreement, full and detailed books, accounts, and records pertaining to its performance pursuant to this Agreement. Such books, accounts and records will include, without limitation, all bills, invoices, payrolls and other data evidencing, or in any material way relating to, the direct and indirect costs and expenses incurred in connection herewith. The County will have the right to inspect and audit, at reasonable times and upon reasonable notice, any and all such books, accounts and records at the office or offices where they are then being kept, maintained and preserved.

All of the provisions of this Section “9” will survive the expiration or other termination of this Agreement until the expiration of the Period of Affordability provided that the County has paid the HIF Funds to the Municipality.

10. **COUNTY'S RIGHT TO WITHHOLD PAYMENTS:** If at any time the Municipality or Developer neglect or fail to perform properly any of their respective material obligations under this Agreement, including without limitation, failure to complete the Development or the Infrastructure Improvements in accordance herewith, as more fully set forth in Schedule “B” hereto, then the County, in addition to any other rights hereunder, including without limitation to terminate the Agreement, will have the right, in its sole discretion subject to the Cure Period (defined in Section 22), to withhold, in whole or in part, any payments otherwise due or to become due to the Municipality hereunder until such neglect or failure will have been remedied to the satisfaction of the County.

**11. REPRESENTATIONS, WARRANTIES AND GUARANTEES:**

A. The Municipality expressly represents, warrants and guarantees to the County that:

(a) it is a municipal corporation duly organized, validly existing and in good standing under the laws of the State of New York; the execution and performance of this Agreement by the Municipality has been duly authorized by its governing body; this Agreement, and any other documents required in connection herewith, when so delivered, will constitute legal, valid and binding obligations of the Municipality enforceable against the Municipality in accordance with their respective terms; and the Municipality will deliver to the County at the time of execution of this Agreement a resolution adopted by its governing body authorizing the execution of this Agreement, and any other documents required to be delivered by the Municipality, including without limitation the Required Easement;

(b) the person signing this Agreement on behalf of the Municipality has full authority to bind the Municipality to all of the terms and conditions of this Agreement;

(c) it is financially and technically qualified to perform its obligations hereunder, including construction of the sewer line; however all other which obligations will be assumed by the Developer pursuant to a Developer Municipal Agreement;

(d) it has received no information or documentation indicating that the Developer is not otherwise financially capable of completing the Development;

(e) it is familiar and will comply with all general and special Federal, State, municipal and local laws, ordinances and regulations, if any, that may in any way affect the performance of this Agreement;

(f) the design, supervision and workmanship furnished with respect to the construction of the Infrastructure Improvements will be in accordance with sound and currently accepted scientific standards and best engineering practices;

(g) it will use its best efforts to assure and shall require in any contract documents with its contractors and sub-contractors that all materials, equipment and workmanship furnished by contractors and subcontractors of the Municipality in performance of the work or any portion thereof shall be free of defects in design, material and workmanship, and all such materials and equipment shall be of first-class quality, shall conform with all applicable codes, specifications, standards and ordinances and shall have service lives and maintenance characteristics suitable for their intended purposes in accordance with sound and currently accepted scientific standards and best engineering practices;

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(h) to the best of the Municipality's current knowledge and information the budget proposal attached in Schedule "D" lists the anticipated true and correct costs for the Infrastructure Improvements;

(i) the consummation of the transactions contemplated by this Agreement and the performance of the Municipality's obligations hereunder will not result in any breach of or constitute a default under other instruments or documents to which the Municipality is a party or by which it may be bound or affected;

(j) construction of the Infrastructure Improvements is necessary to support the Development; and

The Municipality expressly acknowledges that the County is materially relying on the above representations.

B. The Developer expressly represents, warrants and guarantees to the County that:

(a) It is duly organized, validly existing and in good standing under the laws of the State of New York. The Developer is duly qualified to do business and is in good standing in each jurisdiction where the conduct of their business requires them to be so qualified. The Developer has the corporate power, authority and legal right to execute and perform this transaction and to execute this Agreement; the execution and performance of this Agreement by the Developer has been duly authorized by its governing bodies; this Agreement constitutes, and any other documents required to be delivered by the Developer, when so delivered will constitute, the legal, valid and binding obligations of the Developer enforceable against the Developer in accordance with their respective terms; and the Developer will deliver to the County at the time of execution of this Agreement separate resolutions adopted by their governing bodies authorizing the execution of this Agreement, and any other documents required to be delivered by the Developer;

(b) The persons signing this Agreement on behalf of the Developer have full authority to bind the Developer to all of the terms and conditions of this Agreement pursuant to the authority granted by the Developer, as noted above;

(c) It is financially and technically qualified to perform its obligations hereunder including construction of the Development;

(d) Omitted;

(e) Consummation of the transactions contemplated by this Agreement and the performance of the Developer obligations hereunder will not result in any breach of or constitute a default under other instruments or documents to which the Developer is a party or by which it may be bound or affected;

(f) Construction of the Infrastructure Improvements is necessary to support the Development;

The Developer expressly acknowledges that the County and Municipality are materially relying on the above representations.

## **12. INSURANCE; INDEMNIFICATION:**

A. In addition to, and not in limitation of the insurance requirements contained in Schedule "E" entitled "Standard Insurance Provisions, Municipality", attached hereto and made a part hereof, the Municipality agrees:

(a) that except for the amount, if any, of damage contributed to, caused by or resulting from the negligence of the County, the Municipality will indemnify and hold harmless the County, its officers, elected officials, employees and agents from and against any and all liability, damage, claims, demands, costs, judgments, fees, attorneys' fees or loss arising directly or indirectly out of the acts or omissions hereunder by the Municipality and contractors or third parties under the direction or control of the Municipality; and

(b) to provide defense for and defend, at its sole expense, any and all claims, demands or causes of action directly or indirectly arising out of this Agreement and to bear all other costs and expenses related thereto.

(c) that except for the amount, if any, of damage contributed to, caused by or resulting from the negligence of the Municipality, the County will indemnify and hold harmless the Municipality, its officers, elected officials, employees and agents from and against any and all liability, damage, claims, demands, costs, judgments, fees, attorneys' fees or loss arising directly or indirectly out of the acts or omissions hereunder by the County and contractors or third parties under the direction or control of the County; and

(d) to provide defense for and defend, at its sole expense, any and all claims, demands or causes of action directly or indirectly arising out of this Agreement and to bear all other costs and expenses related thereto.

The aforementioned defense and indemnification of the County by the City, as detailed above, shall apply only to the construction work and Infrastructure Improvements contemplated under this agreement in accordance with Schedule "D" herein.

The Municipality may provide proof of self-insurance in lieu of the required insurance policies.

B. In addition, Developer shall provide defense for and defend, indemnify and hold harmless the Municipality, its officers, employees and agents from and against any and all liability, damage, claims, demands, costs, judgments, fees, reasonable attorneys' fees or loss arising directly or indirectly under this Agreement as a result of any cause whatsoever other than the acts or omissions hereunder by the Municipality or contractors or third parties under the direction or control of the Municipality (for which the Municipality shall defend, indemnify and hold harmless the Developer). Notwithstanding anything to the contrary, nothing herein shall relieve the Municipality and the County of their obligations to indemnify and hold harmless each other pursuant to Section 12A, above; and

C. In addition to, and not in limitation of the County's insurance requirements



contained in Schedule “E(ii)” entitled “Standard Insurance Provisions, Developer,” attached hereto and made a part hereof, the Developer agrees:

- (a) that except for the amount, if any, of damage contributed to, caused by or resulting from the negligence of the County, the Developer shall indemnify and hold harmless the County, its officers, employees and agents from and against any and all liability, damage, claims, demands, costs, judgments, fees, attorney’s fees or loss arising directly or indirectly out of the acts or omissions hereunder by the Developer or the Municipality, or contractors or third parties under the direction or control of the Developer or Municipality; and
- (b) to the extent arising directly or indirectly out of the acts or omissions hereunder by the Developer, contractors or third parties under the direction or control of the Developer to provide defense for and defend, at its sole expense, any and all claims, demands or causes of action directly or indirectly arising out of this Agreement and to bear all other costs and expenses related thereto.

This Paragraph 12 shall survive termination or expiration of this Agreement.

### **13. ENVIRONMENTAL INDEMNIFICATION:**

A. The Developer represents and warrants and guarantees to the County and the Municipality as follows:

(a) Except as described in the Phase I ESA Update & Database Report titled: *The Courtyard at Theodore Fremd 150 North Street, Rye, New York, 10580*, prepared by Team Environmental Consultants, Inc, 30 Industrial Drive, Middletown, NY dated October 16, 2015 (the “Environmental Reports”) which have been provided to the County and the Municipality, the Developer has no knowledge of, and has not received any notice of any condition at, on, under or related to either of the Affordable Housing Property, the City Infrastructure Improvements Property or the Developer Infrastructure Improvements Property (together the “Properties”) or ground or surface waters associated therewith or migrating or threatening to migrate to or from the Properties which may have a material effect on the value of the Properties or subject the owner thereof to potential liabilities in accordance with the Environmental Requirements (as defined below); and

(b) Except as described in the Environmental Reports, the Developer has no knowledge of, has and has not received any notice of any condition at, on, under, or related to the Properties (or ground or surface waters associated therewith) or migrating or threatening to migrate to or from the Properties presently or potentially posing a significant hazard to human health or the environment; such conditions being defined as “Hazardous Materials” below; and

(c) The Developer hereby acknowledges and agrees that it will defend and indemnify the County and Municipality for any Environmental Damages (as defined below) whether or not disclosed in the Environmental Reports arising out of or in any way connected with the Infrastructure Improvements Property. Environmental Damages will mean all claims, damages, losses, penalties, fines, liabilities (including strict liability), encumbrances, liens, costs and

expenses of investigation and defense of any, whether or not such claim is ultimately defeated, and any good faith settlement or judgment, of whatever kind or nature, contingent or otherwise, matured or unmatured, foreseeable or unforeseeable, including without limitation reasonable attorneys' fees and disbursements and consultants' fees, any of which are incurred as the result of the existence of "Hazardous Materials" at, on, under or related to the Properties (or ground or surface water associated therewith) or migrating or threatening to migrate to or from the Infrastructure Improvements Property, or the existence of a violation of Environmental Requirements pertaining to the Infrastructure Improvements Property, regardless of when the existence of such Hazardous Materials or the violation of Environmental Requirements arose, including without limitation:

(i) damages for personal injury, death or injury to property or natural resources occurring on or off the Infrastructure Improvements Property, foreseeable or unforeseeable, including without limitation, lost profits, consequential damages, the cost of demolition or rebuilding of any improvements of real property, interest and penalties;

(ii) fees incurred for the service of attorneys, consultants, contractors, experts, laboratories and all other costs incurred in connection with the investigation or remediation of such Hazardous Materials violation of Environmental Requirements including, but not limited to, the preparation of any feasibility studies or reports or the performance of any cleanup, remediation, removal, response, abatement, containment, closure, restoration or monitoring work required by any federal, state or local governmental agency or political subdivision, or reasonably necessary to make the full use of the Properties or any other related property or otherwise expended in connection with such conditions;

(iii) liability to any third person or governmental agency to indemnify such person or agency the costs expended in connection with the items referenced in subsection (ii) herein; and

(iv) diminution in the value of the Properties and damages for loss of business from restriction on the use of the Properties or any part thereof.

B. The County represents and warrants and guarantees to the Municipality as follows:

(a) Except as described in the Environmental Reports, which have been provided to the Municipality, the County has no knowledge of, and has not received any notice of any condition at, on, under or related to either of the Affordable Housing Property, the City Infrastructure Improvements Property or the Developer Infrastructure Improvements Property (together the "Properties") or ground or surface waters associated therewith or migrating or threatening to migrate to or from the Properties which may have a material effect on the value of the Properties or subject the owner thereof to potential liabilities in accordance with the Environmental Requirements (as defined below); and

(b) Except as described in the Environmental Reports, the County has no knowledge of, has and has not received any notice of any condition at, on, under, or related to the Properties (or ground or surface waters associated therewith) or migrating or threatening to migrate to or from the Properties presently or potentially posing a significant hazard to human health or the environment; such conditions being defined as "Hazardous Materials" below; and

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C. Definitions. For the purposes of this Agreement and this Section “13”, the following definitions will apply:

(1.) “Hazardous Materials” will mean any substance:

(i) the presence of which requires investigation or remediation under any federal, state, or local statute, regulation, ordinance, order, action, policy or common law; or

ii) which is or becomes defined as a hazardous waste, hazardous substance, pollutant or contaminant under any federal, state or local statute, regulation, rule, or ordinance or amendments thereto including, without limitation, the United States Comprehensive Environmental Response,

Compensation and Liability Act, as amended, 42 USC §9601 (14) 42 USC §9602, and any “hazardous waste” as defined in or listed under the United States Solid Waste Disposal Act, as amended, 42 USC §6901(5), 42 USC §6921; or

(iii) which is toxic, explosive, corrosive, flammable, infectious, radioactive, carcinogenic, mutagenic, or otherwise hazardous, and is or becomes regulated by any governmental authority, agency, department, commission, board or instrumentality of the United States, the State of New York or any political subdivision thereof; or

(iv) the presence of which, on the Infrastructure Improvements Property, causes or threatens to cause a nuisance on the Properties or to nearby properties, or poses or threatens to pose a hazard to the health and safety of persons on, about or nearby the Infrastructure Improvements Property;  
or

(v) the presence of which on nearby properties would constitute a trespass by the owner of the Infrastructure Improvements Property; or

(vi) which contains, without limitation, gasoline, diesel fuel, or other petroleum hydrocarbons; or

(vii) which contains, without limitation, polychlorinated bipheynols (PCBs), asbestos, or urea formaldehyde foam insulation.

- (2.) “Environmental Requirements” will mean all applicable present and future statutes, regulations, rules, ordinances, codes, licenses, permits, orders, approvals, plans, authorizations, concessions, franchises, and similar items, of all government agencies, departments, commissions, boards, bureaus, or instrumentalities of the United States, the State of New York and the political subdivisions thereof; and all applicable judicial, administrative, and regulatory decrees, judgments, and orders relating to the protection of human health or the environment.

All of the provisions of this Section “13” will survive the expiration or other termination of this Agreement until the expiration of the Period of Affordability provided that the County has paid the County Funds to the Municipality.

**14. ASSIGNMENT OF RIGHTS:** Any purported delegation of duties or assignment of rights under this Agreement without the prior express written consent of the County is void. The

Municipality shall not subcontract any part of the work to be performed hereunder without the written consent of the County, provided, however, that the foregoing shall not be deemed to apply to contracts entered into by the Municipality to implement construction of the Infrastructure Improvements. All subcontracts shall provide that subcontractors are subject to all terms and conditions set forth in this Agreement. All work performed by a subcontractor shall be deemed work performed by the Municipality.

The County's consent to the assignment of the responsibility for or delegation of the duty hereunder shall not release the Municipality or Developer from their respective obligations under this Agreement. The Municipality and Developer shall remain liable to the County for the performance of all respective obligations under this Agreement.

**15. ENTIRE AGREEMENT; AMENDMENT:** This Agreement, including without limitation all Schedules and attachments constitute the entire Agreement between the parties with respect to the funding of the Infrastructure Improvements and will supersede all previous negotiations, commitments and writings. It will not be released, discharged, changed or modified except by an instrument in writing signed by a duly authorized representative of each of the parties.

**16. INDEPENDENT CONTRACTOR:** The status of the Municipality and Developer under this Agreement will be that an independent contractor and not that of an agent, and in accordance with such status, the Municipality and Developer, and their respective officers, agents, employees, representatives, contractors and sub-contractors, will at all times during the term of this Agreement conduct themselves in a manner consistent with such status, and by reason of this Agreement will neither hold themselves out as, nor claim to be acting in the capacity of, officers, employees, agents, representatives or servants of the County, nor make any claim, demand or application for any right or privilege applicable to the County, including without limitation, rights or privileges derived from workers' compensation coverage, unemployment insurance benefits, social security coverage and/or retirement membership or credit.

17. **COMPLIANCE WITH LAW:** The Municipality and Developer will comply, each at their sole cost and expense, with all applicable federal, state and local laws, rules and regulations, ordinances and requirements affecting the conduct of their activities in connection herewith, including without limitation the fair housing laws and, as applicable to the parties, as an employer. In addition to and not in limitation of the foregoing, the Municipality, as a condition of the receipt of the HIF funds will require that the work hereunder must be performed in good workmanlike manner and that all permits, approvals and consents necessary for the proper conduct of such activities in connection with this Agreement will be obtained.

All of the provisions of this Section “17” will survive the expiration or other termination of this Agreement until the expiration of the Period of Affordability provided that the County has paid the HIF Funds to the Municipality.

18. **NOTICES:** All notices of any nature, requests, approvals and other communications which may be given by either party to the other under this Agreement will be in writing and sent by registered or certified mail postage pre-paid, or sent by hand or overnight courier sent by facsimile (with acknowledgement received and copy of the notice sent by overnight courier) to the respective addresses set forth low or to such other addresses as the respective parties hereto may designate in writing. Notice will be effective on the date of receipt:

To the County:

Mr. Edward Buroughs  
Commissioner of Planning  
148 Martine Avenue  
Rye, New York 10601

with a copy to:

County Attorney  
Michaelian Office Building, Room 600  
148 Martine Avenue  
White Plains, New York 10601

To the Municipality:

City of Rye  
1051 Boston Post Rd  
Rye, New York 10580

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with a copy to:

Office of the City Attorney  
1051 Boston Post Rd  
Rye, New York 10580

To the Developer:

Pawling Holdings, LLC  
8 Hilltop Drive  
Port Chester, New York 10573  
Attn: Lou Larizza

with a copy to:

John Colangelo, Esq.  
211 South Ridge Street  
Rye Brook, NY 10573

**19. TERM OF AGREEMENT:** The term of this Agreement shall commence upon execution of this Agreement, and shall continue for five (5) years, unless the Agreement is terminated sooner in accordance with the term of this Agreement.

(a) The County, upon ten (10) days notice to the Parties, may terminate this Agreement in whole or in part when the County deems it to be in its best interest. In such event, the Parties shall be compensated and the County shall be liable only for payment for services already rendered under this Agreement prior to the effective date of termination specified in Schedule "D". Upon receipt of notice that the County is terminating this Agreement in its best interests, the Parties shall stop work immediately and incur no further costs in furtherance of this Agreement without the express approval of the Commissioner, and the Parties shall direct any approved subcontractors to do the same.

In the event of a dispute as to the value of the Work rendered by the Parties prior to the date of termination, it is understood and agreed that the Commissioner shall determine the value of such Work rendered by the Parties. The Parties shall accept such reasonable and good faith determination as final.

(b) In the event the County determines that there has been a material breach by

either of the Parties of any of the terms of the Agreement and such breach remains uncured for forty-eight (48) hours after service on the Party of written notice thereof, the County, in addition to any other right or remedy it might have, may terminate this Agreement and the County shall have the right, power and authority to complete the Work provided for in this Agreement, or contract for its completion, and any additional expense or cost of such completion of the City Infrastructure Improvements shall be charged to and paid by the Developer and any additional expense or cost of such completion of the Developer Infrastructure Improvements shall be charged to and paid by the Developer. Without limiting the foregoing, upon written notice to the Parties, repeated breaches by either of the Parties of duties or obligations under this Agreement shall be deemed a material breach of this Agreement justifying termination for cause hereunder without requirement for further opportunity to cure.

**20. NON-DISCRIMINATION:** The Municipality and Developer each agree that neither they, nor any contractor, subcontractor, employee, or other person acting on their respective behalf will discriminate against or intimidate any employee or other individual on the basis of race, creed, religion, color, gender, age, national origin, ethnicity, alienage or citizenship status, disability, marital status, sexual orientation, familial status, genetic predisposition or carrier status during the term of or in connection with this Agreement, as those terms may be defined in Chapter 700 of Laws of Westchester County. The Municipality and Developer acknowledge and understand that the County maintains a zero tolerance policy that prohibits all forms of harassment or discrimination against its employees by co-workers, supervisors, vendors, contractors, or others.

Pursuant Section 308.01 the Laws of Westchester County, it is the goal of the County to use its best efforts to encourage, promote and increase the participation of business enterprises owned and controlled by persons of color or women in contracts and projects funded by all departments of the County. Attached hereto and forming a part hereof as Schedule "H" is a Questionnaire entitled Business Enterprises Owned and Controlled by Persons of Color or Women. The Developer agrees to complete the questionnaire attached hereto as Schedule "H", as part of this Agreement.

**21. VALIDITY:** 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 will in no way be affected, impaired, or invalidated, and to the extent permitted by applicable law, any such term, or provision will be restricted in applicability or reformed to the minimum extent required for such to be enforceable. This provision will be interpreted and enforced to give effect to the original written intent of the parties prior to determination of such invalidity or unenforceability.

**22. LEGAL AND EQUITABLE RELIEF.** The injury to the County arising from noncompliance with any of the material terms of this Agreement and the Schedules hereto, including without limitation failure to complete the Development or noncompliance with the Affordability Requirements until expiration of the Period of Affordability, as more fully set forth in Schedule “B” to the Declaration or the Developer Infrastructure Improvements in accordance herewith, on the part of the Developer or the completion of the City Infrastructure Improvements on the part of the City would be great and the amount of consequential damage would be difficult to ascertain and may not be compensable by money alone. Therefore, in the event of any such noncompliance, which remains uncured for thirty (30) days after service on the Municipality and/or the Developer as the case may be, of written notice thereof (the “Cure Period”), the County, at its option, may terminate this Agreement and/or apply to any state or federal court for: (A) specific performance of this Agreement and the Schedules hereto; (B) an injunctive relief against any noncompliance; and/or (C) seek any and all appropriate legal and/or equitable remedies, including, but not limited to, damages, reasonable attorney’s fees, disbursements and court costs in such amounts as shall be allowed by the court. The City’s liability under the foregoing paragraph is limited solely to the construction work and Infrastructure Improvements contemplated under this agreement in accordance with Schedule “D” herein.

The Commissioner of Planning, in his sole discretion, may agree to stay any such enforcement beyond the Cure Period, provided however that the County determines that the Municipality and/or Developer is diligently and continuously acting to cure said noncompliance. Without limiting the foregoing, upon written notice to the Municipality and/or Developer, repeated non-compliance by the Municipality or Developer of any particular duty or obligation under this IMDA will be deemed a material breach of this IMDA justifying termination for cause hereunder without requirement for further opportunity to cure. Notice will be effective as set forth herein.

All of the provisions of this Section “22” will survive the expiration or other termination of this Agreement until the expiration of the Period of Affordability provided that the County has paid the HIF Funds to the Municipality.

**23. COUNTY APPROVALS:** It is hereby acknowledged that any request by the Municipality or Developer for any modification of the terms hereof which requires consent of the County will be subject to the receipt of any and all necessary County approvals. It is further acknowledged that in no event, will any delay or failure of the Westchester County Board of Legislators and/or Westchester County Board of Acquisition and Contract to appoint or approve any action be deemed to be unreasonable.

**24. EXECUTION:** This Agreement may be executed simultaneously in several identical copies, each of which will be an original and all of which will constitute but one and the same agreement.

**25. GOVERNING LAW:** This Agreement will be construed and enforced in accordance with the laws of the State of New York. In addition, the parties hereby agree that any cause of action arising out of this Agreement will be brought in the County of Westchester.

**26. NO WAIVER:** Failure of the County to insist, in any one or more instances, upon strict performance of any term or condition herein contained will not be deemed a waiver or relinquishment for the future of such term or condition, but the same will remain in full force and effect.

**27. THIRD PARTIES:** Nothing herein is intended or will be construed to confer upon or give to any third party or its successors and assigns any rights, remedies or basis for reliance upon, under or by reason of this Agreement, except in the event that specific third party rights are expressly granted herein.

**28. REQUIRED DISCLOSURE OF RELATIONSHIPS TO COUNTY:** Attached hereto and forming a part hereof as Schedule “I” is a questionnaire entitled “Required Disclosure

of Relationships to County.” The Municipality and Developer each agree to complete said questionnaire as part of this Agreement. In the event that any information provided in the completed questionnaire changes during the term of this Agreement, Municipality and Developer, as appropriate, each agree to notify County in writing within ten (10) business days of such event.

**29. ENFORCEMENT:** This Agreement shall not be enforceable until signed by all parties and approved by the Office of the County Attorney.

**30: ELECTRONIC FUNDS TRANSFER:** All payments made by the County to the Municipality will be made by electronic funds transfer (“EFT”) pursuant to the County’s Vendor Direct program. Contractors doing business with Westchester County, who are not already enrolled in the Vendor Direct Program, will be required to fill out and submit an EFT Authorization Form in order to receive payment. The EFT Authorization Form and related information are annexed hereto as Schedule “J”. The completed Authorization Form must be returned by the Municipality to the Commissioner prior to execution of the contract. In rare cases, a hardship waiver may be granted. For a Hardship Waiver Request Form, please contact the Westchester County Finance Department.

All payments made by the Municipality to the contractors selected to perform work described herein shall also be made by electronic transfer of funds as may be required by the Municipality.

**31. CAPTIONS:** The captions are inserted only as a matter of convenience and for reference and in no way define, limit or describe the scope of this Agreement nor the intent of any provision thereof.

**32. CONFLICT OF INTEREST:** The Municipality and Developer shall each use all reasonable means to avoid any conflict of interest with the County and shall immediately notify the County in the event of a conflict of interest. The aforementioned parties shall also use all reasonable means to avoid any appearance of impropriety.

**33. JOINT AND SEVERAL LIABILITY:** The obligations of the HDFC and the LLC. to the County under this Agreement are joint and several.

**NO FURTHER TEXT ON THIS PAGE**

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**IN WITNESS WHEREOF**, the County of Westchester, the Municipality and the Developer have caused this Agreement to be executed.

**THE COUNTY OF WESTCHESTER**

By: \_\_\_\_\_

Name: Edward Buroughs

Title: Commissioner of Planning

**CITY OF RYE**

By: \_\_\_\_\_

Name: \_\_\_\_\_

Title: \_\_\_\_\_

**PAWLING HOLDINGS, LLC**

By: \_\_\_\_\_

Name: \_\_\_\_\_

Title: \_\_\_\_\_

Approved by the Board of Legislators on August 8, 2015 by Act No. 158-2015

Approved by the Board of Legislators on September 21, 2015 by Bond Act No. \_\_\_\_-2015

Approved by the Westchester County Board of Acquisition & Contract at a meeting duly held on the \_\_\_\_ day of \_\_\_\_\_, 2015.

Approved as to form and manner of execution:

\_\_\_\_\_  
Assistant County Attorney

Approved as to form:

\_\_\_\_\_  
City of Rye

**COUNTY OF WESTCHESTER ACKNOWLEDGMENT**

STATE OF NEW YORK            )  
  ) ss.:  
COUNTY OF WESTCHESTER    )

On the \_\_\_\_\_ day of \_\_\_\_\_ in the year 20 before me, the undersigned, a Notary Public in and for said State, personally appeared \_\_\_\_\_, personally known to me or proved to me on the basis of satisfactory evidence to be the individual whose name is subscribed to the within instrument and acknowledged to me that he/she executed the same in his/her capacity, and that by his/her signature on the instrument, the individual, or the person upon behalf of which the individual acted, executed the instrument; and, acknowledged if operating under any trade name, that the certificate required by the New York State General Business Law Section 130 has been filed as required therein.

\_\_\_\_\_  
Signature and Office of individual  
taking acknowledgment

**CITY OF RYE ACKNOWLEDGMENT**

STATE OF NEW YORK            )  
  ) ss.:  
COUNTY OF WESTCHESTER    )

On the        day of \_\_\_\_\_ in the year 20 before me, the undersigned, a Notary Public in and for said State, personally appeared \_\_\_\_\_, personally known to me or proved to me on the basis of satisfactory evidence to be the individual whose name is subscribed to the within instrument and acknowledged to me that he/she executed the same in his/her capacity, and that by his/her signature on the instrument, the individual, or the person upon behalf of which the individual acted, executed the instrument; and, acknowledged if operating under any trade name, that the certificate required by the New York State General Business Law Section 130 has been filed as required therein.

\_\_\_\_\_  
Signature and Office of individual  
taking acknowledgment

**CITY OF RYE CERTIFICATE OF AUTHORITY**

I, \_\_\_\_\_,  
*(Officer other than officer signing contract)*

certify that I am the \_\_\_\_\_ of  
*(Title)*  
the \_\_\_\_\_  
*(the "Municipality")*

a municipal corporation duly organized and in good standing under the \_\_\_\_\_  
*(Law under which organized, e.g., the  
New York Business Corporate 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  
\_\_\_\_\_  
*(Title of such person)*

of the Municipality and that said agreement was duly signed for and on behalf of said  
Municipality by authority of its Board of \_\_\_\_\_, 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 \_\_\_\_\_, 20\_\_\_\_, before me personally came  
\_\_\_\_\_, whose signature appears above, to me  
known, and known to me to be the \_\_\_\_\_ of \_\_\_\_\_  
*(Title)*

\_\_\_\_\_, the Municipality described in and  
which executed the above certificate, who being by me duly sworn did depose and say that  
he/she, the said \_\_\_\_\_ of said Municipality resides at

\_\_\_\_\_, and that he/she signed his/her  
name hereto by order of the Board of \_\_\_\_\_ of said Municipality.

\_\_\_\_\_  
Signature and Office of individual  
taking acknowledgment



**PAWLING HOLDINS, LLC**  
**ACKNOWLEDGMENT**

STATE OF NEW YORK            )  
  ) ss.:  
COUNTY OF NEW YORK        )

On the \_\_\_\_\_ day of \_\_\_\_\_ in the year 20 before me, the undersigned, a Notary Public in and for said State, personally appeared \_\_\_\_\_, personally known to me or proved to me on the basis of satisfactory evidence to be the individual whose name is subscribed to the within instrument and acknowledged to me that he/she executed the same in his/her capacity, and that by his/her signature on the instrument, the individual, or the person upon behalf of which the individual acted, executed the instrument; and, acknowledged if operating under any trade name, that the certificate required by the New York State General Business Law Section 130 has been filed as required therein.

\_\_\_\_\_  
Signature and Office of individual  
taking acknowledgment

**PAWLING HOLDINGS, LLC**  
**CERTIFICATE OF AUTHORITY**

I, \_\_\_\_\_,  
(Officer other than officer signing contract)

certify that I am the \_\_\_\_\_ of  
(Title)  
the \_\_\_\_\_  
(the "Corporation")

a corporation duly organized and in good standing under the (Law under which organized, e.g.,  
the New York Business Corporate Law) named in the foregoing agreement; that

(Person executing agreement)

who signed said agreement on behalf of the Corporation was, at the time of execution

(Title of such person)

of the Corporation and that said agreement duly signed for and on behalf of said Corporation  
by authority of its Board of Directors, 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 \_\_\_\_\_, 20\_\_\_\_, before me personally came  
\_\_\_\_\_, whose signature appears above, to me  
known, and known to me to be the \_\_\_\_\_ of  
(Title)

\_\_\_\_\_, the Corporation described in and  
which executed the above certificate, who being by me duly sworn did depose and say that  
he/she, the said \_\_\_\_\_ of said Corporation resides at  
\_\_\_\_\_, and that he/she signed his/her  
name hereto by order of the Board of Directors of said Corporation.

\_\_\_\_\_  
Signature and Office of individual  
taking acknowledgment



**SCHEDULE "A"**  
**AFFORDABLE HOUSING PROPERTY**

**NEW YORK TITLE RESEARCH CORPORATION**

**As Agent for**

**Stewart Title Insurance**

**Company SCHEDULE A**

**(Description)**

Title            Number:  
**NYT17967**

ALL that certain plot, piece or parcel of land, situate, lying and being in the City of Rye, County of Westchester and State of New York, bounded and described as follows:

BEGINNING at a point on the northeasterly side of North Street, distant as measured along same, 100 feet northwesterly from the northerly side of Theodore Fremd Avenue formerly Railroad Avenue;

THENCE RUNNING along said northeasterly side of North Street, North 49 degrees 43 minutes 00 seconds West, 190.30 feet to land of the New York New Haven and Hartford Railroad Company;

THENCE RUNNING along said last mentioned land, North 58 degrees 13 minutes 30 seconds East,  
431.80 feet to land now or formerly of Westchester  
Lighting Company;

THENCE RUNNING along said last mentioned land, South 31 degrees 46 minutes 30 seconds East,  
173.33 feet to land now or formerly of Elizabeth  
A. Tilley;

THENCE RUNNING along said last mentioned line, South 74 degrees 57 minutes 00 seconds West,  
64.90 feet and South 28 degrees 57 minutes 00 seconds East, 200 feet to the northerly side of Theodore Fremd Avenue;

THENCE RUNNING along said northerly side of Theodore Fremd Avenue, South 74 degrees 57 minutes 00 seconds West, 135.60 feet to land now or formerly of Sibarco Corp. at a point distant as measured along said northerly side of Theodore Fremd Avenue, 136.20 feet easterly from the northeasterly side of North Street;

THENCE RUNNING along said last mentioned land, North 28 degrees 57 minutes 00 seconds West, 130 feet and South 59 degrees 45 minutes 30 seconds West, 167.71 feet to the point and place of BEGINNING.

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**SCHEDULE "B"**

(will be Schedule B to the Declaration)

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**Schedule "C"**

**Declaration of Restrictive Covenants  
(to be inserted)**

**SCHEDULE “D”  
INFRASTRUCTURE IMPROVEMENTS PROJECT**

**A. SCOPE OF SERVICES**

The infrastructure improvements include, but are not limited to, sewer and main replacements, curbing, paving, parking, grading and any ancillary related work (the “Infrastructure Improvements”). The Infrastructure Improvements shall be constructed in accordance with the following plans: \_\_\_\_\_ and may be amended from time to time subject to the approval of the City and which the Developer must provide to the Commissioner of the Westchester County Department of Planning (the “Plans”).

**B. PAYMENT**

The County will make progress payments to the City for expenses incurred in constructing the Infrastructure Improvements associated with the construction of 150 North Street in the City of Rye, in accordance with the Plans in an amount not to exceed \$2,200,000.00, as set forth pursuant to the below budgets (the “Budgets”). All quantities are approximate, and the total amount shall not be exceeded.

Any and all requests for payments to be made, including any partial payment made in proportion to the work completed, shall be submitted on properly executed payment vouchers of the County and paid within 30 days after approval by the Commissioner, which approval shall not be unreasonably withheld and subject to the terms of the Agreement. The Municipality acknowledges and agrees that the New York State prevailing wage shall be paid. In the event prevailing wage is not paid the County’s Department of Planning shall recalculate and reduce the below Budget. All payment vouchers must be accompanied by a numbered invoice and must contain the invoice number where indicated. All invoices submitted during each calendar year shall utilize sequential numbering and be non-repeating.

Payment requires compliance with the following procedures, noting that the County reserves the right to require additional documentation and approval:

1. documentation for the payment of work completed shall include verification from the architect or engineer responsible for the work to a) verify that the work was done, and b) that it was done properly;
2. a signed AIA form approving the work, materials and workmanship and the amount to be invoiced by the contractor shall be included along with a County voucher and lien release from the Contractor;
3. the municipality submits the invoice, AIA form, lien release and a County voucher to the County for payment;
4. the County reviews the request, if approved submits it for payment & prepares a check to the Municipality, provided however, that the County shall retain not more than five per centum



|

(5%) of each payment which amount shall be held until final payment upon the certified completion of the Infrastructure Improvements.

**BUDGET (County Funds):**

All quantities are approximate and the total amount shall not be exceeded.

Estimated Budget for Developer Infrastructure Improvements and in ROW along Theodore Fremd Ave.

The Developer is responsible for funding the costs of construction of the Developer Infrastructure Improvements not funded through the County HIF Funds.

Theodore Fremd Senior Housing Development Costs		11/13/2015			HIF
	est quantity	unit	unit cost		
Rough grade fill in place,	83000	CY or lu	0.5		\$41,500
Concrete curbs	2346	LF	27		\$63,342
Retension System		lump sum			\$148,000
8" Item 4,	570	CY	50		\$28,500
Binder,	23000	SF	2.5		\$57,500
Aspahalt top course	23000	SF	2.5		\$57,500
Storm Drain 140 ft. SDR 8" gravel, labor & material	140	LF	60		\$8,400
Sanitary Manholes	4	each	4500		\$18,000
Dog House installed on Theodore Fremd, restoration, K-crete, trench box		lump sum			\$25,000
Sanitary Sewer tied into Theodore Fremd from new buildings SDR 35 8 inch	240	lf	70		\$16,800
Confined space for tie-in to existing sanitary manhole for temporary sanitary sewer					\$10,000
(8) catch basins	8	Each	4500		\$36,000
Pipe HDPE, 24"	470	lf	65		\$30,550
Pipe HDPE, 15"	240	lf	55		\$13,200
Drain Manholes 48 inch	2	each	3500		\$7,000
Headwall	1	each			\$5,000
Entrance Apron	200	SF	30		\$6,000
Sidewalks	2300	SF	20		\$46,000
Concrete Sidewalks	1400	SF	10		\$14,000
Site Lighting	13	each	5000		\$65,000
Trenching for site lighting	1400	lf	10		\$14,000
Landcaping,					\$46,000
Sediment and Erosion control					\$50,000
Engineer Inspection and Testing		lumps sum			\$10,000
		<b>TOTAL</b>			<b>\$817,292</b>
		Mobilization 2%			\$16,346
		Bonds & insurance 3%			\$24,519
		Misc Additional Work			\$90,000
		Total construction			\$948,157
		Bid engineering & Bid prep / Const Mngt.			\$250,000
		<b>\$1,198,157</b>			
		<b>Total Not To Exceed HIF Amount</b>			<b>\$ 1,200,000</b>

Estimated Sewer Construction Budget:

All quantities are approximate and the total amount shall not be exceeded.



Engineer's Estimate for Theo Fremd Site Sewer Relocation

Pay Item	Quantity	Units	Unit Price	Bid Price
Mobilization/Demobilization	1	Lump Sum	\$20,000.00	\$20,000.00
Maintenance and Protection of Traffic	1	Lump Sum	\$20,000.00	\$20,000.00
8" PVC SDR-35 Sanitary Sewer	900	Linear Feet	\$60.00	\$54,000.00
Manholes < 10 feet deep	2	Each	\$5,000.00	\$10,000.00
Manholes 10-15 feet deep	2	Each	\$10,000.00	\$20,000.00
Excavation, open cut, bracing	300	Cubic Yards	\$50.00	\$15,000.00
Excavation, Rock removal (50% rock assumed)	300	Cubic Yards	\$150.00	\$45,000.00
Backfill with acceptable spoils (50% assumed)	300	Cubic Yards	\$40.00	\$12,000.00
Removal of unacceptable material (50% assumed)	300	Cubic Yards	\$40.00	\$12,000.00
Controlled Low Strength Material Backfill	300	Cubic Yards	\$150.00	\$45,000.00
Pipe bedding, crushed stone	60	Cubic Yards	\$50.00	\$3,000.00
Sawcut pavement	1100	Linear Feet	\$5.00	\$5,500.00
Pavement restoration, County Road	2200	Square Feet	\$30.00	\$66,000.00
Pavement restoration	7000	Square Feet	\$20.00	\$140,000.00
Cut and Cap Existing	9	Each	\$500.00	\$4,500.00
Connect to Existing Structure	1	Each	\$2,000.00	\$2,000.00
Dewatering	1	Lump Sum	\$10,000.00	\$10,000.00
Cleaning and Televising Sewer Lines	1	Lump Sum	\$5,000.00	\$5,000.00
Erosion and sediment control	1	Lump Sum	\$5,000.00	\$5,000.00
				\$494,000.00

Direct Construction Costs

Overhead and Profit (21%) \$103,740.00  
 Contingency (25%) \$123,500.00

Total Construction \$721,240.00  
**Total Construction Budget \$725,000.00**

Design and Construction Administration (20%) \$145,000.00  
 Legal (15%) \$108,750.00

**Total Budget \$978,750.00**  
 say \$980,000.00

Note: Easement costs, if needed, are not included.

Assumes that 8" PVC sewer from Summit Street on North Street installed in 2001 is adequate to accept flow.

**Total HIF Amount Not-To-Exceed \$1,000.000**

|  
**C. CONSTRUCTION SCHEDULE FOR INFRASTRUCTURE IMPROVEMENTS**

Commencement Date for Construction of Infrastructure Improvements: 365 days as of date hereof

Completion Date for Infrastructure Improvements: 3 years as of date hereof

**SCHEDULE "E"**

**STANDARD INSURANCE PROVISIONS**  
**(MUNICIPALITY)**

1. Prior to commencing work, the Municipality shall obtain at its own cost (should be reimbursed) 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 Municipality's negligent acts or omissions under the Agreement or by virtue of the provisions of the labor law or other statute or any other reason, 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 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: <http://www.wcb.ny.gov/>.

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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 or the City (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.

**SCHEDULE “E(ii)”**

**STANDARD INSURANCE PROVISIONS  
(DEVELOPER)**

1. Prior to commencing work, the Developer 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 and the City of Rye, as may be required and approved by the Director of Risk Management of the County. After approval of such insurance by the Director of Risk Management of Westchester County, the Developer shall provide evidence of such insurance to the City of Rye. 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 and to the City Manager of the City of Rye by registered mail, return receipt requested, for all of the following stated insurance policies. All notices shall name the Developer and identify the Agreement.

If at any time any of the policies required herein shall be or become unsatisfactory to the County or to the City, as to form or substance, or if a company issuing any such policy shall be or become unsatisfactory to the County or the City, the Developer shall upon notice to that effect from the County or the City, promptly obtain a new policy, submit the same to the Department of Risk Management of the County of Westchester or the City Manager, as the case may be, for approval and submit a certificate thereof. Upon failure of the Developer to furnish, deliver and maintain such insurance, the Agreement, at the election of the County or the City, may be declared suspended, discontinued or terminated. Failure of the Developer to take out, maintain, or the taking out or maintenance of any required insurance, shall not relieve the Developer from any liability under the Agreement, nor shall the insurance requirements be construed to conflict with otherwise limit the contractual obligations of the Developer concerning indemnification. All property losses shall be made payable to and adjusted with the County and/or the Village as their interests may appear.

In the event that claim, for which the County or the City may be liable, in excess of the insured amounts provided herein are filed by reason of any operations under the Agreement or by virtue of the provisions of the labor law or other statute or any other reason, the amount of excess of such claims or any portion thereof, may be withheld from payment due or to become due the Developer until such time as the Developer shall furnish such additional security covering such claims in form satisfactory to the County of Westchester or the City, as the case may be.

2. The Developer 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 or State Fund Insurance Company form U-26.3 is required for proof of compliance with the New York State Workers'

Compensation Law.

NOTE: Other generally recognized forms/certificates may be substituted for the above at the sole discretion of the Director of Risk Management.

(b) 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: <http://www.wcb.ny.gov/>

If the employer is self-insured for Worker's Compensation, he should present a certificate from the New York State Worker's Compensation Board evidencing that fact.

Employer's Liability with minimum limit of \$100,000.

(c) Commercial General Liability Insurance with a minimum limit of liability per occurrence of \$1,000,000 for bodily injury and \$100,000 for property damage or a combined single limit of \$1,000,000 (c.s.1), naming the County of Westchester and the City of Rye as additional insureds. This insurance shall include the following coverages:

- (i) Premises - Operations.
- (ii) Broad Form Contractual.
- (iii) Independent Contractor and Sub-Contractor.
- (iv) Products and Completed Operations.

All Contracts involving the use of explosives and demolition shall provide the above coverage with elimination of the XCU exclusion from the policy, or proof that XCU is covered.

(d) Automobile Liability Insurance with a minimum limit of liability per occurrence of \$1,000,000 for bodily injury and a minimum limit of \$100,000 per occurrence for property damage or a combined single limit of \$1,000,000 unless otherwise indicated in the contract specifications, naming the County of Westchester and the City of Rye as additional insureds. 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 Developer shall be endorsed to contain the following clauses:



(a) Insurers shall have no right to recovery or subrogation against the County of Westchester or the City of Rye (including either of their 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 or the City of Rye is named as an insured, shall not apply to the County of Westchester or the City of Rye.

(c) The insurance companies issuing the policy or policies shall have no recourse against the County of Westchester or the City of Rye (including either of their 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 Developer.

As per the attached written agreement, and where indicated with a check mark below, the following insurance(s) will also be required:

	(e) Environmental Liability with a minimum limit of liability per occurrence of \$1,000,000.00. Policy shall be kept in full force and effect for three (3) years from the date the project is completed and the County and City shall be provided with the endorsement naming the County of Westchester and City of Rye as an additional insured.
	(f) Property Insurance – Replacement Cost basis with County of Westchester named as loss payee as its interest may appear
	(g) Builder’s Risk --Developer at their own cost and expense shall provide and maintain a Builder’s Risk Form, All Risk Insurance Contract. The coverage shall be written for 100% of the completed value, with the County of Westchester named as loss payee as its interest may appear.

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**SCHEDULE "F"**  
**Affordable Housing Infrastructure Improvements Property Description**

[Metes and Bounds Description To Be Inserted].

**SCHEDULE "G"**

**Required Easement from Developer to County and Municipality**

**[form of attached hereto]**

DRAFT

## INFRASTRUCTURE IMPROVEMENTS EASEMENT

**THIS EASEMENT**, made by

**NORTH ST. SENIOR HOUSING DEVELOPMENT FUND CORP.** , organized pursuant to the Not-For-Profit Corporation Law of the State of New York and Article 11 of the Private Housing Finance Law of the State of New York having an office and place of business at c/o Housing Action Council, Inc., 55 S Broadway Suite 2, Tarrytown, NY 10591-4000 (the “HDFC”); as fee title holder and nominee of **NORTH ST. SENIOR HOUSING, LLC** (the “LLC”) a New York limited liability company, having an office and place of business at 211 South Ridge Street, Rye Brook, New York, 10573, the beneficial owner (the LLC together with the HDFC, herein designated as the “Grantor” 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, (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 (the “Municipality” and, together with the County, collectively referred to as the “Grantees”),

### WITNESSETH:

**WHEREAS**, Grantor is the owner of the fee title of that certain parcel of real property located 150 North Street, City of Rye, County of Westchester, State of New York, as more particularly described on Exhibit “A” attached hereto and made a part hereof (the “Developer Infrastructure Improvements Property”):

The Grantor in consideration of the sum of One (\$1.00) Dollar lawful money of the United States, paid by the Grantees, receipt of which is hereby acknowledged, does hereby grant and release unto the Grantees, its successors and assigns forever, a non-exclusive easement (the “Easement”) in, on, over, under and through the Developer Infrastructure Improvements Property for the purpose of operating and accessing certain County owned public improvements, including, but not be limited to topsoil, sewer lines, drainage, curbing, paving, parking, lighting, grading, landscaping, (the “Infrastructure Improvements”).

It is acknowledged that the foregoing shall not diminish the terms and conditions of that certain Declaration of Restrictive Covenants dated \_\_\_\_\_. The Grantor has received any approval necessary in connection herewith and the grant of the Easement will not result in any breach of or constitute a default under other instruments or documents to which the Grantor is a party or by which it may be bound or affected.

The Easement granted herein is subject to the following restrictions:

The Grantor further Covenants that neither it, nor its successors or assigns shall do anything, or allow anything to be done, which in the reasonable opinion of the Grantees would injure, endanger or impair the Infrastructure Improvements contained within the Easement or the

operation thereof.

This non-exclusive Easement is granted on the following terms and conditions:

The Grantees, its employees, agents and contractors, shall have the right at any time of access, ingress, egress and regress into and from the Easement at any time during normal business hours (except in the case of an emergency) for the purpose of excavating, grading, constructing, reconstructing, enlarging, repairing, monitoring and maintaining the Infrastructure Improvements without becoming or being held liable for trespass.

The Grantor acknowledges that the Infrastructure Improvements constructed in, on, over, under or through the Easement shall be owned by the County for so long as the bonds of the County (the "Bonds"), which made funds available for said Infrastructure Improvements, are outstanding, pursuant to the terms of the certain Inter-Municipal/Developer Agreement of even date herewith by and between the Grantor, the Municipality and the County. Upon maturity or full redemption of the aforesaid Bonds, title to the Infrastructure Improvements will vest in the Grantor, and this Indenture and the Easement granted herein to the Grantees shall terminate.

The exercise of any rights hereunder shall be done in compliance with all applicable laws, ordinances, rules, regulation, orders and requirements of any governmental authority having jurisdiction thereof, while undertaking such measures as may reasonably be required to protect against personal injury and/or property damage.

The Easement granted herein shall be nonexclusive, and Grantor and/or its successors or assigns, at its sole discretion, may use or permit other parties to use the Developer Infrastructure Improvements Property for any purpose that does not prevent the exercise of the rights granted to Grantee herein.

This Indenture may not be modified or amended unless by written instrument signed by the parties hereto.

The non-exclusive Easement shall run with the land and the provisions contained herein shall be binding upon and inure to the benefit of and be enforceable by the Grantees, their successors and assigns.

This Indenture contains the entire agreement between the parties relating to the rights herein granted and the obligations herein assumed. Any oral or other written understandings, agreements and negotiations between the parties shall be of no force and effect.

No waiver by either party of any failure or refusal by the other party to comply with its respective obligations under this Indenture shall be valid unless in writing and signed by the party to be charged and no such waiver shall be deemed a waiver of any other or subsequent failure or refusal to so comply.

**TO HAVE AND TO HOLD** the Easement granted herein unto the Grantees, their successors and assigns until such time as the Bonds have matured or have been fully redeemed.

**IN WITNESS WHEREOF**, the Grantor has executed this instrument the day and year first above written.

**NORTH ST. SENIOR HOUSING  
DEVELOPMENT FUND CORP.**

By: \_\_\_\_\_

By: \_\_\_\_\_

Name: \_\_\_\_\_

Title: \_\_\_\_\_

**NORTH ST. SENIOR HOUSING, LLC**

By: \_\_\_\_\_

By: \_\_\_\_\_

Name: \_\_\_\_\_

Title: \_\_\_\_\_

**RECORDING REQUESTED BY AND  
WHEN RECORDED MAIL TO:**

John Paul Iannace, Esq.  
Assistant County Attorney  
148 Martine Avenue, Room 600  
White Plains, New York 10601

**UNIFORM ACKNOWLEDGMENT  
(HDFC)**

STATE OF NEW YORK            )  
  )ss.:  
COUNTY OF WESTCHESTER    )

On the \_\_\_\_\_ day of \_\_\_\_\_ in the year 20\_\_ , before me the undersigned personally appeared \_\_\_\_\_ personally known to me or proved to me on the basis of satisfactory evidence to be the individual(s) whose name(s) is (are) subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their capacity(ies), and that by his/her/their signature(s) on the instrument, the individual(s), or the person upon behalf of which the individual(s) acted, executed the instrument.

\_\_\_\_\_  
Notary Public

**UNIFORM ACKNOWLEDGMENT  
(LLC)**

STATE OF NEW YORK            )  
  )ss.:  
COUNTY OF WESTCHESTER    )

On the \_\_\_\_\_ day of \_\_\_\_\_ in the year 20\_\_ , before me the undersigned personally appeared \_\_\_\_\_ personally known to me or proved to me on the basis of satisfactory evidence to be the individual(s) whose name(s) is (are) subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their capacity(ies), and that by his/her/their signature(s) on the instrument, the individual(s), or the person upon behalf of which the individual(s) acted, executed the instrument.

\_\_\_\_\_  
Notary Public

**EXHIBIT "A"**

“Developer Infrastructure Improvements Property”

**NEW YORK TITLE RESEARCH CORPORATION**

**As Agent for  
Stewart Title Insurance**

**Company SCHEDULE A**

**(Description)**

Title            Number:  
**NYT17967**

ALL that certain plot, piece or parcel of land, situate, lying and being in the City of Rye, County of Westchester and State of New York, bounded and described as follows:

BEGINNING at a point on the northeasterly side of North Street, distant as measured along same, 100 feet northwesterly from the northerly side of Theodore Fremd Avenue formerly Railroad Avenue;

THENCE RUNNING along said northeasterly side of North Street, North 49 degrees 43 minutes 00 seconds West, 190.30 feet to land of the New York New Haven and Hartford Railroad Company;

THENCE RUNNING along said last mentioned land, North 58 degrees 13 minutes 30 seconds East, 431.80 feet to land now or formerly of Westchester Lighting Company;

THENCE RUNNING along said last mentioned land, South 31 degrees 46 minutes 30 seconds East, 173.33 feet to land now or formerly of Elizabeth A. Tilley;

THENCE RUNNING along said last mentioned line, South 74 degrees 57 minutes 00 seconds West, 64.90 feet and South 28 degrees 57 minutes 00 seconds East, 200 feet to the northerly side of Theodore Fremd Avenue;

THENCE RUNNING along said northerly side of Theodore Fremd Avenue, South 74 degrees 57 minutes 00 seconds West, 135.60 feet to land now or formerly of Sibarco Corp. at a point distant as measured along said northerly side of Theodore Fremd Avenue, 136.20 feet easterly from the northeasterly side of North Street;

THENCE RUNNING along said last mentioned land, North 28 degrees 57 minutes 00 seconds West, 130 feet and South 59 degrees 45 minutes 30 seconds West, 167.71 feet to the point and place of BEGINNING.



**SCHEDULE “H”**

**For Informational Purposes Only**

**QUESTIONNAIRE REGARDING BUSINESS ENTERPRISES  
OWNED AND CONTROLLED BY WOMEN OR PERSONS OF COLOR**

As part of the County’s program to encourage the meaningful and significant participation of business enterprises owned and controlled by persons of color or women in County contracts, and in furtherance of Section 308.01 of the Laws of Westchester County, completion of this form is required.

A “business enterprise owned and controlled by women or persons of color” means a business enterprise, including a sole proprietorship, limited liability partnership, partnership, limited liability corporation, or corporation, that either:

- 1.) meets the following requirements:
  - a. is at least 51% owned by one or more persons of color or women;
  - b. is an enterprise in which such ownership by persons of color or women is real, substantial and continuing;
  - c. is an enterprise in which such ownership interest by persons of color or women has and exercises the authority to control and operate, independently, the day-to-day business decisions of the enterprise; and
  - d. is an enterprise authorized to do business in this state which is independently owned and operated.
  
- 2.) is a business enterprise certified as a minority business enterprise (“MBE”) or women business enterprise (“WB” pursuant to Article 15-a of the New York State Executive Law and the implementing regulations, 9 New York Code Rules and Regulations subtitle N Part 540 et seq., **OR**
  
- 3.) is a business enterprise certified as a small disadvantaged business concern pursuant to the Small Business Act, 15 U.S.C. 631 et seq., and the relevant provisions of the Code of Federal Regulations as amended.

Please note that the term “persons of color,” as used in this form, means a United States citizen or permanent resident alien who is and can demonstrate membership of one of the following groups:

- (a) Black persons having origins in any of the Black African racial groups;
- (b) Hispanic persons of Mexican, Puerto Rican, Dominican, Cuban, Central or South American descent of either Indian or Hispanic origin regardless of race;
- (c) Native American or Alaskan native persons having origins in any of the original peoples of North America; or
- (d) Asian or Pacific Islander persons having origins in any of the Far East countries, South East Asia, the Indian subcontinent or the Pacific Islands.

1. Are you a business enterprise owned and controlled by women or persons of color in accordance with the standards listed above?

\_\_\_\_\_ No

\_\_\_\_\_ Yes

**Please note: If you answered “yes” based upon certification by New York State and/or the Federal government, official documentation of the certification must be attached.**

2. If you answered “Yes” above, please check off below whether your business enterprise is owned and controlled by women, persons of color, or both.

\_\_\_\_\_ Women

\_\_\_\_\_ Persons of Color (*please check off below all that apply*)

\_\_\_\_\_ Black persons having origins in any of the Black African racial groups

\_\_\_\_\_ Hispanic persons of Mexican, Puerto Rican, Dominican, Cuban, Central or South American descent of either Indian or Hispanic origin regardless of race

\_\_\_\_\_ Native American or Alaskan native persons having origins in any of the original peoples of North America

\_\_\_\_\_ Asian or Pacific Islander persons having origins in any of the Far East countries, South East Asia, the Indian sub-continent or the Pacific Islands

Name of Business Enterprise: \_\_\_\_\_

Address: \_\_\_\_\_

Name and Title of person completing questionnaire:

Signature: \_\_\_\_\_

\_\_\_\_\_  
Notary Public

\_\_\_\_\_  
Date

**SCHEDULE "I"**

**REQUIRED DISCLOSURE OF RELATIONSHIPS TO COUNTY**

**(Prior to execution of a contract by the County, a potential County contractor must complete, sign and return this form to the County)**

**Contract Name and/or ID No.:**

*(To be filled in by County)*

**Name of Contractor:**

*(To be filled in by Contractor)*

**A.) Related Employees:**

1. Are any of the employees that you will use to carry out this contract with Westchester County also an officer or employee of the County, or the spouse, or the child or dependent of such County officer or employee?

Yes \_\_\_\_\_ No \_\_\_\_\_

If yes, please provide details: \_\_\_\_\_

**B.) Related Owners:**

1. If you are the owner of the Contractor, are you or your spouse, an officer or employee of the County?

Yes \_\_\_\_\_ No \_\_\_\_\_

If yes, please provide details: \_\_\_\_\_

*To answer the following question, the following definition of the word "interest" shall be used:*

**Interest means a direct or indirect pecuniary or material benefit accruing to a county officer or employee, his or her spouse, child or dependent, whether as the result of a contract with the county or otherwise. For the purpose of this chapter, a county officer or employee shall be deemed to have an "interest" in the contract of:**

- i. His/her spouse, children and dependents, except a contract of employment with the county;**
- ii. A firm, partnership or association of which such officer or employee is a member or employee;**
- iii. A corporation of which such officer or employee is an officer, director or employee; and**
- iv. A corporation of which more than five (5) percent of the outstanding capital stock is owned by any of the aforesaid parties.**

2. Do any officers or employees of the County have an **interest** in the Contractor or in any subcontractor that will be used for this contract?


Yes \_\_\_\_\_ No \_\_\_\_\_  
If yes, please provide details: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Authorized Company Official shall sign below and type or print information below the signature line:

---

Name:  
Title:  
Date:

## SCHEDULE "J"

	<b>Westchester County • Department of Finance • Treasury Division</b>	Authorization is: <i>(check one)</i> <input type="checkbox"/> New <input type="checkbox"/> Change
<h3 style="margin: 0;">Electronic Funds Transfer (EFT) Vendor Direct Payment Authorization Form</h3>		
<b>INSTRUCTIONS:</b> Please complete both sections of this Authorization Form and attach a voided check. See the reverse side for more information and instructions.		
<b>Mail to:</b> Westchester County, Department of Finance, Treasury Division, 148 Martine Avenue, White Plains, NY 10601 Attention: Vendor Direct		
<b>Section I - Vendor Information</b>		
1. Vendor Name:		
2. Taxpayer ID Number or Social Security Number:		
3. Vendor Primary Address		
4. Contact Person Name:		
Contact Person Telephone Number:		
5. Vendor E-Mail Addresses for Remittance Notification:		
6. Vendor Certification: <i>I have read and understand the Vendor Direct Payment Program and hereby authorize payments to be received by electronic funds transfer into the bank that I designate in Section II. I further understand that in the event that an erroneous electronic payment is sent, Westchester County reserves the right to reverse the electronic payment. In the event that a reversal cannot be implemented, Westchester County will utilize any other lawful means to retrieve payments to which the payee was not entitled.</i>		
_____ Authorized Signature	_____ Print Name/Title	_____ Date
<b>Section II- Financial Institution Information</b>		
7. Bank Name:		
8. Bank Address:		
9. Routing Transit Number:		10. Account Type: (check one) <input type="checkbox"/> Checking <input type="checkbox"/> Savings
11. Bank Account Number:		12. Bank Account Title:
13. Bank Contact Person Name:		Telephone Number:
14. FINANCIAL INSTITUTION CERTIFICATION (required <b>ONLY</b> if directing funds into a Savings Account <b>OR</b> if a voided check is not attached to this form): <i>I certify that the account number and type of account is maintained in the name of the vendor named above. As a representative of the named financial Institution, I certify that this financial Institution is ACH capable and agrees to receive and deposit payments to the account shown.</i>		
_____ Authorized Signature	_____ Print Name / Title	_____ Date

**(Leave Blank - to be completed by Westchester County) - Vendor number assigned**

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# CITY COUNCIL AGENDA

NO. 8

DEPT.: City Council

DATE: November 18, 2015

CONTACT: Mayor Joseph A. Sack

**ACTION:** Presentation of a Proposal to collect baseline data on the deer population and Authorization for the City Manager to enter into an agreement with Hank C. Birdsall regarding same.

**FOR THE MEETING OF:**

November 18, 2015

**RYE CITY CODE,**

CHAPTER

SECTION

**RECOMMENDATION:**

**IMPACT:**  Environmental  Fiscal  Neighborhood  Other:

**BACKGROUND:** The members of the Deer Study Group made a recommendation to the City Council that an expert in deer tracking methods be engaged to gather baseline data and set up a procedure to address the deer population. Hank Birdsall is a biologist who has extensive experience in deer management. His proposal includes collection of baseline data in the area of the Rye Golf Club, Marshlands Conservancy, Jay Heritage Center and the Greenhaven area.

See attached Proposal.

**Proposal to Collect Baseline Data on White-tailed Deer Populations in Rye, NY**

Submitted by : Hank C. Birdsall, M.S.

Date : November 9, 2015

# HANK CARINO BIRDSALL

11 Woodland Road, Pound Ridge, NY 10576 | 914-462-2518 | [hank.birdsall@gmail.com](mailto:hank.birdsall@gmail.com)

## EDUCATION

### **Texas A&M University – Kingsville / Caesar Kleberg Wildlife Research Institute**

*M.S. in Range and Wildlife Management*

GPA: 3.70/4.00

Master's Thesis: Management of White-tailed Deer within the Cattle Fever Tick Permanent Quarantine Area of Zapata County

### **Purchase College (SUNY), School of Natural Sciences**      *Purchase, NY*      (2011)

*B.S. in Biology with a concentration in Evolutionary and Behavioral Biology; Minor in Chemistry (Cum Laude)*

GPA: 3.58/4.00

Independent Study: Movements of White-tailed Deer in a Suburban Ecosystem

### **Boston College, Wallace E. Carroll School of Management**      *Chestnut Hill, MA*      (2008)

*Double Major (BAs) in Finance/Marketing*

GPA: 3.12/4.00

### **Asia University, Elite American Youth Leadership Camp**      *Taichung, Taiwan*      (2007)

### **Quality Deer Management Association Deer Steward I Graduate**      (2014)

## WILDLIFE WORK EXPERIENCE

- **Caesar Kleberg Wildlife Research Institute** (Kingsville, TX) – 2012 - 2015
  - Worked on a USDA-funded white-tailed deer management outreach project with private landowners in the Cattle Fever Tick Permanent Quarantine Area on the U.S. – Mexico border
  - Organized deer management education conferences for private landowners
  - Produced habitat management pamphlets and photographic guides to aging bucks on the hoof for public distribution
  - Flew helicopter surveys of white-tailed deer; estimated regional sex ratios and densities
  - Initiated and planned 3 youth doe hunts in Zapata Co. with TX Youth Hunting Program
- **South Texas Buckskin Brigades** (Uvalde, TX) - 2013
  - “Herd Leader” at Texas Brigades youth white-tailed deer/leadership development camp
- **Laguna Ranch** (Concepcion, Texas) - 2014
  - Ranch Manager - in charge of all wildlife operations, ranch maintenance, security
- **Westchester County Parks** (Ward Pound Ridge Reservation, Cross River, NY) - 2015
  - Wildlife Biologist – assist with Westchester County adaptive deer management program; conduct pellet surveys, browse counts, and relevant research on white-tailed deer populations; predator surveys; Canada goose management; public outreach



## **INTRODUCTION**

Collection of baseline data on local white-tailed deer populations is essential before implementing a deer management program, if necessary. I propose conducting a scientific research project that will generate a deer population estimate in the Rye Golf Club/Marshlands Conservancy/Jay Heritage Center/Greenhaven area via pellet surveys (DeCalesta 2006). In addition, deer will be counted via visual walking surveys in that area as well as other areas of Rye too small to conduct pellet surveys. Walking surveys will generate an estimate of the minimum number of deer in those areas.

In addition to generating a population estimate, it would be beneficial to quantify the impacts of an overabundant white-tailed deer population on the Rye community. I propose to work with Rye Police Department and Rye Department of Public Works to catalog and quantify the number of deer struck by vehicles in Rye over time.

I will also offer consultation on deer management, provide management recommendations after data analysis, and advise on public relations associated with deer management programs. Rye Nature Center has been collecting data on forest exclosures for the last three years to determine the impact of deer on the habitat. I will collaborate with Rye Nature Center for inclusion of their vegetation data into my annual report to the Rye City Council. I will also collaborate with Westchester County Parks, when appropriate, on white-tailed deer research and monitoring initiatives at Marshlands Conservancy and Edith Read Sanctuary. Quarterly updates on my research will be submitted to the Rye City Council.

## **POPULATION ANALYSIS**

Pellet counts were developed by Dr. David deCalesta (2006) as a method of assessing the relative density of the overwintering deer population in a given area. Two or three 1-mile long transects will cover the Rye Golf/Marshlands/Jay/Greenhaven area. Deer pellet groups will be counted within a 4' radius every 100' along the transect lines after snowmelt in April 2016.

From these data I will generate a deer population estimate and calculate an approximate deer density in the area. I have personally contacted Dr. David deCalesta, the creator of the pellet survey technique, about adapting his methods on this specific project. I have attached his protocol as a separate PDF.

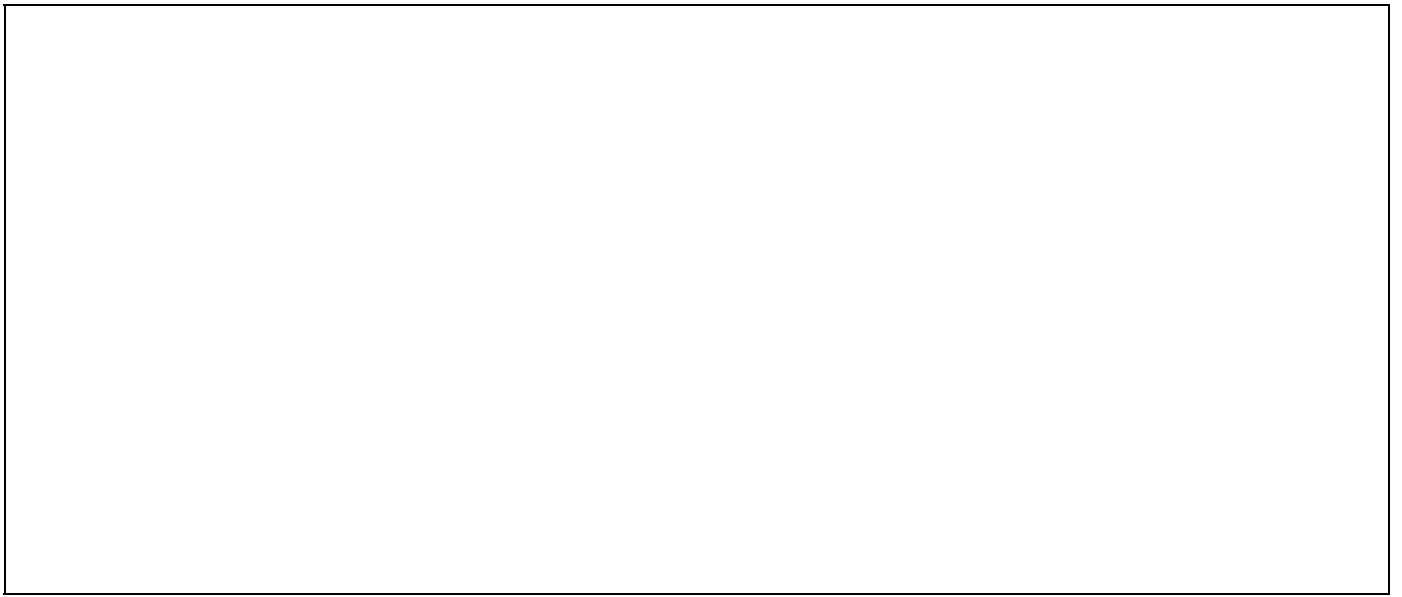
Walking counts of deer will be conducted twice per month between leaf-fall and spring green-up at Rye Nature Center, Marshlands Conservancy, Edith Read Sanctuary, and other deer-populated areas in Rye. Walking counts will generate minimum deer population estimates in those areas.

**TIMELINE**

December 2015 – March 2016	walking counts will be performed twice per month in deer-populated areas of Rye
April 2016	pellet surveys (RGC/Marshlands/Jay/Greenhaven)
May 2016	deer density report submitted to Rye City Council

**COSTS**

Population Estimate.....	\$5,000
Deer-Vehicle Collision Data.....	Free
Deer Management Consultation.....	Free





# CITY COUNCIL AGENDA

NO. 9      DEPT.: City Manager      DATE: November 18, 2015  
CONTACT: Marcus Serrano, City Manager

**AGENDA ITEM:** Consideration for the City Council to adopt Youth Sports Policies, Guidelines and Fees for the City of Rye Recreation Department.

**FOR THE MEETING OF:**  
November 18, 2015  
**RYE CITY CODE,**  
CHAPTER  
SECTION

**RECOMMENDATION:** That the City Council adopt the Youth Sports Policies, Guidelines and Fees for the City of Rye Recreation Department

**IMPACT:**     Environmental     Fiscal     Neighborhood     Other:

**BACKGROUND:** The City Manager's office has been reviewing procedures and policies for departments within the City. Clearer procedures and policies will clarify process and protect the City. Attached is the Youth Sport Policy for the Recreation Department which details items such as included programs, fees, training, expected behavior and use of City fields.

See attached.



**City of Rye**  
**Recreation Department**  
**Youth Sports Policies, Guidelines & Fees**

**I. POLICY AND INTENT**

**A. Eligibility**

Every child who is a resident in the City of Rye [The City] is eligible to participate in any athletic program sponsored or recognized by The City, regardless of gender, ethnicity or ability to pay. For some leagues, those enrolled in the Rye City School District (including Resurrection and Rye Country Day School) may also be considered eligible.

For Travel, Clubs and Elite groups playing on Rye Recreation fields, no more than 25% of any one team may be comprised of non-residents. All Rye Residents must be given the opportunity to tryout on these teams if desired.

Leagues may be required to provide rosters of teams upon request.

**“Sponsored”** programs are those directly administered by The City Recreation Staff. Sponsored programs shall receive first priority for Recreation Staff services and for fields and facilities (i.e., Rye Recreation Adult Softball, Flag Football, and Recreation Youth Baseball).

**“Recognized”** programs are those administered by volunteer boards or other independent organizations; and recognized by the Rye Recreation Department & Recreation Commission (i.e., Rye City School District Athletics, Rye Little League, Rye Girls Softball, Rye Babe Ruth, Rye Youth Lacrosse, Rye Rugby and Rye Youth Soccer). It shall be the responsibility of the head(s) of each recognized program to allocate their field time to individual teams within their program.

- No one user group “owns” the fields. It is the responsibility of the Recreation Department to distribute field space.
- Fees: All community based programs will pay the Recreation Department a surcharge of \$15 per player registered for all programs and activities that take place on City of Rye fields. This fee is due 2-weeks after the opening of the season. Failure to submit the surcharge could mean revocation of the field permit.
- If league play takes place on a holiday and the league requests a field prep on that day, a staff maintenance fee of \$40/hour (minimum 2-hours) would be charged. Holidays would include Easter, Memorial Day, July 4<sup>th</sup> (observed and July 4) and Labor Day.
- All leagues shall provide a timeframe with dates for all games and practices prior to the beginning of their season. Any league failing to do so will lose their right to field time.
- Leagues shall give 24 hour notice to the Recreation Department if scheduled games are cancelled whenever possible.

**“Other”** programs are those administered by other organizations (semi private or private) that pre-select or limit participation either through lack of general registration, tryouts or closed tryouts. Other programs would also include field rentals (i.e., company softball games, baseball camps, etc.). Tournament play would be

considered in this category. Rye Little League District 20 Games are the only “recognized” tournament at this time. “Other” requests are limited due to availability of field space and will be granted under the condition that “Sponsored and Recognized” programs have not requested the same field space (within 30 days). A fee will be charged for tournament play and rentals.

- Fees: Rental of fields is \$200/2-hour rental which includes field surcharge, prep and lining for the initial game (exception: District 20 games)

### **Special Fee Programs & Training:**

Leagues must request permission and receive approval for camps and clinics that are not part of the leagues registration fee.

Any clinics/camps held where additional fees are required to participate will need to pay the Recreation Department. The current fee is \$15 per player field surcharge plus 20% of revenue generated.

- There are no private/semi private lessons allowed on City fields without permission/scheduled time in advance as well as proof of registration for the current season for any participants. This includes pitching areas that may be maintained by the individual leagues. Leagues should not engage with staff to provide such programs without notification and approval from the Recreation Department.

## **II. NEW PROGRAMMING**

In the event that members of the community desire to create a new athletic program for a sport not currently offered, The Commission shall determine whether there is:

- Sufficient demand and/or need; *and*
- Facilities to support the creation of such a new program.

If approved, these organizations would need to follow the criteria for “recognition”.

## **III. CRITERIA FOR “RECOGNITION”**

- A. The Commission allows organizations, composed of residents of The City, to become “recognized” if the organization meets the following criteria:
1. The organization must be recognized as an incorporated 501C-3, with the power to conduct its affairs (in New York State).
  2. The organization shall provide The Commission with a statement of “mission” or “purpose”.
  3. The organization shall provide The City with proof of liability insurance coverage of a minimum of \$1,000,000 General Liability and \$2,000,000 Aggregate, naming The City and Rye City School District as an additional insured (separate policies).
  4. The organization must be governed by a Board of Directors (or similar body). A list of board members must be supplied yearly to the Commission upon request.
  5. The Board of Directors (or similar body) should have at least one meeting per season.

6. The Board of Directors (or similar body) shall be held responsible for the actions of officers, instructors, managers, coaches, clinicians, etc.
7. The organization shall agree to provide The Commission with a Code of Conduct. The Code of Conduct must be provided to The Commission at the time of application and should be consistent with the standards of nationally recognized athletic programs.
8. Background checks are required by all leagues. At a minimum, these checks should be done every two years for all coaches, administrators and officials.
9. The organization must be able to provide a roster of participants including their home address, gender and age upon request. The organization must declare employees and salaries upon request.
10. All organizations should strive to assure that at least one adult with such training is present at each game and practice. When it is not possible to have at least one adult with formal first aid and safety training present, procedures should be in place to assure that qualified help is rapidly accessible.
11. All organizations shall develop and distribute an emergency action plan establishing clear procedures for dealing with injuries, illness, fighting, threats and other emergency or security situations. At least one adult with knowledge of the procedures should be present at each game and practice.

B. Guidelines for Program Acceptance and Renewal:

1. Each organization may be required to meet with The Commission once a year or as requested.
2. "Recognition" may be conferred on an organization by The Commission at a regularly scheduled meeting. The Commission may, at its discretion, discontinue or modify such recognition.

#### **IV. SUPPORT FOR RECOGNIZED PROGRAMS**

The Rye Recreation Department & Recreation Commission [The Commission] will provide:

1. All "Recognized" programs shall be included in Rye Recreation's Brochure (Youth Sports Directory) and on the Recreation web site. All youth programs shall be provided with space to display banners on the fence ONLY at Rye Recreation Park.
2. Field and Facility Assignment: City & Rye City School District (The School District) athletic fields are available, on a seasonal basis. Recreation Staff will submit permits for use each year for School District fields.
  - a. Neither The City nor The Commission is responsible if the School District makes unavailable any field or facility, which the School District previously had made available.
3. Field Maintenance. The Recreation Department and The School District shall maintain City and School athletic fields.

- The Recreation Department will prep and line all baseball fields
- The School District will line all soccer and lacrosse fields
- There is a shared responsibility for purchasing supplies

**Dugouts:** The cost for repairing and maintaining dugouts will be paid by the organizations which use them, not the Recreation Department. See improvements to fields below.

**Sprinklers:** Sprinkler systems will be operated and maintained by the Recreation Department. Currently, Recreation Park, Disbrow Park Fields and Nursery Field all have sprinkler systems. Gagliardo Park does not. The School District will maintain any sprinkler systems on their properties.

**Shared maintenance:** At Disbrow Park, Recreation and DPW share maintenance of the fields and park areas.

**Permits for use:** All field use requires permission from the Recreation Department. The field schedule distributed weekly is a valid permit and any use of the field must appear on the field schedule or be cleared with a Recreation staff member.

4. Bathroom facilities:

- Fields that do not have access to bathrooms (school or recreation fields), the league shall be required to provide port a johns at those sites for their participants.
- Recreation will be responsible for ordering the units for each of the sites and coordinate with the School District, but the cost will be the responsibility of the league. In the case of shared used (Ex. Osborn School in the spring is shared by Rye Youth Soccer & Lacrosse), the fee would be shared.
- When a Rye High School sport is in season, the School District will be responsible in providing and that cost would be share among users.
- All fees would be payable to the Rye Recreation Department (checks payable to CITY OF RYE)
  - Osborn School (Rye Youth Soccer, Lacrosse, Rye Little League)
  - Sterling Field (Rye Youth Soccer, Lacrosse, Youth Rugby)
  - Feeley Field (Babe Ruth, Rye Recreation Field Hockey)
  - Milton Field (Rye Girls Softball, Rye Little League)

## V. IMPROVEMENTS TO CITY FIELDS

The Recreation Department is the only organization that has the right to conduct work on city fields in regards to field prepping, adding material, and repairing fields.

Any improvements that a specific recognized user group may want to do at a field, must be submitted in writing to the Superintendent. Projects will be reviewed and when necessary, Commission approval may also be needed.

- A written request must be submitted to the Superintendent
- A drawing (not necessarily to scale) should be submitted showing the concept of the project
- A meeting may be requested with the league president and the contractor on site to discuss plans and alterations. The City Engineer and Foreman of DPW may also be present at these meetings.



If approved, the vendor doing the improvement must:

- Provide the City of Rye with a certificate of insurance naming the City of Rye as the Certificate Holder/Additional Insured
- Provide the City of Rye with proof of Workers Compensation
- Provide the Recreation Department a work schedule to be approved
- Submit a Conflict of Interest Statement
- File for a Permit as required by the Building Department depending on the scope of work

## **VI. Field Closure Policy and Fines for Damage**

The City of Rye Recreation Department reserves the right to, at ANY time, close its Playing Fields or other Facilities. Reasons for closure are usually the result of inclement weather, the operation of alternate activities, or maintenance procedures to be performed on the fields.

Any agent of the Recreation Department designated as the decision maker on closures for the day has the authority to make such determinations. All User Groups (Rye Little League, Rye Babe Ruth, Rye Girls Sports, Rye Youth Soccer, Rye Youth Lacrosse, and Rye City School District etc.) are expected to adhere to the determinations made by the City of Rye Recreation Department in regards to field playability. At times where no designated individual is present or available, it is up to the User Group to appoint such an individual to make an appropriate decision as to field playability.

In the event that damage is caused to a field/facility as the direct result of play despite the closing of that field by the Recreation Department, the User Group responsible will be held accountable for the damage. This includes instances of failure of the group to make appropriate judgments during inclement weather. Costs associated with repairing damage will be assessed and the User Group fined based on time and materials. A statement of these charges will be sent to the User Group and must be paid IN FULL within 1 week of the date of the statement or field privileges shall be suspended until payment has been received.

Fines will be assessed as follows:

- First Offense: \$200 fine + Cost of repairs + possible loss of time for repairs
- Second Offense: \$500 fine + Cost of repairs + cancellation of next scheduled game
- Third / Final Offense: \$800 fine + Cost of repairs + revocation of field permits

Any group whose permits are revoked may apply for reinstatement the next season for consideration by the Recreation Department.

It should be the goal of all User Groups to operate with the best interests of our field resources in mind. Mistreatment of those resources can result in the loss or damage of them, which is NOT in the best interest of the community we serve.

**Acknowledgment of Receipt and Understanding**

User Group Name: \_\_\_\_\_

I, \_\_\_\_\_, President of \_\_\_\_\_, hereby represent that I have received and read, in its entirety, a copy of the City of Rye’s Youth Sports Policies, Guidelines & Fees, consisting of \_\_\_\_ pages, issued by the Recreation Commission and that I understand the contents, terms and conditions thereof.

On behalf of \_\_\_\_\_, and in exchange for the privilege of using City-owned or-controlled athletic fields and facilities, I hereby agree to the City of Rye’s Youth Sports Policies, Guidelines & Fees and to take all necessary actions to enforce the terms and conditions thereof. I further understand and agree that failure to enforce the City of Rye’s Youth Sports Policies, Guidelines & Fees may result in revocation of The City of Rye’s recognition of \_\_\_\_\_ as a recognized youth sports program of The City and immediate termination of all uses and privileges associated therewith.

Signature \_\_\_\_\_

:

Name: \_\_\_\_\_

Title: \_\_\_\_\_

Date: \_\_\_\_\_



# CITY COUNCIL AGENDA

NO. 10 DEPT.: Golf Club DATE: November 18, 2015  
CONTACT: Marcus Serrano, City Manager

**AGENDA ITEM:** Three appointments to the Rye Golf Club Commission by the Council for a three-year term expiring January 1, 2019.

**FOR THE MEETING OF:**

November 18, 2015

**RYE CITY CODE,**

CHAPTER

SECTION

**RECOMMENDATION:** That the Council approve the appointments to the Rye Golf Club Commission.

**IMPACT:**  Environmental  Fiscal  Neighborhood  Other:

**BACKGROUND:**

The following individuals were elected to serve on the Rye Golf Club Commission for three-year terms beginning on January 1, 2016:

Laura-Michelle Horgan

Peter Marshall

Angela Sposato

See attached voting results.

November 13, 2015

Rye Golf Club  
330 Boston Post Road  
Rye, NY  
10580 United States

To Whom It May Concern:

The following election results are certified by Simply Voting to have been securely processed and accurately tabulated by our independently managed service.

Respectfully yours,



Brian Lack  
President  
Simply Voting Inc.

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## 2016 Rye Golf Club Commission Election

**Start:** 2015-10-26 09:00:00 US/Eastern

**End:** 2015-11-13 17:00:00 US/Eastern

**Turnout:** 315 (14.7%) of 2140 electors voted in this ballot.

### 2016 Rye Golf Club Commission Election

Option	Votes
Peter Marshall	210 (25.8%)
Angela Sposato	140 (17.2%)
Laura-Michelle Horgan	136 (16.7%)
Rob Munsie	126 (15.5%)
Art Tiedemann	118 (14.5%)
Joslyn Smith	43 (5.3%)
Neal Golding-Ochsner	40 (4.9%)

#### VOTER SUMMARY

<b>Total</b>	315
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