RES - 01
BOT12-19-2016

VILLAGE OF
# PORT CHESTER
222 Grace Church Street, Port Chester, New York 10573

## AGENDA MEMO

**Department:** Planning and Development Department
**Department:** Office of the Village Attorney

**BOT Meeting Date:** 12/19/2016

**Item Type**: Resolution

| | |
|---|---|
| **Sponsor's Name:** | Anthony Cerreto, Village Attorney |
| **Sponsor's Name:** | Eric Zamft, Director of Planning & Economic Development |

| Description | Yes | No | Description | Yes | No |
|---|---|---|---|---|---|
| Fiscal Impact | ☒ | ☐ | Public Hearing Required | ☒ | ☐ |
| Funding Source:<br><br>Account #: | | | BID #<br><br>**Strategic Plan Priority Area**<br><br>Redeveloping the United Hospital Site | | |
| | **Yes** | **No** | | | |
| Agreement | ☐ | ☒ | **Manager Priorities** | | |
| Strategic Plan Related | ☒ | ☐ | Planning & Zoning | | |

## Agenda Heading Title
***(Will appear as indicated below on Agenda)***

Starwood/United Hospital: Accepting the Final Environmental Impact Statement for the Proposed Redevelopment of the United Hospital Site as Complete and Scheduling a Public Hearing

## Summary

*At the request of the Board of Trustees, consideration of the completeness of the FEIS for the proposed development of the United Hospital Site and the scheduling of a public hearing was placed on the December 19, 2016 Board of Trustees agenda, as long as the appropriate documentation were provided in time. The appropriate information related to traffic was not provided in time and it recommended that the matter be adjourned to a later meeting.*

Background

PC 406 BPR LLC and PC 999 High Street Corp (the "Applicant") has submitted a revised Final Environmental Impact Statement ("FEIS") in two parts.

1) On December 12, 2016, the Applicant submitted all revised FEIS Chapters and Analyses, *except Traffic and its related appendices*.
2) On December 14, 2016, the Applicant submitted an amended traffic chapter and technical appendices, a revised air quality analysis (Appendix I) that was based on the final traffic analysis, and a revised sewer report (FEIS Appendix D) that contained confirmatory information on previously submitted sewer flow calculations requested by the Applicant.

The Village's Consultants have had the opportunity to review the amended chapters and analyses submitted by the Applicant on December 12, 2016, as well as the air quality analysis submitted on December 14, 2016. It is the opinion of the Village's Consultants that those chapters and analyses are complete (see attached memo from the Village's Consultants).

However, the Village's Consultants received the revised traffic study late on Wednesday, December 14. Upon initial review, the revised traffic study appears to contain unanticipated changes to the analysis from the previously submitted traffic report. As such, the Village's Consultants will not be able to recommend completeness of the traffic study by December 19, 2016. It should be noted that the Village's Consultants have been working with the Applicant since the Board meeting on November 29, 2016 to finalize the traffic analysis. The Village's Consultants have met with, and have had numerous conversations with, the Applicant and the NYSDOT to discuss the final changes required to the traffic study.

Staff Recommendation

It is recommended that the Village Board table consideration of the FEIS as complete, pending Village Consultant review of the traffic analyses and submission to the Board of a revised, complete traffic chapter and appendices. As such, no resolution has been prepared.

Note that the Village's special counsel, Mark Chertok of Sive, Paget & Riesel ("SPR Law"), Peter Feroe from AKRF Inc., and Bernie Adler from Adler Consulting will be present on December 19, 2016 to answer questions from the Board of Trustees on this matter.

| **Proposed Action** |
| --- |
| • None |

| **Attachment** |
| --- |
| • All amended pFEIS Chapters and Analyses, with the exception of traffic.<br>• December 16, 2016 Completeness Memorandum from Village Consultants |

# I. EXECUTIVE SUMMARY

## A. Introduction

This document is a Final Environmental Impact Statement ("FEIS") and is submitted on behalf of PC 406 BPR, L.L.C. and PC 999 High Street Corp. (affiliates of Starwood Capital Group) (hereinafter collectively referred to as the "Applicant") in compliance with the State Environmental Quality Review Act ("SEQRA").

At its August 18, 2014 meeting the Village Board of Trustees adopted the Scoping Outline for the preparation of a Draft Environmental Impact Statement ("DEIS"). The DEIS examined the potential impacts of the redevelopment of a certain ±15.45 acre parcel of land in the Village located at the northern corner of the intersection of Boston Post Road and High Street (the "Project Site") through the implementation of zoning amendments (the "Proposed Action"). The Project Site is currently built out with a hospital campus that accommodated the former United Hospital. Redevelopment of the Project Site proposes a mixed use development that would implement a key recommendation in the Village's Comprehensive Plan (adopted December 17, 2012).

At its July 20, 2015 meeting, the Village Board accepted the DEIS as adequate for the purpose of commencing public review and comment regarding issues identified in the Scoping Outline.

A public hearing on the DEIS was held on August 27, September 8, September 21 and October 5, 2015 and was closed on October 5, 2015. Written comments regarding the DEIS were accepted for approximately 96 days, including a 25 day period (until October 30, 2015) after the close of the public hearing.

This Final Environmental Impact Statement ("FEIS") has been prepared pursuant to the ~~SEQR~~SEQRA and its implementing regulations (6 NYCRR Part 617). Under those regulations, the FEIS serves as the basis for the Lead Agency Findings. This FEIS incorporates the DEIS by reference and responds to all substantive comments received (either at the public hearings or in writing) on the DEIS. Comments were compiled and organized by topic. Each comment is referenced as to its source, and responded to within the various Sections of this FEIS. A person interested in finding out where their comment is responded to should look in either Appendix A Written Correspondence or Appendix B Public Hearing Transcripts to find the public hearing they spoke at or the correspondence submitted. Within those documents there is a reference to the specific section and comment number where the response can be found.

Section II of this FEIS responds to comments on the Project Description presented in the DEIS. Sections III, IV, V and VII of this FEIS provide responses to substantive comments in the following subject areas:
III. A – Land Use and Zoning
III.B – Visual Resources
III.C – Stormwater Management
III.D – Utilities
III.E – Traffic and Transportation
III.F – Socio-economic/Fiscal

III.G – Natural Resources
III.H – Historic and Cultural Resources
III.I – Air Resources
IIII.J – Noise
III.K – Construction
IIII.L – Overlay Zoning Build Out Analysis
IV. – Alternatives
V. – Significant Impacts That Cannot Be Avoided
VII. – Commitment of Resources

A pFEIS document was submitted to the Lead Agency on or about April 28, 2016. The Village circulated the pFEIS to selected Interested and Involved Agencies. Prior to formally accepting the FEIS as complete, the Lead Agency held a public hearing on May 24, 2016 which was adjourned to June 1, 2016 and subsequently closed on that date, with written comments allowed through June 17, 2016. The subject of the public hearings was the proposed PMU zoning text amendments and the subject pFEIS. Annotated transcripts of the pFEIS public hearings are provided in Appendix B of this FEIS indicating where topic areas had been responded to in the FEIS document. Subsequent to the public comment period, the Applicant filed revised versions of the pFEIS on or about July 25, 2016 and November 14, 2016, each of which had been reviewed and commented on by Village Staff and consultants. The Applicant has prepared three separate addendums to the FEIS which specifically respond to issues raised by the Village of Port Chester Traffic Consultant (Adler Consulting), the City of Rye's traffic consultant (Maser Consulting) and NYSDOT, refer to Section III.E Traffic and Transportation Addendum.

## B. Description of the Proposed Action

The Applicant has proposed a mixed use development that is centered on publically accessible open space surrounded by buildings with retail shops, cafes and restaurants at the street level and other uses, including a limited service hotel, medical/wellness and general office space, and residential uses in the upper floors. The plan also provides parking in garage (1,107 spaces), surface (304 spaces) and on-street (42 spaces) configurations. The Applicant has proposed that the 42 on street spaces be metered and that the Village be able to collect the revenue for their use.

More specifically, the Conceptual Development Plan contemplates 230 Age-Restricted housing units, 500 non-age restricted residential dwelling units marketed towards the Millennial demographic age group, ±90,000 square feet (s.f.) of retail/restaurant uses, ±217,000 s.f. of medical office/wellness use, and a 135 key limited service hotel all served by the aforementioned 1,411 parking spaces plus 42 on-street parking spaces (refer to Exhibit I-2, "Conceptual Development Plan") hereinafter referred to as the "Proposed Project". A contemplated build year of 2018 has been projected.

The Project Site's current zoning is classified as Planned Mixed Use ("PMU"), which is intended to accommodate a mixed use development, including a variety of commercial, office, residential and community facility uses. Notably, the Village Board of Trustees, after it completed its associated environmental review as part of the adoption of the Village's Comprehensive Plan on December 17, 2012, approved the current PMU zoning at the Project Site, recognizing that the Proposed Action for "rezoning and redevelopment

of the site and concomitant detailed, comprehensive site-specific environmental review under SEQRA could result in modifications to this district"[1]. In order to implement the Proposed Project as outlined in this FEIS, the zoning regulations governing the Project Site need to be amended. In the DEIS, the Applicant had proposed two potential courses of action. The first option was the creation of a Southern Gateway Mixed Use Overlay Zoning District (the "Overlay District"), which would include land area beyond the Project Site. The second option was to revise the existing PMU District, refer to DEIS Appendix M, to allow for an as of right FAR of 1.6 compared to the current 0.8.

FEIS Appendix L, contains revised proposed language for the PMU District text amendments, which is the Applicant's preferred rezoning strategy. The Applicant no longer requests and withdraws that portion of the April 16, 2014 Petition seeking a Text Amendment to the Zoning Law (Southern Gateway Mixed Use Overlay Zone) and modification of the Village's Official Zoning Map. The Applicant only seeks to pursue and proposes a Text Amendment to the Zoning Law, which modifies Article XI of the existing Zoning Law (Section 345-62). The Applicant no longer requests the creation of the Overlay District for several reasons, including the following: after consideration of comments received, the amendments to the PMU District text better achieves its objectives than the Overlay District; given the complexities involved in the Overlay District, any such District should be considered separately and independently of the proposed amendments to the PMU District and the proposed redevelopment of the former United Hospital site; and in light of the foregoing the Overlay District is not a reasonable and practicable alternative. Accordingly, the Proposed Action in this FEIS refers to the proposed amendments to the PMU District text and the Proposed Project, and no longer includes the Overlay District. Nonetheless, this FEIS addresses all substantive comments addressed to the previously proposed Overlay District for purposes of completeness and for informational purposes.

The proposed zoning calls for a base density of 1.4 FAR with an opportunity for an additional FAR bonus of 0.2 by participating in an incentives and community benefits program which includes the opportunity to make contributions towards one or more of the following dedicated community benefit funds in return for a development bonus of up to 0.2 FAR: Village Housing Rehabilitation Program; Village Open Space Fund; Village Job Training Fund; Village Affordable Housing Fund. The Applicant has proposed $1.0 million contribution towards the dedicated community benefit fund in exchange for the requested 0.2 FAR bonus. Appendix P of this FEIS contains a report prepared by the Village's consultant, AKRF, which identifies a suggested contribution for density bonus estimated at between $2.4 and $3.4 million.

In summary, the currently proposed PMU text amendments call for an incentive zoning program similar to the one contained in Section 345-16 of the Port Chester Code, but tailored to the type of integrated mixed use development envisioned for the PMU District in the Comprehensive Plan. The revised text responds to dimensional standards and requirements relative to future subdivision of the property and incorporates design guidelines for all development within the PMU. Collectively, the Proposed Project along with the implementing zoning (PMU revisions) reflects the Proposed Action analyzed in this FEIS.

[1] Village of Port Chester Environmental Findings, page 14, refer to DEIS Appendix N.

As part of the Site preparation process, the Applicant provided for a confidential relocation and compensation package that is tailored to each of the remaining households in 999 High Street. In general terms, for the income eligible households, the package includes lifetime utilization of Section 8 vouchers and supplementary rental assistance for 12 months. Households that did not qualify for Section 8 benefits will receive a cash payment that varies depending on when they move out and a compensation package that offers a minimum of 12 months and a maximum of 24 months at the household's current rental rate. Each household will receive a stipend to defray the costs of moving. The Applicant reserved the right to seek summary eviction against any resident who does not vacate the building by a mutually agreed surrender date. As of July 25, 2016, all households have moved out except one. The Applicant is continuing to work with the remaining one tenant on relocation efforts, which tenant is expected to move out by Autumn of 2016.

## C. Updated Traffic Analysis

As part of the EIS process, the Applicant's traffic engineer met with various review agencies and their consultants to discuss some of the substantive comments that were provided on the DEIS. A total of ~~five~~six meetings were held at New York State Department of Transportation (NYSDOT) Offices (11/~~16~~13/15, 12/4/15, 5/20/2016, 6/3/2016, 8/19/16 and 10/21/16), with NYSDOT representatives. In attendance at some or all of these meetings were representatives from TRC (Applicant's Traffic Consultant), Adler Consulting (Village of Port Chester Traffic Consultant), AKRF (Village of Port Chester Planning Consultant), Village of Port Chester Planning Department, Maser Consulting (City of Rye Traffic Consultant) and Frederick P. Clark Associates (Village of Rye Brook Traffic Consultant).

Based upon comments received on the DEIS, as well as subsequent discussions/meetings with the foregoing review agencies, many of the base parameters utilized in the DEIS Traffic Study were re-evaluated and confirmed or modified where appropriate. The following is a summary discussion on these base parameters and the updates to the traffic study that were made as a result. More details are provided in Section III.E Traffic and Transportation of this FEIS.

*STUDY LOCATIONS*

The following three Study Locations were added to the FEIS Traffic Study (it is noted that 19 intersections were evaluated as part of the DEIS):

1. Purchase Street and Ridge Street.
2. South Ridge Street and Bowman Avenue.
3. South Ridge Street/North Ridge Street and Westchester Avenue.

*EXISTING TRAFFIC VOLUMES*

In order to determine Existing Traffic Volumes at the three (3) additional study locations, representatives of TRC conducted manual turning movement traffic counts on Tuesday, October 20, 2015 from 6:30 AM to 9:30 AM and 3:30 PM to 6:30 PM, as well as on Saturday, October 17, 2015 from 11:30 AM to 2:30 PM. Additionally, manual turning movement traffic counts were conducted during the same time periods to verify whether the volumes counted in May 2014 were representative of typical conditions in the area. The

following previously-analyzed DEIS study locations were 're-counted':

1. US Route 1 (Boston Post Road) & South Regent Street.
2. US Route 1 (Boston Post Road) & I-287 EB Off-Ramp/I-95 SB On-Ramp.
3. US Route 1 (Boston Post Road) & Peck Avenue.
4. Ridge Street & High Street.
5. Purchase Street & Hillside Avenue/Wappanocca Avenue.

The manual turning movement traffic counts included both vehicular and pedestrian movements at each intersection. In addition to the manual turning movement traffic counts, Automatic Traffic Recorder (ATR) machine counts were conducted from October 16, 2015 to October 24, 2015 at the following locations:

1. US Route 1 (Boston Post Road) between I-287 EB Off-Ramp and I-287 WB On-Ramp.
2. US Route 1 (Boston Post Road) between South Regent Street and Olivia Street.
3. Ridge Street between High Street and Wyman Street.

Analysis of the new counts showed that the May 2014 traffic counts were higher than the October 2015 counts in all instances except at Ridge Street and High Street, during the Peak AM and Peak PM Hours. In these instances the May 2014 traffic counts were within 4% of the October 2015 traffic counts, which is more than acceptable when compared against industry standards. Based on the foregoing, the traffic counts utilized in the DEIS are acceptable and continued to serve as the basis for the updated FEIS traffic study.

*TRIP DISTRIBUTIONS*

Based upon comments from various review agencies, the Trip Distributions were revised to provide an understanding of anticipated impacts, if any, should traffic arrive/depart the Project Site differently from what was analyzed in the DEIS. The two main adjustments to the Trip Distributions, were as follows:

- 5% more traffic oriented to I-95 to the north utilizing Midland Avenue/Peck Avenue to travel to/from the site. This traffic was previously estimated to arrive/depart via the Boston Post Road to the north.
- 5% more traffic utilizing Exit 10 off I-287 versus Exit 11 and subsequently utilizing Purchase Street/Ridge Street/High Street to travel to/from the Project Site.

In addition to the Proposed Project-generated Trip Distributions, there are also existing traffic volumes that were re-routed due to the newly proposed High Street turning restrictions. Finally, existing traffic volumes associated with 999 High Street residents currently entering and exiting the Project Site were removed from the background traffic. These adjustments were made for the FEIS traffic study.

In addition to the previously-recommended improvements, the following additional improvements are proposed in association with the FEIS traffic analysis and DEIS comments:

1. Traffic signal timing modifications at the Boston Post Road and Peck Avenue to provide additional green time to the southbound Boston Post Road left-turn maneuver

2. What the Applicant proposes as a fair-share financial contribution towards installation of a roundabout at the intersections of Purchase Street & Ridge Street/Hillside Road/Wappanocca Avenue

3. What the Applicant proposes as a fair-share financial contribution towards improvements at the intersection of Midland Avenue and Peck Avenue

4. Traffic signal timing modifications at South Ridge Street and Bowman Avenue

5. Traffic signal timing modifications at South Ridge Street/North Ridge Street and Westchester Avenue.

Although improvements are not necessarily warranted at locations 2 and 3, due to the Proposed Project impacts, it is recognized that there are preexisting concerns within the City of Rye concerning these locations. Based on the foregoing, the Applicant is committed to providing a Fair-share Financial Contribution towards these improvements. The Fair-share Percentage is based upon the percentage of the Proposed Project-generated traffic at each intersection compared to the total future Build traffic volumes anticipated at each intersection. The total cost of the improvements, at these two locations, is preliminarily estimated at $1,000,000, with the Applicant's Fair-share Financial Contribution calculated to be $57,000.

*NYSDOT PEDESTRIAN SAFETY ACTION PLAN*

NYSDOT has issued a Pedestrian Safety Action Plan that would enhance pedestrian safety at all signalized intersections along New York State Roadways, including along the Boston Post Road corridor. One major component of this plan is to give additional priority to pedestrian crossings via a five-second Pedestrian Lead Interval. The FEIS includes an updated Traffic ~~Supplemental~~ Analysis (refer to FEIS Appendix E) that ~~conservatively~~ considers this Pedestrian Lead Interval in the traffic signal timings.

As noted in more detail in Section III. E of this FEIS, the Applicant has noted that the utilization of such base parameters (Pedestrian Lead Interval, Right–turn on Red Restriction, Central Business District, South Regent Street Single Lane Approach, High Street Single Lane Approach, Peak Hour Factors) in combination with the very conservative background traffic volume development and inclusion of pedestrian volumes that would be served by the proposed jitney service, and thus may never materialize, provides a very conservative projection of future traffic operating conditions.

## C. Affordable Housing

As indicated by public comments on the DEIS and FEIS, there are differing opinions regarding the SEQRA impact of the Proposed Project on affordable housing within the Village (and within Westchester County), including the following:

- 133 units, which represents the number of units within 999 High Street.

- 57 units, which represents the number of units within 999 High Street that were occupied at the time that the Applicant acquired 999 High Street.
- 41 units, which represents the number of units within 999 High Street that were occupied at the time of the filing of the DEIS in July 2015, several months after building residents were first notified, in April 2015, through the service of a Notice to Quit, that they would need to relocate or could face eviction.
- 26 units, which represents the number of households out of the 41 units that were occupied at the time of the filing of the DEIS in July 2015 that were relocated from 999 High Street in 2016 and were income eligible for Section 8 vouchers; such vouchers reflect a household income of no more than 50 percent Area Median Income, which for a family of 4 in Westchester County was $53,900 in 2016.
- No impact, as the units were created as workforce housing associated with the hospital, which no longer exists, and were not rented subject to a maximum household income.
- No impact because there are no households that are currently located on-Site.

With respect to 999 High Street, correspondence from NYS DHCR[2], along with a conference call by Village special counsel with NYS DHCR,[3] confirms that the initial creation of the housing company (UH Housing Corp.) was to provide housing for employees of United Hospital, without an income eligibility requirement (i.e., the units could have been rented to anyone affiliated with the hospital whether such person was an orderly, a doctor or an administrator). In terms of households, at least one member had to be an employee of the Hospital for the household to qualify for such housing.

The subsequent creation of PC 999 High Street Corporation in 2006 as a Mitchell-Lama Housing Corporation to acquire 999 High Street was intended to maintain this eligibility provision; this was done to assure that the 57 households then residing in the building could, if desired, continue to reside in the building until dissolution of the Mitchell-Lama housing by the new owner, at which time they could unquestionably have been lawfully evicted. Consequently, NYS DHCR did not require PC 999 High Street Corporation (the Applicant) to have an income eligibility requirement or to rent any unoccupied units.

Eviction of 999 High Street tenants proved unnecessary as the Applicant, with the assistance of NYS DHCR, has relocated the 41 households that were present at the time the DEIS was filed in April 2015. The other 16 households that had resided in the building at the time of its acquisition by the Applicant had voluntarily departed by July 2015, which was when the Applicant had first notified residents of the building, through the service of a Notice to Quit, that they needed to relocate.

Others have opined that regardless of the SEQRA impact, the Village should require a certain amount of affordable housing in the amended PMU zoning district, either:

- 146 units, which would represent a 20% set-aside of the 730 units overall proposed as part of the Proposed Project; or

[2] Refer to DEIS Appendix B – Correspondence Letters from Sheldon Melnitsky NYS DHCR Managing Attorney and response from Stuart Saft from Holland & Knight on behalf of the Applicant.
[3] Conference call with NYSDHCR December 9, 2016

- 73 units, which would represent a 10% set-aside of the 730 units overall proposed as part of the Proposed Project. 10% is a standard that currently is in certain other districts within the Village.

The consensus of public's comments is that the Proposed Project will impact affordable housing. It is the opinion of the Board's professional staff and its consultants that the Project will cause the loss of at least the 26 units that, at the time of the Applicant's notice to residents of its plans to dissolve PC 999 High Street Corporation, were occupied by households that qualified for Section 8 vouchers and were thus Village households that would have qualified for affordable housing. The remaining 15 households, which did not qualify for Section 8 vouchers, may not have qualified for an affordable housing program, and it is not possible to determine whether the loss of those units constitute an impact on affordable housing. The additional 16 households that were present at the time the Applicant acquired 999 High Street had voluntarily departed before the April 2015 notification. There is no information about their income strata or eligibility for affordable housing. In addition, because these households moved prior to receipt of the April 2015 notification, their departure may not have been the result of the Proposed Action. However, based on the ratio that 26 of the remaining 41 units were eligible for Section 8 vouchers (63%), of the remaining 16 units occupied at the time of the Applicant's acquisition of 999 High Street, another 10 households may have qualified for the utilization of Section 8 vouchers, yielding a total of 36 households.

In addition to differing opinions regarding the impact of the Proposed Project, there are two differing opinions with regard to the need to provide additional affordable housing within the Village, regardless of Project-specific impact:

- Some members of the community feel that additional affordable housing options are needed within the Village.
- Other members of the community feel that the Village has sufficient affordable housing and is, instead, in need of market-rate housing.

## D. Additional Mitigation and Other Measures Proposed

In response to public comments raised during the DEIS comment period, the Applicant has identified certain mitigation measures above and beyond those initially identified in the DEIS. These include the following:

- **Post Implementation Traffic Study**.

  Based upon comments received on the DEIS, as well as the NYSDOT meetings with the various review agencies (Village of Port Chester Traffic Consultant, NYSDOT, City of Rye Traffic Consultant, and Village of Rye Brook Traffic Consultant), the Applicant has agreed to conduct a Post Implementation Traffic Study. This Study will ensure that the findings of the traffic analysis were representative of actual conditions upon completion of the Proposed Project. It is important to note that this study is not 'mitigation' as defined by SEQRA. In the Applicant's opinion, all reasonably anticipated impacts related to traffic are analyzed in the DEIS and this FEIS and mitigation is proposed where appropriate~~.~~.

  The conceptual outline of the Study, if adopted, would be established in the SEQRA

Findings, and the details would be formulated during site plan review. The study would occur after the Proposed Project has been operating at 'full occupancy' for a pre-determined amount of time. If the Proposed Project is generating more traffic than anticipated or additional impacts are seen at particular locations due to Proposed Project traffic, then the Applicant would be required to make additional Financial Contributions towards further improvements. These monies would be bonded prior to construction of the Proposed Project and held for an adequate amount of time post construction to ensure that they could be utilized based upon the findings of the Post Implementation Traffic Study. As part of the NYSDOT Highway Work Permit for the proposed improvements to New York State DOT-managed roadways to be implemented with the Proposed Project, the Applicant must fully bond the estimated cost of construction. The Applicant is committed to bonding an additional 5% beyond this amount, which could be drawn upon should the Post Implementation Study identify further improvements in the Village of Port Chester. Additionally, the Applicant is committed to bonding an additional $250,000 that could be drawn upon by the City of Rye for their implementation of improvements, should the Post Implementation Study identify further improvements in the City of Rye. The Applicant contends that the amount proposed to be bonded for the City of Rye is well in excess of any proportional "fair share" that would be required to mitigate potential Project related impacts. The detailed Scope of Study for the Post Implementation Study, as well as the amount of money to be bonded, will be memorialized as part of the Site Plan Approval process, based upon input from the various review agencies (Village of Port Chester Traffic Consultant, NYSDOT, City of Rye Traffic Consultant, and Village of Rye Brook Traffic Consultant) and as determined by the Village of Port Chester.

If the Proposed Project is generating more traffic than anticipated or additional traffic impacts are experienced at particular locations than anticipated in this FEIS, then the following improvements (and/or other improvements determined as part of the Post Implementation Study) will be considered:

Village of Port Chester

1. Traffic Signalization at the I-95 northbound off-ramp intersection with Boston Post Road

2. Provision of a dedicated right-turn lane on Boston Post Road southbound approach to the Proposed Project Site driveway (see FEIS Exhibit III.E-36).

3. Provision of an additional lane on the Proposed Project Site driveway approach to Boston Post Road (see FEIS Exhibit III.E-36).

City of Rye

1. Contribution towards provision of a dedicated right-turn lane on the Midland Avenue approach to Peck Avenue (see FEIS Exhibit III.E-35).

2. Contribution towards Installation of a roundabout at the intersections of Purchase Street & Ridge Street/Hillside Road/Wappanocca Avenue.

3. Contribution towards Traffic Calming Measures within the neighborhood of

Hillside Road, Evergreen Avenue and Grandview Avenue.

The cost and execution of any possible post implementation traffic improvements in the City of Rye will be handled in a different manner than in the Village of Port Chester. The Applicant proposes that the City of Rye can reasonably include any location or intersection it deems appropriate in addition to the ones listed above for the Post Implementation Study. If the Study determines that the Proposed Project is generating more traffic than anticipated or additional impacts are seen at one or more of the locations included in the Study within the City of Rye due to the Proposed Project traffic, the Applicant proposes to fund a maximum of $250,000 towards any and all additional traffic improvements within the City of Rye, validated by Village of Port Chester Traffic Consultant, NYSDOT, City of Rye Traffic Consultant, and Village of Rye Brook Traffic Consultant. The Applicant would not be responsible for any construction, management, design or cost (either hard or soft), required to execute these possible post-implementation traffic improvements beyond the $250,000 cap, no matter what the total cost of any and all improvements that are to be executed. To ensure funds are available for these possible post-implementation traffic improvements, the Applicant will furnish a separate bond for the $250,000 prior to when the Building Permit is pulled for the first building to be constructed as part of the Proposed Project.

- **Jitney Service.** The Applicant proposes to coordinate transportation services to and from the Project Site at the commencement of construction to accommodate construction workers who will be working at the Project Site. Such services may include, but are not limited to, local taxi services, coordinated car pools, and/or van services to and from the local train station. These services shall continue during peak hours upon project opening until formal jitney service is implemented. Peak hours are expected to be between 7 AM and 9 AM and 5 PM and 7 PM Monday through Friday. The service is expected to serve both the residents and the employees who work at the Project Site and will therefore pick up passengers both on site and at the station during both peak periods. The Applicant will operate the jitney service at least until the Post Implementation Traffic Study is complete.

- **School After Study.** As noted above, upon the issuance of a certificate of occupancy for any of the Proposed Project's residential building, and for 10 years thereafter, the Applicant will provide an annual report (School After Study) to the Port Chester Rye Union Free School District (PCSD)/IDA at the end of each school year that documents the number of public school age children attending the Port Chester public schools from the Proposed Project. In the event the increment of the PILOT amount directed to the School District over the real property taxes paid by the Applicant to the PCSD as of the date of site plan approval for the Proposed Project (PILOT Increment) is less than the operating cost of educating the number of students from the Proposed Project enrolled for any year during such 10 year period (Project-Generated Students), the Applicant has agreed that it would pay to the PCSD such difference. The actual per child annual operating cost of education will be calculated based on the methodology established in the IDA Report (refer to DEIS Appendix F - Student Operating Costs) and will be updated annually based on the figures presented in the annually updated and adopted PCSD budget. Any payments required of the Applicant to be made to the PCSD would be

made at the end of the school year when filing the School After Study. As noted in the Port Chester-Rye UFSD 10-Year Enrollment Report (see FEIS Appendix O), the PCSD enrollment is projected to decline well before the expected 10 year time frame from the date of issuance of the certificate of occupancy.

In the event that the School District passes a bond referendum while the Proposed Project is subject to a PILOT, the Applicant would be subject to paying its fair share based on assessed valuation of the Proposed Project according to applicable law and IDA policy.

- Municipal Services - In the event the increment of a PILOT amount directed to the Village during any year a PILOT is in place over the real property taxes paid by the Applicant to the Village as of the date of site plan approval for the Proposed Project is less than the cost of providing two new police officers the Applicant has agreed it would pay to the Village the difference for the term of the PILOT (refer to Section III.F of this FEIS).

- **Sewer Improvements.** Provision of services for improvements to specific sections of the sewer mains in the Boston Post Road that have been previously identified as needing to be improved with or without the Proposed Project. These improvements include a capacity issue of a portion of the 10" system in the vicinity of Olivia Street and replacing a portion of the 8" system upstream of South Regent Street to eliminate dips.

- **Inflow and Infiltration.** Provision of funds or services equal to $3 per gallon of projected sewer usage above existing flow (i.e., the flow from 999 High Street) to be used by the Village to address inflow and infiltration issues in this service area of the Village. Provision of funds to be provided upon issuance of the necessary permit for construction within the Boston Post Road.

- **Noise.** The Applicant has agreed to provide mitigation to the neighboring Port Chester Nursing and Rehabilitation Centre in the form of air conditioner covers and acoustical storm windows for those rooms that face the Project Site to mitigate potential temporary construction related noise impacts.

*SUMMARY OF PROPOSED TRAFFIC MITIGATION*

The following is a summary of the traffic mitigation that is proposed as part of the Proposed Action:

1. Previously-recommended improvements including those to:
    a. Boston Post Road & I-287 EB Off-Ramp/I-95 SB On-Ramp
    b. Boston Post Road & High Street
    c. Boston Post Road & Kohl's Driveway/Proposed Site Driveway
    d. Boston Post Road & South Regent Street
    e. Boston Post Road & Pearl Street

2. Traffic signal timing modifications at the Boston Post Road and Peck Avenue (City of Rye)

3. Traffic signal timing modifications at South Ridge Street and Bowman Avenue (City of Rye)
4. Traffic signal timing modifications at South Ridge Street/North Ridge Street and Westchester Avenue (City of Rye)
5. Bond an amount equal to 5% of the estimated construction cost of improvements to NYSDOT roadways, which could fund identified necessary improvements within the Village of Port Chester resulting from a Post-Implementation Study (Village of Port Chester), which could specifically include:
   a. Traffic Signalization at the I-95 northbound off-ramp intersection with Boston Post Road.
   b. Provision of a dedicated right-turn lane on Boston Post Road southbound approach to the Proposed Project Site driveway.
   c. Provision of an additional lane on the Proposed Project Site driveway approach to Boston Post Road.
6. Bond $200,000 for identified necessary improvements within the City of Rye resulting from a Post-Implementation Study (City of Rye), which could specifically include:
   a. Contribution towards provision of a dedicated right-turn lane on the Midland Avenue approach to Peck Avenue.
   b. Contribution towards installation of a roundabout at the intersections of Purchase Street & Ridge Street/Hillside Road/Wappanocca Avenue.
   c. Other locations deemed appropriate by the City of Rye.
7. Contribution of $50,000 to be provided to the City of Rye as a condition of Site Plan approval to be used towards traffic calming measures within the neighborhood of Hillside Road, Evergreen Avenue and Grandview Avenue.

## E. Changes to the Proposed Project

No substantive changes have been made to the proposed building program or on-site layout (as described above) since acceptance of the DEIS by the Village of Port Chester on July 20, 2015, although refinements have been made to the conceptual plan layout. FEIS Exhibit I-3, DEIS vs. FEIS Comparison provides an illustration of these changes. In summary, based on usability and efficiency studies by the project design team, the proposed refinements to the Conceptual Development Plan include:

- Block A – the configuration of the age-restricted housing was changed, including changing the curvilinear shape of the building to a rectilinear form and breaking the building into two distinct blocks.
- Block B – the realignment of the building was modified. The parking deck that was initially proposed is now replaced by a surface parking lot.
- Block C – the configuration of the building was changed, including reconfiguring the previously proposed three residential buildings to two simple u-shaped buildings separated by a very straight forward parking deck.
- Block D – addition of an additional level of parking in the P4 parking structure.
- Block E – the configuration of the upper levels of the building were modified.

In addition, in response to public comments raised during the DEIS comment period, the Applicant has made certain changes to other elements of the Proposed Project.

- PILOT - The Applicant has proposed an adjustment in the first-year PILOT payment to include an additional $375,000. In addition, the Applicant has proposed 2.5% annual increases to the PILOT. The increased PILOT will reflect an adjustment to the apportionment of each taxing district jurisdiction during year one (Port Chester School District $1,993,529; Village of Port Chester $919,839; Town of Rye $4,432; and, Westchester County $286,063) for a total $3,203,863. Additionally, based on current property tax rates, the Port Chester Sewer District would be expected to receive $103,079 and the Solid Waste District would be expected to receive $43,058.

## F. Review and Approvals

**Table I-1**
**Approvals/Reviews**

| Agency | Approval/Review |
|---|---|
| Village of Port Chester Village Board* | Zoning Text Amendment and Map Change and Site Plan Approval; ReSubdivision[1]; MS4 Approval |
| Port Chester Planning Commission | Recommendation on Zoning Text and Map Amendments and Site Plan Review |
| Other Local Agencies<br>- Port Chester Architectural Board of Review<br>- Port Chester Industrial Development Agency | <br>Review Building Design<br><br>Project Inducement |
| Other Regional Agencies<br>- Westchester County Planning Board<br>- Westchester County Department of Environmental Facilities<br>- Westchester County Department of Health | <br>Review as per GML Section 239<br><br>Approval of Plans for a Wastewater Disposal System for Sanitary Sewer Extension with a flow rate greater than 2,500 gallons per day.<br>Approval of Plans for Public Water Supply Improvement |
| State Agencies<br>- NYSDOT<br>- NYSDEC<br>- NYSDHCR<br><br>- SHPO | <br>Permit for roadway improvements<br>Stormwater<br>Dissolution of Mitchell Lama housing corporation<br>Review Stage 1A Report |
| Other Agencies<br>- City of Rye | <br>Intersection Improvements<br>• Boston Post Road & Peck Avenue<br>o Traffic signal timing modifications<br>• Midland Avenue & Peck Avenue<br>o Traffic signal timing modifications |
| Other Interested Parties<br>- Village of Rye Brook<br>- Town of Rye<br>- Port Chester School District<br>- Port Chester School Board | |

*Lead Agency

1. The Applicant anticipates that the Proposed Project will require a merging of the existing lots to coincide with Project development. In the event that the Village determines that it will accept the proposed dedication of a portion of the interior road system leading to High Street, a formal subdivision application would need to be filed to create the new lot associated with the currently proposed E Block. In the event the Village decides to not accept portions of the proposed street system there would be no immediate need to pursue a subdivision of the Subject Property.

It is noted that to assist the reader, the written public comments submitted as part of the DEIS review and the preliminary FEIS submitted to the Village in April of 2016 have been included as part of the FEIS document as well as the Appendix. The reader can go to their correspondence and look for a notation in the margin as to where in the FEIS document the response to their comment is provided.

**Comment II-1:**

1. The following three assertions, made by the Applicant on the referenced pages, need additional, justification before the Lead Agency can make a finding as to their veracity.

A. "Given that the FAR in the existing Code does not, in the Applicant's opinion, adequately provide for the critical mass necessary to create a viable redevelopment, the Applicant does not consider [development at the current FAR, 0.8] to be a viable alternative." (E-12, II-7. III-A-2)

i. "In the Applicant's opinion, the density required to support viability of a new mixed-use place is a factor of location, context, land and development costs, amount of land given over to streets, sidewalks, public places, garages, parking lots, etc." (II-4)

ii. "The Proposed Project…requires very significant sitework to create a "platform" for development [parking garages, street network] compatible with the kind of walkable downtown nature that is envisioned by both the Applicant and the Village comprehensive Plan. (II-4, III.A-13, IV-2)

iii. "Project site development costs – which include land, parking, demolition and excavation and roadway costs – can also drive the need for greater density. These costs are spread across all the uses on site and are ultimately reflected in the per square foot rents for every tenant. Unless they fall within a reasonable range, the rents required to cover those costs will exceed what the market will bear resulting in diminished tenant interest and potentially a significant impact on project viability." (IV-2)

B. "The Applicant has proposed…a one-time $1.0 million public benefits payment for increasing the FAR." (II-22)

i. As confirmed in the DEIS, the Village Board must determine whether a one-time payment of $1.0 million allocated as proposed in the DEIS is appropriate.

ii. "The issue of whether a development bonus, as envisioned in the proposed zoning text amendment, can be applied to the Proposed Action is to be determined by the Lead Agency as part of the environmental review process and as part of the weighing and balancing of the Proposed Action." (III.A-24)

C. "The Applicant contends the savings associated with the use of the PILOT are vital to the economic feasibility of the Proposed Project as the savings will enable the Applicant to commence and complete the Proposed Project." (II-22) "To reduce that financial risk and

to make the Proposed Project economically feasible, the Applicant needs the PILOT." (III.F-26)

i. "This is particularly important during the early stages of project development which is expensive due to site development costs and the income stream from the Proposed Project is not fully available until lease up of the facility.

ii. "This is particularly the case for the Proposed Project where it is anticipated that one of the very first steps will be the required demolition of the United Hospital buildings and related infrastructure which as a very high and unusual cost estimated to exceed $5.0 million.

iii. "Another costly initial step necessary before site construction is the required remediation (expected to exceed $5.0 million) of the Project Site, refer to Appendix B for preliminary estimates.

iv. "Given the foregoing and the length of time for site construction, it is expected that the Applicant will not likely see a return for a minimum of three years." (II-22)

AKRF and SPR, Letter 42, November 2, 2015

***Response:***

*The Lead Agency has requested that their consultant, AKRF, prepare an economic analysis that evaluates the assertions made by the Applicant with respect to the projections related to site development and construction, refer to FEIS Appendix P for a copy of the economic analysis.*

*The analysis, in summary, found:*

> *"1. That the allowable density in the existing zoning code does not provide for the development density necessary to create a viable project given their requested mix of uses proposed; and*
>
> *2. That savings to the Applicant associated with the use of a PILOT Agreement are vital to the Project's economic feasibility, again based on their requested density and mix of uses proposed…*
>
> *AKRF employed a variety of methodologies to estimate a bonus density fee appropriate for the additional FAR sought by the Applicant. The resulting estimates ranged from approximately $2.4 million to $3.4 million—well above the $1 million amount advanced by the Applicant in the DEIS."*

**Comment II-2:**

The Applicant had previously considered conveying the internal roadways and infrastructure to the Village at the completion of the development. However, the possibilities of conveying the internal roadways to the Village was not mentioned in the Project Description or the Traffic Chapter, nor were the fiscal impacts of conveyance analyzed in the Socio-Economic Chapter. Is

there a plan to transfer ownership, control, and maintenance responsibility of the new internal roadways, sidewalks, and utility infrastructure to the Village? If so, what is the cost to the Village of the ongoing maintenance required on an annual basis and are the improvements being designed to Village standards?

AKRF and SPR, Letter 42, November 2, 2015

**Response:**

*The Applicant proposes to convey to the Village portions of streets internal to the Project, as identified in FEIS Exhibit II-2, Roadway Conveyance Diagram; essentially the entrance drive off of Boston Post Road up to the first intersection and then proceeding west to High Street. This conveyance will, after elimination of the northbound traffic signal on the Boston Post Road, convey existing – and future – High Street traffic to and from the Boston Post Road. Specifically, the area to be conveyed to the Village is curb to curb, excluding the center island in the entrance drive. The roadway is to be built to Village standards and specifications. In the event that the Village decides to accept the offer of dedication of this portion of the internal roadway, the Applicant has agreed that it would undertake the snow plowing responsibility and maintenance of the utilities under the roadway for those roadway sections in concert with other roadways on the Project Site. The Village will assume responsibility for all other maintenance, repair, safety control and ticketing, insurance and liability associated with those streets to be dedicated. The Applicant contends that there would be no appreciable impact to the Village, except the future maintenance of the roadway. However, as such roadway(s) is new and is being built to Village specifications, it is anticipated that there would not be any such effects for the foreseeable future. In addition, as noted in Response to Comment II-4 below, the Applicant proposes to make the revenue of the approximately 42 on-street meters located on portions of the roadways not dedicated to the Village available to the Village which amounts to approximately $84,000 annually, see also Response to Comment II-4. It is expected by the Applicant that the revenue from the on-street parking meters, when combined with the revenues discussed in Chapter III.F, will be sufficient to cover the costs associated with maintaining the roadway and providing safety and traffic control.*

**Comment II-3:**

What is the proposed management structure / ownership of the Project's components? If the Site is subdivided after construction, how will conditions applicable to the entire site be enforced? What entity will be responsible for the maintenance of the areas common to the Project's various components?

AKRF and SPR, Letter 42, November 2, 2015

**Response:**

*The Applicant proposes to establish a Master Property Owners Association (MPOA) that would enforce the conditions that may be applied to the Project Site as part of the approval process. The MPOA would include all property owners, regardless of the type of use. The MPOA would, with the exception of that portion of the street system proposed to be dedicated to the Village (see*

*response II-2 above), be responsible for the maintenance and upkeep of the roads, sidewalks, landscaping and site amenities. This includes the maintenance and programming of the open space. As an example, the Applicant's design team is associated with the Blue Black Square mixed use development which has a general manger that is the point of contact for that development. The Applicant anticipates that it would have a similar setup to provide the Village with a consistent point of contact*[1]*. It is noted that any restrictions, covenants or conditions of approval would run with the land and if the property were to be conveyed to a property owners association as discussed above, the property owners association would be subject to same. An example of an MPOA agreement from the Applicant's Blue Back Square project has been included as Appendix S in this FEIS.*

**Comment II-4:**

Does the Applicant propose to convey the site's on-street parking to the Village? If so, what are the fiscal impacts to the Village of maintaining and operating that infrastructure on an annual basis?

AKRF and SPR, Letter 42, November 2, 2015

**Response:**

*The Applicant has proposed approximately 42 on-street metered parking spaces and that the Village be allowed per New York State Vehicle and Traffic law (Sections 1640(a)(9) and 1640-a) to collect the revenue from those meters and enforce the parking requirements. Based on input from the Village*[2]*a parking meter in the Village generates approximately $2,000 in revenue annually. It is anticipated, therefore, that the 42 on-street parking meters could generate approximately $84,000 annually for the Village.*

**Comment II-5:**

Exhibit II-25 depicts the conceptual improvements proposed for Route 1. Immediately south of block C, the number of lanes on Boston Post Road southbound is unclear. It appears there are four thru lanes on the east side of the intersection and only three on the west side. Please clarify.

AKRF and SPR, Letter 42, November 2, 2015

**Response:**

*DEIS Exhibit II-25 has been updated as FEIS Exhibit II-5 to more clearly show the lane configuration at the Project Site entrance. There are three southbound lanes proposed with one*

[1] https://www.bluebacksquare.com/about-us
[2] Email correspondence with Eric Zamft (2/9/16), Village of Port Chester Planning Department

*lane eventually turning into an entrance lane to I-287 westbound and the remaining two lanes as through lanes.*

**Comment II-6:**

What is the current status of the tenants at 999 High Street?

AKRF and SPR, Letter 42, November 2, 2015

**Response:**

*As part of the Site preparation process, the Applicant provided for a confidential relocation and compensation package that is tailored to each of the remaining households in 999 High Street. In general terms, for the income eligible households, the package includes lifetime utilization of Section 8 vouchers and supplementary rental assistance for 12 months. Households that did not qualify for Section 8 benefits will receive a cash payment that varies depending on when they move out and a compensation package that offers a minimum of 12 months and a maximum of 24 months at the household's current rental rate. Each household will receive a stipend to defray the costs of moving. The Applicant reserved the right to seek summary eviction against any resident who does not vacate the building by a mutually agreed surrender date. At or about the time of purchase of the United Hospital property, of the 133 units at 999 High Street, approximately 57, or 43% were occupied[3]. At the time of submission of the DEIS document (July 2015) 41 of the 133 units were occupied. As of July 18, 2016, all households have moved out except one. As of November 2016 all tenants have relocated.*

**Comment II-7:**

Page II-3 and II-4 of the DEIS mention the potential for quasi-public programming on the open spaces owned by the Applicant, known as "The Lawn", "The Square", and "The Boulevard". What entity would be in charge of programming these spaces? How would Village Departments, Boards, etc. be involved in the programming decisions? What times would these programs run and what impacts might they have on traffic and noise? Note that certain activities require Village permits if they occur on public land.

AKRF and SPR, Letter 42, November 2, 2015

**Response:**

*The open space areas shown on the conceptual plans known as "The Lawn", "The Square" and "The Boulevard" would be owned and maintained by the Master Property Owners Association (MPOA). That MPOA would be responsible for maintenance and programming of events and activities which are anticipated to be small scale in nature. As noted in Section II Project*

[3] Source: DHCR Web-sitehttp://www.dhcr.state.ny.us/publications/mitchell-lamaannualreport/mlhcar07onyc.htm#HCNP112

*Description of the DEIS, uses contemplated include a farmers market, small stage area for performances, kiosks, etc. The MPOA will coordinate with the Village in the event municipal approvals or permits are required for an event. Any activities occurring on the Project Site will be required to follow all applicable Village ordinances and regulations such as Section 224 Noise. It is contemplated by the Applicant that these uses would complement the proposed 90,000 square feet of street side retail and restaurant uses and provide an amenity for residents and their guests. The programmable open space use is not separately accounted for in overall traffic evaluation given that that it is an ancillary use that would not generate primary trips during the Project Site's Peak Hours. Events would typically occur out of phase with the overall Project Site's peak. For instance, a Farmer's market is typically early in the day on a weekend or after/before the Peak AM/PM peaks on a weekday. A small scale concert would typically be in the evening after the Peak Saturday or Weekday PM Peaks. Other events would be more in support of the fixed uses, meaning event patrons would have otherwise been coming to the site to shop/dine or already are there for work or residence.*

**Comment II-8:**

How would the exterior of the parking garages, specifically those that front on Boston Post Road and High Street, be designed? How would they relate to the existing streetscape and how would they present patrons and passers-by with "buildings meant to be enjoyed at the sidewalk"? (II-6)

AKRF and SPR, Letter 42, November 2, 2015

There should be careful consideration of the height of the buildings abutting Boston Post Road in order to retain an acceptable pedestrian scale as well as planting and landscaping that can be used as a buffer between the Boston Post Road right of way and the site.

Port Chester Planning Commission, Letter 51, September 22, 2015

**Response:**

*The Conceptual Site Plan layout does not include a parking garage fronting on Boston Post Road. A surface parking lot is located approximately 24 feet from the sidewalk along the Boston Post Road and separated by proposed landscaping. The proposed parking garage along High Street would be adjacent to the proposed sidewalk along High Street. The specific details of the building design will be developed as part of the site plan review process. However, Exhibit II-12 in the DEIS provides an illustration of the finished façade details of the Blue Back Square mixed use project in West Hartford, CT, which included a garage at the sidewalk level. The Applicant is committed to working with the Village to incorporate a comparable design approach for the garage proposed along High Street. This is one approach of creating visual interest at the sidewalk level. DEIS Exhibit III.G-4, Illustrative Landscape Plan, provides a depiction of proposed street trees along the High Street frontage to enhance the visual interest along this portion of the Project Site. FEIS Exhibit II-8a and b, Height and Setback at the Street:*

*Comparison, provides an illustration of the street level relationship of the Proposed Project in comparison to the street level relationship of other existing developments within the Village. The proposed PMU zoning district amendments include design considerations including screening of garages, refer to FEIS Appendix L. The revised PMU Zoning Text amendments include specific Design Criteria (refer to Appendix L of this FEIS) which includes a reference that street-level architecture shall re-inforce the importance of the pedestrian and public realms. Ribbon windows are discouraged, while windows that are distinguished from the shaft of the building through the use of arches, pediments, mullions, and other treatments are encouraged. Further, facades visible from Boston Post Road and Interstate 287 (I-287) shall reflect the architectural significance of their location within the site and their significance as a gateway into the Village of Port Chester. In addition, Buildings shall be architecturally broken up vertically into a base (first-floor only), middle, and top. Likewise, buildings should be broken up architecturally into bays. These sections should be defined by building articulation or change in materials. No solid expanse of wall may exceed 30 feet in length. Architectural elements such as cornices, belt courses, corbelling, molding, string courses, ornamentation, changes in material or color, and other sculpturing of the base shall be provided to add special interest.*

**Comment II-9:**

Please describe in more detail, and provide visual depictions of, Blocks C and B. From the Conceptual Development Plan (Exhibit II-2), it is difficult to tell at what level (elevation) the interior spaces on Block C are located. Also unclear is how the garage would be accessed and how many levels of garage and residential uses there are. The same is true for Block B. Finally, setbacks from adjacent properties are hard to distinguish.

AKRF and SPR, Letter 42, November 2, 2015

**Response:**
*FEIS Exhibit II-9, Conceptual Development Plan, has been reconfigured. Buildings C1 and C2 now wrap around a central, but separate parking structure of approximately 500 spaces. Access to the C Block parking structure would be from the easterly most access road off of the Boston Post Road. The B Block has been reconfigured to make it slightly smaller and provide a surface parking lot of approximately 69 spaces located behind the B Block building. Access to the B Block building parking would be from Streets A and B as shown on FEIS Exhibit II-9 Conceptual Development Plan. There are five levels proposed for the C Block parking facility and six levels for the C Block residential buildings. Refer to FEIS Exhibit II-9a, Project Yard Setbacks for a depiction of the yard setbacks on a block by block basis.*

**Comment II-10:**

Would any parking areas on-site be restricted to certain uses and/or users? If so, how would that be enforced?

AKRF and SPR, Letter 42, November 2, 2015

**Response:**
*Parking areas on-site are not proposed to be restricted to certain uses and or users. A shared parking program was described in detail in the DEIS (Section III.E, starting at page III.E-33) and Appendix L of the DEIS, refer also to FEIS Exhibit II-10, Dispersed Parking. The Applicant contends that the amount of parking on-site requires that no dedicated spaces be offered to tenants. Physical location and proximity of parking to various uses assures the different tenants of convenience (e.g., the surface parking at the hotel's front door, the significant parking garage adjacent to the medical office).*

**Comment II-11:**

Please describe in more detail the 'visual variety' of the facades of the buildings and how the visual variety would be enforced by the Village?

AKRF and SPR, Letter 42, November 2, 2015

**Response:**
*The Applicant would, as part of the site plan approval process, to prepare a set of design guidelines which will be used as part of the site development process, refer also to Response to Comment II-8 above. As indicated in DEIS Exhibit II-14, Architectural Detail Precedents, the Applicant intends to use local precedent and history to help inform the ultimate design of the proposed Project. In addition, the Applicant has amended its Zoning Petition to include design requirements for the PMU district. . The revised PMU Zoning Text amendments includes specific Design Criteria (refer to Appendix L of this FEIS) which includes a reference that street-level architecture shall re-inforce the importance of the pedestrian and public realms. Ribbon windows are discouraged, while windows that are distinguished from the shaft of the building through the use of arches, pediments, mullions, and other treatments are encouraged. Further, facades visible from Boston Post Road and Interstate 287 (I-287) shall reflect the architectural significance of their location within the site and their significance as a gateway into the Village of Port Chester. In addition, Buildings shall be architecturally broken up vertically into a base (first-floor only), middle, and top. Likewise, buildings should be broken up architecturally into bays. These sections should be defined by building articulation or change in materials. No solid expanse of wall may exceed 30 feet in length. Architectural elements such as cornices, belt courses, corbelling, molding, string courses, ornamentation, changes in material or color, and other sculpturing of the base shall be provided to add special interest.*

**Comment II-12:**

Table 1-1 of page E-3 of the DEIS contains a list of Required Approvals and Reviews. While many agencies are listed here, including the Village, the Planning Commission, the Architectural Review Board, The IDA, regional agencies, the City Of Rye, the Village of Rye Brook and the Town of Rye, it should be noted that the Board of Education is not named on this list. This is a

concern as this project will have a direct and significant impact on our school enrollment and taxes. We respectfully request that we be included on the list of Required Approvals and Reviews.

Bob Johnson, PH 8/27/15, p. 49

In your DEIS, there is a reference to approval that is required to receive from the City of Rye with regard to an alteration around the off-ramp off of 287 going eastbound.

Joe Sack, PH 9/8/15, p. 46

**Response:**

*Comments noted. At the time of the distribution of the DEIS document it was not clear if the City of Rye had jurisdiction over contemplated approvals within the City limits. However, the Lead Agency listed the City of Rye in the review and approvals table included in the DEIS. Subsequent conversations with the NYS DOT revealed that the City of Rye has jurisdiction over the proposed signal timing modifications at the following two intersections: Midland Avenue and Peck Avenue and Peck Avenue and Boston Post Road. NYSDOT has jurisdiction over the improvements located at the intersection of Boston Post Road and the I-287 Eastbound Exit 11 Ramp/ I-95 on-ramp. As such, the City of Rye is an "involved agency" pursuant to SEQRA.*

*The Port Chester-Rye UFSD has received copies of all SEQRA notices regarding this project, including the DEIS. Under State law, neither the School District nor the Board of Education must grant an approval for the Proposed Project to proceed. As such, neither entity can be an "involved agency" pursuant to SEQRA. Rather, they are "interested agencies". However, the Applicant and Village recognize the critical role that the School District plays in the community and the vital services it provides. As such, both the Village and Applicant have engaged in dialogue with the District regarding the Proposed Project and its potential impacts. The Applicant and the Village will continue those discussions and will continue to work with the School District as the Proposed Project moves forward.*

**Comment II-13:**

Green technology and bicycle access. We encourage the applicant to incorporate as much green, or sustainable, technology as possible into the proposed development. We also recommend the applicant consider providing bicycle parking in various places throughout the development.

Edward Burroughs, Letter 21, September 22, 2015

**Response:**

*Comment noted. The specific placement of bicycle parking will be determined as part of site plan approval; however, the Applicant is committed to integrating bicycle parking into its Project. As noted in DEIS Section III.F-6.c. Green Building and Sustainability Initiatives, the Applicant has*

*proposed to include between 70 and 100 bicycle racks to be located throughout the Project Site, specific locations to be determined as part of the specific Site Plan approval process. In addition, DEIS Section III.F-6.c. Green Building and Sustainability Initiatives, responds to the commenter's question regarding green and sustainable technology practices identified at the conceptual planning level. Finally, the revised petition includes Green Building and Site Planning sustainability standards for all development within the PMU District.*

It is noted that to assist the reader, the public comments submitted as part of the DEIS review and the preliminary FEIS submitted to the Village in April of 2016 have been included as part of the FEIS document as well as the Appendix. The reader can go to their correspondence and look for a notation in the margin as to where in the FEIS document the response to their comment is provided.

**Comment A1:**

We have doubts about the legality of a blanket waiver (i.e., proposed paragraph (F)), as that would in effect, for some provisions, constitute an amendment of the zoning without the appropriate process. We also think that this is not a prudent provision; any waiver should be limited to minor, not material changes.

AKRF and SPR, Letter 42, November 2, 2015

**Response:**

*Comment noted. Revisions to the proposed zoning text amendments are at the discretion of the Village Board. In addition, the proposed zoning text has been amended to remove that waiver provision.*

**Comment A2:**

Paragraph (D) misstates the zoning district to which the proposed paragraph would apply.

AKRF and SPR, Letter 42, November 2, 2015

**Response:**

*Comment noted, the text has been updated to reflect the term Planned Mixed Use zoning district. In addition, proposed amendments to update the language in that paragraph have been prepared, see Appendix L of this FEIS.*

**Comment A3:**

The proposed amendments to the PMU zoning district would allow an applicant to make use of the existing density bonus provision of the Village Code, §345-16. Therefore, an Applicant could achieve a bonus of 0.2 FAR and an additional 2 stories or 15 feet of height over what would be allowed as of right, which is proposed to be 1.6 FAR and 115 feet. The potential for a development to have an FAR of 1.8 and a maximum height of 10 stories or 130 feet is not analyzed in the DEIS.

AKRF and SPR, Letter 42, November 2, 2015

One issue we have relating to zoning is specifically that it's very hard, if not, impossible for us to evaluate the zoning impacts because of the amount of discretion that's given to the Board in making exceptions to the density that's currently in the zoning.

Laura Brett, PH, August 27, 2015, p. 53

For instance, current renderings show structures with as many as twelve stories, while according to other information the plan is for four to six stories the usual maximum, with the possibility of Block D reaching slightly higher.

Ivana Hildago, Letter 41

**Response:**

*It was not the intention of the Applicant to propose a zoning program that would exceed the 1.6 FAR or 8 story/115 foot building height limits as outlined in the proposed amendments to the PMU zoning district. Proposed amendments have been made to the zoning text to modify the maximum FAR allowed in the PMU to 1.4 and allow the potential for an additional 0.2 FAR subject to a density bonus program. (See FEIS Appendix L of the FEIS for more detail on the amended petition.)*

*It is noted that the renderings provided as part of the DEIS (Exhibit II-13, Thoughtful Architecture) illustrate a maximum 8 story, 115 foot building associated with Block D. This is consistent with the Applicant's description of the Proposed Project.*

*It is also noted that of the Village of Port Chester's 25 zoning districts, 10 currently allow an FAR of 1.6 or higher with 2 additional districts permitting an FAR of 1.5. These are primarily found along the Boston Post Road corridor, including one directly adjacent to the Project Site, and in the Village's downtown, refer to FEIS Exhibit III.A-3. As indicated in the Environmental Findings for the Village's Comprehensive Plan (refer to page 9), the Village Board of Trustees recognized that a contemplated site-specific environmental and land use review could result in further amendments of the zoning text and map for this site that would be consistent with the goals and objectives of the Comprehensive Plan[1]. The precise language from the Environmental Findings states the following: "*

> *One factor relevant to these Findings, and addressed further below, is whether the Village Board of Trustees prefers to await the site-specific environmental and land use review before determining what amended zoning text and map for this site would be most consistent with the goals and objectives of the proposed Comprehensive Plan. Such a site-specific assessment is (properly) not included in this GEIS but would be in the Environmental Impact Statement ("EIS") that would be prepared for the owner's proposal…However, as with each alternative scenario, the precise impacts could vary based on specific development proposals.[FN4: The Board notes that the owner submitted information regarding asserted comparables by which to guage the number of school children from its proposal. That information is part of the GEIS; however, a detailed analysis of such a submission best awaits a site-specific review of a particular proposal.] Furthermore, even if this PMU alternative is adopted [the current PMU], the zoning regulations would be subject to modification based upon a site specific EIS and evaluation of the parameters of a proposal submitted by the property owner…Given the pending application by the owner [of the United Hospital site] for zoning amendments accompanied*

[1] Village of Port Chester, Environmental Findings on Comprehensive Plan GEIS, page 9, December 17, 2012.

*by a specific redevelopment proposal, it is possible that some variant of this district could be found, after a site-specific review, to be as or even more consistent with the proposed* Comprehensive Plan *[than the PMU adopted]…While the Village Board of Trustees may consider amendments to the zoning arising from the owner's proposal, that consideration would follow and be ~~predeicated~~predicated upon the comprehensive site-specific evaluation. Based upon the foregoing, the Village Board of Trustees: approves the PMU Planned Mixed Use scenario, recognizing that the owner's proposal for rezoning and redevelopment of that site and concomitant detailed, comprehensive site-specific environmental review under SEQRA could result in modifications to this district~~."~~.*

**Comment A4:**

Please provide details as to how 'site coverage' and 'open space' were calculated. Please detail the conformance of the Proposed Project with the minimum amount of open space required pursuant to the PMU regulations. Please confirm, through mapping if appropriate, that the open space being provided does not include any roadways or parking areas.

AKRF and SPR, Letter 42, November 2, 2015

**Response:**

*As indicated in DEIS Table III-G.2, building coverage is estimated at 5.65 acres, or approximately 36 percent of the total Project Site area. Roads and walks have an estimated coverage of approximately 7.63 acres, or 49 percent of total Project Site coverage. The balance of the Project Site, or approximately 2.17 acres is pervious surface. It is noted on DEIS Table III.G-2 that approximately 2.29 acres of coverage included parking structure roof top area. As noted on FEIS Exhibit III.A-5, Open Space Coverage Diagram, the Applicant has provided approximately 99,850 square feet of open space which exceeds the approximately 73,000 square feet required per code, but that some of that area (approximately 29,500 square feet) is open space located within interior 'courtyards' within the C block residential buildings which would be available primarily to Proposed Project residents. The balance is located along the exterior and within the interior core of the project and would be considered publically accessible open space.*

*In terms of open space, the PMU district regulations currently require 100 square feet of "usable open space" per dwelling unit. The Applicant's Petition does not propose to change that requirement. Therefore, the Proposed Project is required to have 73,000 square feet, or 1.68 acres of usable open space on site. As defined in §345-2 of the Port Chester Zoning Code, "usable open space" is part of a residential lot required by this chapter to be set aside and designed for outdoor recreational use and for household activities normally carried on outdoors, excluding automobile parking by persons residing on such lot. Therefore, the term usable open space could include either landscaped or hardscape area designated for use by the public or Proposed Project residents. Specifically, pursuant to §345-7 of the Port Chester Zoning Code the usable open space shall be continually available and usable and no part of the required usable open space shall have any dimension less than 20 feet. The Applicant has identified approximately 2.29 acres of usable open space on the Project Site, more than the 1.68 acres required. This includes approximately 24,380± square feet as part of the central core open space, 55,878± square feet related to the C*

*Block Buildings and 19,596± for the balance of the Project Site (See FEIS Figure III.A-5). The proposed open space does not include roads or parking areas, although it does include rooftop space over a portion of the C-2 Block building. As made clear in the revised FEIS PMU Zoning Text, the dimensional requirements of the PMU district, including open space requirements, are to be calculated on a site-wide basis and not apportioned to any particular space or existing or future tax lot on the Project Site.*

**Comment A5:**

As the Applicant appears to be requesting that the Project Site be subdivided into lots that correspond to Site's main 'blocks', please provide the 'site coverage' and 'open space' figures for each new potential lot as well as for the Site as a whole.

AKRF and SPR, Letter 42, November 2, 2015

**Response:**

*While the Applicant could subdivide portions of the Proposed Project in the future, the Proposed Project itself should be viewed comprehensively as it is an interrelated project that shares public space, common accessways, parking and parking management and maintenance. In addition, as made clear in the revised FEIS PMU Zoning Text, the dimensional requirements of the PMU district, including open space requirements and building coverage requirements, are to be calculated on a site-wide basis and not apportioned to any particular space or existing or future tax lot on the Project Site.*

*Nevertheless, FEIS Table III.A-5 Selected Measurements, provides an estimate as to the Project Site coverage and usable open space by proposed development block. (Note that a development block may or may not correspond to any potential future tax lot), refer also to FEIS Exhibit III.A-5, Open Space Coverage Diagram and FEIS Exhibit III.A-5a, Proposed Roadway Conveyance.*

*The Applicant proposes that subsequent to the approval of a specific site plan, apportionment of the property solely for leasing, mortgaging, taxing or other similar purposes may occur without the benefit of subdivision approval; however, subdivision approval shall be required prior to all conveyances of property ownership. Any requests for subdivision approval shall follow, to the extent applicable, the procedures set forth in Chapter A402, Land Subdivision Regulations. The Applicant notes that in the event the Village of Port Chester were to accept a portion of the interior roadway network as a Village road (refer also to Exhibit II-2, Roadway Conveyance Diagram~~))~~), a subdivision would be necessary to delineate the new road right of way and create a new lot associated with Block E (the proposed hotel use), again refer to Exhibit II-2 in this FEIS. See also the Response to Comment III.A-7. The bulk standards, setbacks and other dimensional requirements of the PMU District shall apply to the entire "PMU site", as defined in the zoning text,, whether or not that site is or will remain in one ownership, and shall not apply to individual or subdivided parcels.*

***Table III.A-5***
***Selected Measurements***

| ***Development Block*** | ***Coverage (acres est.)[1]*** | ***Useable Open Space[2] (square feet - estimated)*** |
|---|---|---|
| *A* | *2.22* | *6,349* |
| *B* | *1.30* | *2,399* |
| *C* | *3.78* | *55,878* |
| *D* | *1.80* | *0* |
| *E* | *0.75* | *10,848* |
| *Village Green* | *0.48* | *24,380* |
| *Total* | *10.33* | *99,854* |

*Source: Street-Works Studio and TRC Engineering*

1. *The coverage measurements above do not include the proposed dedication of right of way for the expansion of the Boston Post Road or the proposed dedication of a portion of the interior roadway to the Village as part of the proposed improvements to the High Street/Boston Post Road intersection. Coverage calculations include building, access roads and parking, but excluding walkways.*

2. *As required by section 345-7 of the Village of Port Chester Zoning Code.*

**Comment A6:**

It is noted that PMU zoning district does not currently establish minimum yard sizes. What are the yards, or 'setbacks' being proposed by the Applicant post-subdivision.

AKRF and SPR, Letter 42, November 2, 2015

**Response:**

*Comment noted. The proposed PMU zoning does not include yard setback requirements in order to promote flexibility in overall site development; this approach is consistent with current PMU zoning, which does not have similar requirements. For purposes of information, Table III.A-6 Yard Measurements, below, provides yard sizes in the event individual lots are subdivided post-approval. Measurements are taken from the curb line of the roadways that will be conveyed to the Village and from the center line for those roadways that will remain private, refer also to Exhibit FEIS III.A-6 Parcel Diagram and Setbacks. See also response to Comment A7.*

***Table III.A-6***
***Yard Measurements***

| ***Block*** | ***Front Yard*** | ***Side Yard (one)*** | ***Rear Yard*** |
|---|---|---|---|
| *A* | *17'-6"* | *32'-0"* | *65'-0"* |

| | | | |
|---|---|---|---|
| *B* | *33'-0"* | *24'-0"* | *0'-10"* |
| *C* | *24'-0"* | *12-0"* | *24'-0"* |
| *D* | *33'-0"* | *24'-0"* | *0'-0"* |
| *E* | *29'-6"* | *13'-0"* | *20'-0"* |

*Source: Street-Works Studio*

**Comment A7:**

Currently, the mechanism for considering the Project Site, made up of several tax lots, as a single site to which the PMU regulations would apply, is not clear. Also unclear is the mechanism for subdividing the Project Site after completion of the Project into lots that conform to a section of the zoning code.

AKRF and SPR, Letter 42, November 2, 2015

**Response:**

*The Applicant proposes that subsequent to the approval of a specific site plan, apportionment of the property solely for leasing, mortgaging, taxing or other similar purposes may occur without the benefit of subdivision approval; however, subdivision approval shall be required prior to all conveyances of property ownership. As indicated in Response to Comment A5, in the event the Village of Port Chester were to accept a portion of the interior roadway network as a Village road (refer also to Exhibit II-2, Roadway Conveyance Diagram) a subdivision would be necessary to delineate the new road right of way and create a new lot associated with Block E (the proposed hotel use), again refer to Exhibit II-2 in this FEIS. Any requests for subdivision approval shall follow, to the extent applicable, the procedures set forth in Chapter A402, Land Subdivision Regulations, including the approatiate coordination with the Town of Rye. The bulk standards, setbacks and other dimensional requirements of the PMU District shall apply to the entire "PMU site", as defined in the zoning text[2], whether or not that site is or will remain in one ownership, and shall not apply to individual or subdivided parcels. As noted in Section 345-62.A.(4) of the proposed amendments to the PMU District (refer to FEIS Appendix L) the PMU provisions apply to the entirety of the Project Site.*

**Comment A8:**

The analysis of the conformance of the Proposed Project and Proposed Action with the Third Regional Plan, at one sentence, should be expanded.

AKRF and SPR, Letter 42, November 2, 2015

**Response:**

[2] The "PMU Site" is defined in the revised PMU text in Appendix L references a boundary Survey of the Project Site dated August 5, 2014, revised January 17, 2016, to be made available in the Village Clerk's office.

*The Applicant contends that the Proposed Project, by redeveloping an existing developed property within the Village and adaptively reusing the Project Site[3] for a mixed use development, is in keeping with the general recommendations of the Third Regional Plan related to creating incentives for new development and investment in transit- and pedestrian friendly centers throughout the region and supporting new institutions and uses in centers, such as telematic at-home businesses, mixed use districts, and arts and cultural institutions. At the same time, it is also in keeping with the recommendations and vision in the Village Comprehensive Plan in part by creating a pedestrian friendly center and by enhancing pedestrian access to the Project Site from the surrounding neighborhood[4].*

*The Third Regional Plan focuses on three inter-related core objectives - Economy, Equity and Environment - that help foster the enhanced quality of life goal of the Plan. The Third Regional Plan identifies five initiatives for reinforcing the core objectives. Selected recommendations of the Plan that are related to the Proposed Action include: Reinvest in urban parks, public spaces and natural resources, restoring and creating new spaces in urban neighborhood and along waterfronts; Create incentives for new development and investment in transit- and pedestrian friendly centers throughout the region, so they have the quality of life that makes living and working in centers worthwhile; and, Improve public and private decision-making processes, incorporating sustainable economics in accounting and tax and regulatory systems and utilizing smart infrastructure approaches to capital investments. The Proposed Project incorporates a publically accessible open space component which helps to tie the residential, office and retail components together. Further, the Proposed Project incorporates pedestrian connections to the Boston Post Road and Abendroth Park integrating a pedestrian friendly center within the existing neighborhood. The proposed zoning text amendments to the PMU District include design criteria that note that public access to Abendroth Park shall be provided to the maximum extent practicable. The specific details of connections to Abendroth Park would be prepared as part of the specific site plan approval process.*

*It ~~shoud~~should be noted that the Applicant proposes to coordinate transportation services to and from the Project Site at the commencement of construction to accommodate construction workers who will be working at the Project Site. Such services may include, but are not limited to, local taxi services, coordinated car pools, and/or van services to and from the local train station. These services shall continue during peak hours upon project opening until formal jitney service is implemented. Peak hours are expected to be between 7 AM and 9 AM and 5 PM and 7 PM Monday through Friday. The service is expected to serve both the residents and the employees who work at the Project Site and will therefore pick up passengers both on site and at the station during both peak periods. The Applicant will operate the jitney service at least until the Post Implementation Traffic Study is complete (refer to FEIS Section I.D).*

**Comment A9:**

[3] RPA Third Regional Plan – A Region at Risk Summary (1996) p. 12
[4] The Village of Port Chester Comprehensive Plan (December 17, 2012) p. 66

The Applicant makes comparisons to several mixed use developments around the country to support the claim that a certain density is required. Please provide comparisons to developments and neighborhoods which are local that have similar mix and density of uses. Preference should be given to comparable sites in Westchester.

AKRF and SPR, Letter 42, November 2, 2015

**Response:**

*The Applicant notes that the Proposed Project is unique to the Westchester area and that there is, in the Applicant's opinion, nothing like it in the County. While there may be other portions of other communities that exhibit some of the same qualities as the Proposed Project with a mix of uses in proximity to each other, they have developed somewhat organically over time, along existing established streets, rather than as a comprehensively planned development that needed to build its own infrastructure on-site. DEIS Table II-1, Mixed Use Development Comparison, provides examples of other mixed use developments from around the country that the Applicant believes illustrates the importance of density in helping to create and sustain a successful mixed use development, especially in areas that require new infrastructure on-site.*

**Comment A10:**

In response to the Village's Site Plan review criteria, criterion (a), the DEIS should clarify that the Project Site is not within the boundaries of the Urban Renewal Plan of the Village or the Villages Local Waterfront Revitalization Plan, adopted pursuant to the Coastal Zone Management Act.

AKRF and SPR, Letter 42, November 2, 2015

**Response:**

*Comment noted. The Project Site is not located within the boundaries of an Urban Renewal Plan nor within the boundaries of the Village's Local Waterfront Revitalization Program.*

**Comment A11:**

In response to the Village's Site Plan review criteria, criterion (b), this section of the DEIS should reference the Project Description, which provides details on the ways in which the Project would present an aesthetically pleasing environment, including its street level architecture, and how the site would generally be functional in terms of pedestrian and vehicular circulation. In addition, the DEIS should reference earlier sections of Chapter III.A indicate how the Proposed Project would be harmonious with the surrounding area, including by placing the larger commercial uses along Boston Post road and by providing the quietest residential uses closest to the park.

AKRF and SPR, Letter 42, November 2, 2015

**Response:**

*Comment noted. The Project Description presented in the DEIS included the following, as noted in the comment:*

- *The presentation of an aesthetically pleasing environment is a function of incorporating several different design components, including the use of thoughtful architecture design, promoting a pedestrian orientation and incorporation of a comprehensive landscape program.*

- *Street level vitality. Retail shops and restaurants will occupy the street level of most of the buildings on the Project Site. The Applicant contends that activity ensures that a sense of vitality is evident to all visitors.*

- *Thoughtful architectural design. The buildings will be designed from the street up, not from the top down. The difference? These are buildings meant to be enjoyed at the sidewalk – for their variety in materials, use of transparency, details at entrances – and not from afar as part of a skyline. In the Applicant's opinion, the first 30 feet of a building are what people notice and what form the impressions of the place. Review of building specific architecture would be commenced at the specific site plan review stage.*

- *An integrated street grid. The Project Site will not be an island or cul-de-sac disconnected from the rest of the Village; it will be, in the Applicant's opinion, a vibrant addition to Port Chester's fabric. Main access to the Project Site will be provided by a signalized intersection at the existing Kohl's Shopping Center site. A separate right in/right out driveway is proposed off of the Boston Post Road. In addition, three separate access points are located off of High Street, two of these are part of the internal street network, the third is to a parking area in the southwest corner of the Project Site. The street grid on site – of both primary and secondary roadways – creates multiple blocks and is connected to the existing Village street network at several points. Proposed changes to the traffic circulation pattern bring the street network into the Project Site, further integrating the plan with the surrounding community while enhancing overall traffic patterns, refer to DEIS Exhibit II-4, Integrated Street Grid.*

- *Intentional placement. The Applicant contends that there's nothing random about where different uses are proposed on the Project Site, as the Proposed Project has been specifically designed to be harmonious with adjacent uses and surrounding area. The larger retailers are situated on the Boston Post Road, where visibility is prominent for passing motorists and access is direct. The restaurants are arrayed around the central public space where they will add vitality. In keeping with the direction provided in the Comprehensive Plan (adopted December 17, 2012), potential new commercial uses would provide basic goods and services to the Project residents and those in close proximity to the new mixed use, and will not, in the Applicant's opinion, adversely impact the Downtown retail and commercial base, refer to Section III.F of this DEIS for further discussion of the Proposed Project and its relationship to Downtown. The proposed limited service hotel is at the Boston Post Road entrance nearest the highway where visibility to travelers is highest. The office/wellness building, which may be as high as 8 stories and 115 feet, is also located along the I-287 corridor where its height will not impact neighbors. The Non-*

*Age Restricted residential buildings targeted to the younger market are right in the thick of things, backing up to Abendroth Park, giving those residents the energy of the street activity with easy access to the park for recreation. And finally, the Age Restricted housing is placed at the back of the Project Site where it is quietest, and also close to the park, refer to DEIS Exhibit II-3, Intentional Placement.*

**Comment A12:**

In response to the Village's Site Plan review criteria, criterion (f), this section of the DEIS should reference that Chapter III.H states that there are no historic structures on the Site.

AKRF and SPR, Letter 42, November 2, 2015

**Response:**

*Comment noted, based on the Cultural Resources report, refer to DEIS Appendix H, there are no historic structures on site.*

**Comment A13:**

In response to the Village's Site Plan review criteria, criterion (h), please clarify what utility systems, if any, would not be placed underground.

AKRF and SPR, Letter 42, November 2, 2015

**Response:**

*All utilities will be placed underground with the exception of wireless telecommunications facilities and the standard exceptions of hydrants and electrical transformers. There are existing wireless telecommunication facilities currently located on the Project Site. The Applicant considers this a utility system which cannot by its very nature be placed underground. DEIS Exhibit III.B-21, Cell Antennae Options, provides a depiction of where wireless communication facilities could be relocated on the Project Site.*

**Comment A14:**

In response to the Village's Site Plan review criteria, criterion (j), the conceptual landscape plan included in Chapter III.G does not provide sufficient detail to evaluate whether and how the Project would comply with this criterion.

AKRF and SPR, Letter 42, November 2, 2015

**Response:**

*Comment noted. The Conceptual Landscape Plan provides a generalized depiction of the proposed landscape treatment. As part of the site plan approval review, a detailed landscape plan will be prepared in accordance with §345-23.D.2.j of the Zoning Code for Village review and approval. Section 345-23.D.2.j calls for landscape techniques, such as the use of various plantings, water features, earth berms, textures in paving materials and other site amenities, to improve the appearance of the Project Site, to define pedestrian areas, to provide screening from surrounding uses and ensure harmony with adjacent areas. All accessways, streets and parking areas would be adequately lighted. DEIS Exhibit III.G-4, Illustrative Landscape Plan, provides illustrations of how plantings, textures in paving materials, pedestrian scale lighting and street furnishings can be incorporated into the eventual specific Site Plan.*

**Comment A15:**

In response to the Village's Site Plan review criteria, criterion (k), it should be confirmed that adequate fire access is, or can be, provided based on the site conceptual site plan presented.

AKRF and SPR, Letter 42, November 2, 2015

**Response:**

*FEIS Exhibit II-2, Conceptual Development Plan, illustrates how access could be provided around the majority of the perimeter of the Proposed Project buildings through either surface parking or road rights of way. As indicated in the DEIS (page III.F-15), the Fire Department indicated that because of proposed building design, no new apparatus would be needed to service the Proposed Project and that there is adequate staffing to serve the development. Adequate fire access will be reviewed by the Village and the Port Chester Fire Department as part of the specific Site Plan review and approval.*

**Comment A16:**

Please clarify and expand the discussion supporting the assertion that the Proposed Project is not expected to affect key anchors in downtown Port Chester, Rye, or nearby shopping centers in Port Chester and Rye Brook to an extent that would cause an adverse impact to community character. It appears that the concept is that the Proposed Project would provide limited retail for the residential portion of the development, which would not be of sufficient size, variety, etc. to compete with any downtown, but that the new residents would use the downtown for other retail needs and services that would not be available onsite. If this is the rationale, it needs to be more clearly articulated and supported given the size of the program being proposed. Has the Applicant conducted market studies that indicate that the area can absorb more retail and restaurant uses without significantly impacting existing key anchors? Have similar studies been conducted with respect to the (medical/wellness) office uses that are proposed?

AKRF and SPR, Letter 42, November 2, 2015

What type of economic impact will this project have on the downtown community?

John Reavis, PH 9/8/15, p.103

If the project is "not an island" and the developer hopes that the retail and restaurant uses will be visible enough to draw the attention of "potential patrons," how can Starwood be sure that the project's restaurant and retail component will not compete with and detract from downtown Port Chester's retail and restaurant base?

Build Up NYC, Letter 39, October 30, 2015

We are not sure that Starwood has performed a sufficiently thorough analysis of the potential impacts of this project's 90,000 square feet of retail and restaurant space upon Downtown Port Chester, impacts which could disproportionately effect Port Chester's Latino community.

Sustainable Port Chester Alliance, Letter 35, October 30, 2015

If the vital downtown restaurant and retail district is negatively impacted by the United Hospital redevelopment, will there be a disproportionate impact upon Port Chester's Latino community?

Build Up NYC, Letter 39, October 30, 2015

**Response:**

*It is noted that mere competition is not an adverse impact under SEQRA. Rather, for SEQRA purposes, the relavant issue is whether competition would result in closings or moves that would have an effect on community character through impacts to anchors or partial anchors.*

*The Village's Comprehensive Plan*[5] *notes under the Land Use Strategies for the redevelopment of the United Hospital Site that "Potential new commercial uses would largely provide basic goods and services to residents living on or in close proximity to the new mixed use site so as to not adversely impact Downtown's retail and commercial base". The proposed land use mix incorporates approximately 90,000 square feet of retail uses. DEIS Table III.D-3 broke down the proposed retail uses, approximately 50,000 square feet is anticipated to be developed for restaurant use and approximately 40,000 square feet is proposed for retail use that could include a small upscale grocer, service retail like dry cleaners, barber/beauty parlor, etc.*

*There have been no specific market studies conducted for the Proposed Project.*

*~~The~~It is anticpated that the 40,000 square feet of small business retail uses would primarily serve Proposed Project residents, employees working at the Project Site and hotel guests. The approximately 50,000 square feet of restaurant space would similarly serve residents, employees, guests as well as serve as an attraction to the general public. Given the foregoing, the Applicant contends that neither component is of a sufficient size that will adversely impact the downtown, but rather provide some limited competition, if any. Moreover, the proposed retail uses are consistent with those envisioned by the Comprehensive Plan, and are not expected to adversely affect key anchors within the existing retail landscape. Within Port Chester, retail anchors such as Stop and Shop, Marshalls, Loews, and Costco can be found not too far from Main Street, while*

[5] Village of Port Chester Comprehensive Plan, December 17, 2012, page 134-135

*there are other anchors nearer the project site in Kohl's Plaza. Main Street itself mainly consists of small specialized shops, full service restaurants, limited service restaurants, drinking establishments, and entertainment establishments. The presence of the anchor uses near Main Street attracts customers to the area, and has contributed to the build-out and success of Main Street. The increase in investment since the early 2000s has made Port Chester's downtown more vibrant and increased spending in the Village.*

*Port Chester's retail anchors draw customers from well beyond the local trade area, and would continue to draw customers with or without the Proposed Project. The 2012 Route 1/North Main Street Corridor Study[6] (the "Route 1 Study"), which evaluated the retail market power of the Route 1/North Main Street corridor in the Village of Port Chester, found that within a 3-mile area retail sales exceeded the area residents' expenditure potential, meaning that local retailers are attracting residents of other areas (beyond the 3.0 mile radius) into their stores[7]. Retail data from within a broader 5-mile radius of Route 1/Main Street shows over $100 million in retail "gap" or "leakage" from the trade area. This broader area—from within which anchors draw customers—is not saturated by retail offerings. Therefore, with the Proposed Project the Downtown Port Chester retail market is expected to continue to draw a mix of local and regional patrons. And as noted in the DEIS (page III.F-32), the Proposed Project residents would have the potential to inject an additional $22.6 million in annual discretionary consumer spending into the local economy.*

*The Applicant contends that the anchors in downtown Rye are more civic in nature (e.g., City Hall, Library, Train station, YMCA, City Court) and would not be impacted by the proposed non-residential components of the Proposed Action. The Rye Brook commercial corridor along Ridge Street, as was noted in the DEIS, (see discussion starting at DEIS page III.A-20) comprises two suburban style strip commercial developments which are made up of multiple small venues[8]. Please also see the response to Comment III.A-17.*

**Comment A17:**

The statement that "the retail area proposed as part of the implementation of the Proposed Project is one of a much different character with significantly less square footage that that of the other retail areas discussed above" is not substantiated. What makes the character of the retail uses different? Please also provide support for the contention that the retail uses proposed on-Site are smaller than other centers discussed in the DEIS. (III.A-20)

AKRF and SPR, Letter 42, November 2, 2015

**Response:**

[6] Route 1/North Main Street Corridor Study, Ferrandino & Associates Inc. November 2012, page 72
[7] Ibid, page 72
[8] http://ryeridgeshoppingcenter.com/site-plan/retail-locations/ and http://gis.vgsi.com/ryeny/Parcel.aspx?Pid=3485

*The Proposed Project includes 90,000 square feet of retail/restaurant space. DEIS Table III.D-3 broke down the proposed retail uses, approximately 50,000 square feet is anticipated to be developed for restaurant uses and approximately 40,000 square feet is proposed for retail use that could include a small upscale grocer, service retail like dry cleaners, barber/beauty parlor, etc. The Potential to Affect Other Key/Anchor Stores in the Vicinity of the Project Site section of the DEIS (page III.A-19) notes that the key anchor in downtown Port Chester is the Waterfront at Port Chester, a facility of more than 500,000 square feet with large format retailers and a multi-screen movie theatre complex. Downtown Rye includes more than 120 businesses in ground floor space of approximately 210,000 square feet[9]. The Rye Ridge Shopping Center (includes both Rye Ridge and Rye Ridge South complexes (approx. 233,000 s.f.) and Washington Park Plaza (approx. 163,000 s.f.) together total approximately 396,000 square feet[10]. Each of these areas/retail centers are significantly larger in overall size than the retail component of the Proposed Project. The character of the Proposed Project is reflected in the publically accessible open space at the core of the Proposed Project and the walkability of the Project Site related to the pedestrian oriented nature of the Proposed Project. The public space, the mix of uses with both residential and commercial integrated into the development and the pedestrian orientation, in the Applicant's opinion, is a differentiator between the Proposed Project and the aforementioned commercial districts.*

**Comment A18:**

If the Proposed Project is pursuing a 'reduced parking alternative' for on-site parking, under what circumstances could it continue to accommodate the parking needs of the residential community at 330-350 South Regent Street? (III.A-21) Can the existing agreement legally be canceled?

AKRF and SPR, Letter 42, November 2, 2015

**Response:**

*As indicated in DEIS Section III.E and DEIS Appendix L, the Applicant has prepared a shared parking analysis that accommodates the proposed uses. The shared parking analysis does not include an accommodation of 330-350 South Regent Street residential community and the Applicant is under no obligation to provide parking for the co-op. As noted in the DEIS, there is no written legal agreement between the Applicant and the 330-350 South Regent Street residential community. It should be noted that the Project Site has not always been available to the residents of 330-350 South Regent Street for supplemental parking. ~~Following its purchase of the Project Site~~It is the Applicant's understanding that there was an informal arrangement put in place to allow residents of 330-350 to use the Project Site after the Applicant acquired the Project Site. Based on overnight parking surveys conducted by the security service for the Applicant, approximately 42 vehicles from 330-350 park on the*

[9] Central Business District Plan, City of Rye, New York, March 2007, Phillips Preiss Shapiro Associates, Inc.
[10] Town of Rye Assessor's Office, on-line records

*United Hospital property. Following its purchase of the Project Site on or about 2006, the Applicant allowed the 330-350 South Regent Street neighbors to park on the Project Site on a temporary basis although there is no formal agreement. The management of the 330-350 South Regent Street residential community will either need to work with its residents to reduce the demand for parking on its site, pursue alternate parking arrangements, explore creative on-site parking strategies or those affected residents will need to park their vehicles on public streets. It is noted that there is on-street parking located on Gilbert Place, Touraine Avenue and Grant Street located within 700 feet of the 330-350 South Regent Street residential community. Representatives of the Applicant conducted an on-street parking survey on October 20, 2016 at approximately 9:45 PM for the neighborhood area generally bounded by Grant Street, Touraine Avenue and Gilbert Place. The survey revealed that there were a total of 23 on street spaces available at the time of the survey. In addition it is noted that on the north side of Grant Street there is a No Parking restriction although it appears that the street is wide enough to accommodate parking on both sides of the street. Further, it is noted that at the time of the survey there were two vehicles parked in the parking lot for Abendroth Park. It is possible that the Village could expand the parking resources in the neighborhood through the use of permitting for overnight parking in that lot. As noted above, based on overnight parking surveys approximately 42 vehicles would be displaced and there is on-street parking on the adjacent streets for at least 23 vehicles.*

**Comment A19:**

Has there been any consideration of, or discussions with the County Transportation Department about, integrating a bus stop into the interior of the Proposed Project? (III.A-25)

AKRF and SPR, Letter 42, November 2, 2015

**Response:**

*There have been no discussions between the Applicant and the County Transportation Department about integrating a bus stop into the interior of the Proposed Project. The Applicant has not considered incorporating a bus stop into the interior of the Proposed Project given that there is an existing bus stop already located on High Street which can serve the Project Site. The existing bus stop is located on High Street in front of the existing 999 High Street building for the westbound route and in front of the 1000 High Street building for the eastbound route (Bus Route 61). Given the proposed reconfiguration of the High Street intersection with the Boston Post Road, the eastbound bus stop should be more appropriately relocated further west along High Street approximately 300 feet across the street from the existing westbound stop. The relocated stop would allow the bus to discharge and pick up passengers and then travel through the Project Site*

*on its eastbound route. The potential integration of a bus stop in the interior of the Project Site can be further explored as part of the specific site plan approval process.*

**Comment A20:**

With respect to Design criteria 4, please provide some examples of the types of design guidelines that are contemplated. Who would enforce the guidelines? Would they need to be approved by the Village? Would the Village need to modify its signage regulations in any way? (III.A-25)

AKRF and SPR, Letter 42, November 2, 2015

**Response:**

*The Applicant has provided a set of design guidelines they prepared along with another firm for a project in Hackensack, NJ., refer to FEIS Appendix L. Design guidelines specific to the Proposed Project would be prepared as part of the site plan approval process, as required by the revised PMU zoning text. These guidelines would be enforceable by the Village Board as part of the site plan review process.*

**Comment A21:**

Table III.A-3 is not complete. The percentage of non-residential uses is not included. In addition, the required open space is not included.

AKRF and SPR, Letter 42, November 2, 2015

**Response:**

*DEIS Table III.A-3 has been reproduced herewith as FEIS Table III.A-21, with the percentage of non-residential uses and the required open space items included.*

***FEIS Table III.A-21***
***Zoning Compliance Table***

| | ***AREA*** | ***FAR*** | ***Building Height*** | | ***Lot Coverage*** | | ***Min. Useable Open Space*** | |
|---|---|---|---|---|---|---|---|---|
| | | *Proposed* | *Maximum Permitted* | *Proposed* | *Maximum Permitted* | *Proposed* | *Required*[1] | *Proposed* |
| | | | | | | | | |
| ***Proposed PMU (§345-62)*** | | | | | | | | |
| ***Overall*** | *1,051,000* | *1.56* | *8 stories/ 115'* | *8 stories/ 115'* | *90%* | *86.7%* | *73,000* | *126,166* |
| *Residential* | *440,000* | *0.66* | *115'* | *75'* | - | - | | |
| *Age-Restricted* | *207,000* | *0.31* | *115'* | *75'* | - | - | | |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| *Hotel* | *97,000* | *0.15* | *115'* | *75'* | *-* | *-* | | |
| *Commercial* | *307,000* | *0.46* | *115'* | *115'* | *-* | *-* | | |
| *Percentage Non-Residential* | | *58%* | | | | | | |
| ***Overall*** | *1,051,000* | *1.56* | *8 stories/ 115'* | *8 stories/ 115'* | *90%* | *86.7%* | *73,000* | *126,166* |

*Source: Street-Works Studio*
*1. 100 square feet per dwelling unit*

**Comment A22:**

What is the purpose of this Overlay Zone other than to create an "opportunity to add an array of residential uses in the CD District where they are currently prohibited? (See Local Law I-10, p.2, para. 1.)

- While serving on the Comp. Plan Advisory Committee, I continually questioned the need for residential uses in the Kohl's shopping center. To this day, I still do not understand the rationale behind it.
- The United Hospital site is already slated to provide what the Comp. Plan recommends in terms of a mixed use "gateway" project.
- Why do we need, or why are we encouraging, more residential uses in the CD (Design Shopping Center)? On P. 11 of the Comp. Plan, it states that, "…Port Chester is the ***most densely settled village*** (emphasis added) in Westchester County." (13,309 persons per sq. mile.)
- Minus the residential component in the CD zone, this area already has retail, restaurant, grocery, storage, recreation, etc. A true mixed-use development.

Gene Ceccarelli, Letter 1, 8/24/15

**Response:**

*The Applicant put forward two approaches to re-zoning the United Hospital site to accommodate the Proposed Project. The EIS focused on the impacts associated with the development of the Proposed Project that would occur regardless of the zoning mechanism enacted. The EIS also included a general evaluation of the impacts associated with the Overlay Zone on the Kohl's Shopping Center Site, as the Applicant has no control over that site. The decision as to whether the Village of Port Chester enacts the proposed Overlay Zone or the proposed PMU amendments (refer to FEIS Appendix L) is a discretionary act by the Board of Trustees. The Village is not obligated to enact the Overlay District in order for the Proposed Project to proceed and must weigh and balance the impacts, both positive and negative, of implementing an Overlay District concept.*

*The Applicant no longer requests and withdraws that portion of the April 16, 2014 Petition seeking a Text Amendment to the Zoning Law (Southern Gateway Mixed Use Overlay Zone) and modification of the Village's Official Zoning Map. The Applicant only seeks to pursue and*

*proposes a Text Amendment to the Zoning Law, which modifies Article XI of the existing Zoning Law (Section 345-62). The Applicant no longer requests the creation of the Overlay District for several reasons, including the following: after consideration of comments received, the amendments to the PMU District text better achieves its objectives than the Overlay District; given the complexities involved in the Overlay District, any such District should be considered separately and independently of the proposed amendments to the PMU District and the proposed redevelopment of the former United Hospital site; and in light of the foregoing the Overlay District is not a reasonable and practicable alternative. Accordingly, the Proposed Action in this FEIS refers to the proposed amendments to the PMU District text and the Proposed Project, and no longer includes the Overlay District. Nonetheless, this FEIS addresses all substantive comments addressed to the previously proposed Overlay District for purposes of completeness and for informational purposes.*

**Comment A23:**

(P.4, D.1) This is the first time that the term "efficiency" came up. I believe that the correct term would be "studio." My understanding is that efficiencies have kitchenettes, while studios typically have full, separate kitchens.

Gene Ceccarelli, Letter 1, 8/24/15

**Response:**

*The Village of Port Chester Zoning Code uses the term "efficiency" to describe a particular unit type that could be part of multi-family dwellings located in the PMU Planned Mixed Use Zoning district. It is noted that in the Comprehensive Plan[11] the term* efficiency *is used to describe residential development on the United Hospital site. The Applicant used the term "efficiency" to describe units that could otherwise be described as studios. The units being proposed have full kitchens. The Applicant contends that the term efficiency and studio are interchangeable and would be amenable to using the term "efficiency or studio" in the proposed PMU zoning revisions.*

**Comment A24:**

(P.5-6, G.2) "Floor Area Ratio" Why is total FAR not to exceed 1.7. Wasn't Starwood looking for 1.6? Are we throwing in an extra 0.1?

Gene Ceccarelli, Letter 1, 8/24/15

**Response:**

*The PMU is the Applicant's preferred zoning approach which provides a 1.6 maximum FAR of which the Applicant is proposing an FAR of 1.56. The Applicant no longer requests and withdraws that portion of the April 16, 2014 Petition seeking a Text Amendment to the Zoning Law*

[11] Village of Port Chester Comprehensive Plan, December 17, 2012, page 135

*(Southern Gateway Mixed Use Overlay Zone) and modification of the Village's Official Zoning Map. The Applicant only seeks to pursue and proposes a Text Amendment to the Zoning Law, which modifies Article XI of the existing Zoning Law (Section 345-62). The Applicant no longer requests the creation of the Overlay District for several reasons, including the following: after consideration of comments received, the amendments to the PMU District text better achieves its objectives than the Overlay District; given the complexities involved in the Overlay District, any such District should be considered separately and independently of the proposed amendments to the PMU District and the proposed redevelopment of the former United Hospital site; and in light of the foregoing the Overlay District is not a reasonable and practicable alternative. Accordingly, the Proposed Action in this FEIS refers to the proposed amendments to the PMU District text and the Proposed Project, and no longer includes the Overlay District. Nonetheless, this FEIS addresses all substantive comments addressed to the previously proposed Overlay District for purposes of completeness and for informational purposes.*

*It appears the commenter is referring to the proposed Southern Gateway Mixed Use Overlay District text which includes a maximum permitted FAR of 1.7. The purpose of having a not to exceed number is to limit the overall amount of development program on any one particular site. The program being proposed by the Applicant on the Project Site calls for an FAR of approximately 1.56. The Village Board, as part of its deliberations on the proposed zoning text could revise the maximum FAR to 1.6 to more closely align with the projected development program of 1.6 FAR.*

*See also the Response to Comment III.A-3.*

**Comment A25:**

Does a "density bonus" basically give the developer an incentive to pack more people into their development, in exchange for a public benefit?

Gene Ceccarelli, Letter 1, 8/24/15

**Response:**

*As noted in the comment, the density bonus allows for additional program "density" which is provided in exchange for identified benefits to the community. The Village, similar to other communities and as allowed by State Law, currently has a density bonus program, codified in §345-16 of the Zoning Code, that allows additional density on sites within 5 zoning districts, including the PMU zoning district. As stated in that section of the Code, "The purpose of the building height and floor area bonus program is to permit increases in allowable density and/or height in exchange for providing a designated community benefit." Currently, eligible projects in*

*the five named zoning districts can receive bonus density if they contribute to one of three funds dedicated by the Village for specific community improvements: Open Space; Housing Rehabilitation; and Downtown Parking Garage.*

*The Applicant has proposed revised zoning text in this FEIS that provides a density bonus program that would be tailored to the Planned Mixed Use (PMU) District due to the unique context and proposal for the area. The density bonus program proposed would more closely resemble the substance and structure of the Village's current density bonus program (see Section 345-16), but would tailor the program to the specific type of development envisioned by the* Comprehensive Plan *for the Project Site. The program would allow density increases in return for the Applicant's contribution to dedicated community improvement funds, including: Village Housing Rehabilitation Program; Village Open Space Fund; Village Job Training Fund; Village Affordable Housing Fund. See FEIS Chapter I-Executive Summary for more information on the revised PMU Zoning Text.*

**Comment A26:**

Some of the public benefits in this proposed Local Law do not seem to apply, or make sense.

- (P.6) "Filling of the Cove to create a waterfront park." [I thought that this would not pass environmental muster.]
- (P.6) "Provision of a public pump-out station at Village Marina." [I was informed that NYS will pay for 80% of a pump-out station.]
- (P.7) Dedicated parkland. [P.C. has plenty of parkland, some of which is extremely underutilized.]

Gene Ceccarelli, Letter 1, 8/24/15

**Response:**

*Please also note that the revised PMU Zoning Text, refer to FEIS Appendix L, includes a density bonus program specifically tailored to the PMU, which proposes to make use of several dedicated community improvement funds: housing rehabilitation fund, Village job-training fund, Village affordable housing fund, and the open space fund.*

*The Applicant no longer requests and withdraws that portion of the April 16, 2014 Petition seeking a Text Amendment to the Zoning Law (Southern Gateway Mixed Use Overlay Zone) and modification of the Village's Official Zoning Map. The Applicant only seeks to pursue and proposes a Text Amendment to the Zoning Law, which modifies Article XI of the existing Zoning Law (Section 345-62). The Applicant no longer requests the creation of the Overlay District for several reasons, including the following: after consideration of comments received, the amendments to the PMU District text better achieves its objectives than the Overlay District; given the complexities involved in the Overlay District, any such District should be considered separately and independently of the proposed amendments to the PMU District and the proposed redevelopment of the former United Hospital site; and in light of the foregoing the Overlay District*

*is not a reasonable and practicable alternative. Accordingly, the Proposed Action in this FEIS refers to the proposed amendments to the PMU District text and the Proposed Project, and no longer includes the Overlay District. Nonetheless, this FEIS addresses all substantive comments addressed to the previously proposed Overlay District for purposes of completeness and for informational purposes. Many of the public benefits included in the Overlay District's density bonus program within the Applicant's original Petition, which is no longer the Applicant's preferred zoning approach, were suggested as possibilities in correspondence from the Village's Planning Department to the Village Board as they were evaluating the Overlay Zoning concept, refer to DEIS Appendix B. It is noted that the Village Board's consideration of amendments to the zoning code is a discretionary act and it is the sole determinant as to whether and what changes are made to the code, including what public benefit categories are most appropriate.*

**Comment A27:**

On P.10, (6), it states: "Every such proposed Petition, (←comma?) shall be referred to the Planning Commission for report before the public hearing is held thereon." The BOT has a Public Hearing this Thurs., Aug. 27 on the DEIS. Will the Planning Comm. provide us with a report before that date? Even though this Local Law has not yet been passed, the Planning Commission should be involved in the vetting process every step of the way. Can you give this assurance?

Gene Ceccarelli, Letter 1, 8/24/15

**Response:**

*Comment noted. The DEIS document with the proposed zoning text amendments was provided to the Village of Port Chester Planning Commission for its review and input prior to the public hearings. The Planning Commission discussed the Petition at a workshop held 09/21/2015 and submitted written comments on 09/22/2015. The Planning Commission will provide additional comment on the final zoning product and will be provided an opportunity to review and comment on the proposed site plan.*

**Comment A28:**

(P.3) "Special Exception Uses" This section does not include "Public utility facility" which appears in Local Law I-10.

Gene Ceccarelli, Letter 1, 8/24/15

**Response:**

*Comment noted. "Public utility facility" is not currently a special exception use within the PMU. The Applicant included it in its original Petition for the Overlay District, but did not 'add' it to its proposed PMU district. If the Village decides that the use should be added to the final zoning updates approved, it can be added to the list of Special Exception Uses.*

**Comment A29:**

(P.4, (3)) How does 8 stories equate to 115'?

Gene Ceccarelli, Letter 1, 8/24/15

**Response:**

*The D Block of the Proposed Project includes a mix of ground floor retail and office/wellness on the upper seven stories. The Applicant proposes a contemporary design requirement of approximately 17 feet floor to floor for the retail and 14 feet floor to floor for the office uses which equates to the need to have a maximum building height in the PMU of 115 feet. It is noted that the existing wireless communication facilities located on the existing 999 High Street building are proposed to be relocated to the proposed D Block building. Section 345-85.A. of the Port Chester Zoning Code notes that roof-mounted antennas shall not be placed more than 15 feet higher than the height limitation for buildings and structures within the zoning district in which the antenna is proposed to be erected. DEIS Exhibit III.B-21, Cell Antenna Options, illustrates how the roof mounted antennas could be accommodated on-site in a stealth design and within the requirements of Section 345-85.A.*

**Comment A30**:

Before any Local Laws can be approved or passed, would it not be necessary to get through the Environmental impact studies and Public Hearings first? It is my understanding that SEQRA must conclude before zoning.

Gene Ceccarelli, Letter 1, 8/24/15

**Response:**

*Comment noted. The subject environmental review, of which this FEIS is a part, must be concluded (i.e., a SEQRA Statement of Findings must be adopted) prior to any action being made on the zoning by the Lead Agency. Each Involved Agency must adopt its own Statement of Findings prior to any approval of any aspect of the Proposed Project.*

**Comment A31:**

This project will change the status of the single-family neighborhood to a multi-use zone. You are adding approximately 725 families to a neighborhood of 75 families. What modifications can be made to limit the negative impact on our quiet neighborhood and the potential negative impact on property values?

Patrick McGovern, Letter 14, September 8, 2015
Dr. & Mrs. Edward Gundy, Letter 12, September 8, 2015

Juan Facundo and Augustina Santucci, Letter 17, September 8, 2015
W. Mason Rees, Letter 11, September 5, 2015

**Response:**

*In 2013, the Project Site was rezoned from R2F - Two Family Residence to PMU Planned Mixed Use in contemplation of redevelopment of the Project Site for a mixed use development, [including a development with an FAR that might exceed the maximum base FAR of 0.8 in the Zoning Code]. The zone change to PMU was analyzed as part of the Village's Generic EIS on the adoption of the Comprehensive Plan and its implementing zoning amendments. As outlined in DEIS Exhibit III.A-1 Surrounding Land Uses, the Project Site neighborhood includes more than the referenced 75 families noted in the comment, which ~~also happens to be~~are separated from the immediate Project Site neighborhood by I-287. Specifically, there is a mixed density residential neighborhood to the north, a multi-family residential community and light industry/warehouse uses to the east. Addtitionally, there is an intensive commercial district to the south along the Boston Post Road corridor to which the Proposed Project will connect via new sidewalk, as described throughout this FEIS. In addition, the Project Site was formerly host to an active institutional use (a hospital) and, at its peak, a 133-unit residential building that was workforce housing for hospital employees.*

*As noted throughout the DEIS, the Applicant has proposed what it believes is a comprehensively planned mixed use development. DEIS Section II - A identifies a number of planning and design factors incorporated into the project design that in the Applicant's view help connect it to the surrounding neighborhood, including:*

- *Intentional placement of project components including commercial components along the Boston Post Road corridor, the office use along the I-287 corridor and Age Restricted housing towards the back of the property where it is quietest.*
- *Integrating the Project street grid system into the fabric of the surrounding neighborhood and enhancing overall traffic patterns, particularly that along the Boston Post Road corridor. The improvements to the Boston Post Road corridor, in the Applicant's opinion, enhance traffic flow and reduce the extent that vehicles would need to cut through adjacent neighborhood streets.*
- *Enhancing pedestrian connections to the surrounding neighborhood including connections to the Boston Post Road, the Kohl's shopping center across the Boston Post Road and Abendroth Park.*
- *Creation of a variety of public places designed to support structured programming and more passive recreation and relaxation. The proposed Village Green at the center of the Project Site provides enough space to effectively program the area for multiple uses and users including the potential for farmers market, small stage area for performances, kiosks, etc.*

*The Applicant contends that the comprehensive nature of the proposed design referenced above and in DEIS Section II.A, along with traffic improvements (refer to FEIS Section III-E) and the limited impacts on community services and facilities (refer to FEIS Section III-F) avoid or mitigate potential impacts to the maximum extent practicable. It is anticipated by the Applicant that*

*property values in the vicinity of the Proposed Project would improve as the site would be transformed from a vacant deteriorating site into a vibrant, mixed use community. ~~—~~The Proposed Project, in the Applicant's opinion, would not create undue noise impacts to the residential neighborhood identified by the commenter, although there will be some temporary impacts associated with construction related activities, refer also to Section III.J, Noise of this FEIS for further discussion of noise related impacts and mitigation.*

**Comment A32:**

Relationship of the development to the surrounding area. The subject site faces unique challenges for redevelopment. While proposed as a walkable, mixed-use community, the development will offer these qualities on a site that is bordered by interstate highways, the heavily trafficked US Route 1 and strip- commercial development. The applicant shows attempts to connect the development site to the surrounding area, however there are limits to what can be done in adjacent areas that the applicant does not control.

It would be preferable if the Village and the applicant could work together to devise a more comprehensive vision for this area that included surrounding parcels and consideration of a pedestrian network and transit service and facilities, perhaps a future bus rapid transit (BRT) station. Doing so would ensure that if the project is built as envisioned, it could ultimately connect more seamlessly to future development in the immediate area when it occurs.

~~-~~Ed Burroughs, Letter 21, September 22, 2015

**Response:**

*Comment noted. See Response to Comment III.A-19 regarding the integration of transit into the site planning. It should be noted that the Applicant proposes to coordinate transportation services to and from the Project Site at the commencement of construction to accommodate construction workers who will be working at the Project Site. Such services may include, but are not limited to, local taxi services, coordinated car pools, and/or van services to and from the local train station. These services shall continue during peak hours upon project opening until formal jitney service is implemented. Peak hours are expected to be between 7 AM and 9 AM and 5 PM and 7 PM Monday through Friday. The service is expected to serve both the residents and the employees who work at the Project Site and will therefore pick up passengers both on site and at the station during both peak periods. The Applicant will operate the jitney service at least until the Post Implementation Traffic Study is complete.*

*To determine the impact of discontinuing the service, a Post Implementation Traffic Study is proposed that will measure ridership of the jitney. The additional trips that would be generated if the service were to be eliminated will be applied to the number of actual vehicle trips entering and exiting the site. These totals can then be compared to the originally projected numbers and assuming that the total entering and exiting trips are below the original projections, and therefore fully anticipated in the original mitigation, the Applicant has proposed that the discontinuation of the service will be at its discretion.*

*Westchester County has considered BRT routes as part of its I-287 BRT corridor segment planning[12] which includes potential station stops at the United Hospital property and the Kohl's Shopping Center site. The Applicant and the Village will work with NYSDOT to discuss the possibility of a BRT station.*

**Comment A33:**

Now, I'd like to know -- excuse me. Have you revisited that plan, which was approved by the state and counsel -- county in reference -- in consideration of this Starwood plan? Have you used the plan in reference to this present project.

Mr. Revis, PH, September 21, 2015, p. 84

**Response**:

*DEIS Section III.A describes the Proposed Action's consistency with the Village of Port Chester Comprehensive Plan. The Port Chester Comprehensive Plan directly addresses the United Hospital property, refer to DEIS Appendix N. The Comprehensive Plan advises that the Project Site be redeveloped to support a mix of uses comprising such uses as a hotel/convention center, retail stores, restaurants, residential uses and community facilities.*

**Comment A34:**

On the project in general, surely, the present planned project by Starwood doesn't coincide with the comprehensive plan as I recall it. I may be wrong, but as I recall it, it doesn't always coincide with it. All right. The consideration of health and safety to the citizens of Port Chester means that you must insist on a better plan, especially with the traffic, more in tune with the overall needs of our community.

Mr. Revis, PH, September 21, 2015, p. 85

**Response**:

*DEIS section III.A describes the Proposed Project's relationship to the Village's Comprehensive Plan process. The Applicant contends the proposed uses are consistent with the vision outlined in the Comprehensive Plan including hotel use, limited commercial and residential uses that have limited impact on the Port Chester School District. Refer also to DEIS Appendix N for excerpts from the Village's Comprehensive Plan and Environmental Findings Statement. DEIS and FEIS Sections III.E Traffic and Transportation, identifies the comprehensive nature of the proposed improvements to the local roadway network which mitigates traffic related impacts associated with the implementation of the Proposed Project.*

**Comment A35:**

[12] http://planning.westchestergov.com/images/stories/TZBI287/10-PortChester.pdf

Pg 136 of the adopted Comprehensive Plan, 13.0 4- Kohl's Shopping Center, Land Use Strategies notes, “Any residential allowance would be controlled by FAR requirements that restrict(s)s new development to smaller units, i.e. studios and 1 bedroom apartments.” The proposed Southern Gateway Mixed Use Overlay Zoning District does not do that.

Prior to changing the Kohl's site, multiple extensive studies should be done and significant public input obtained. Changing the Kohl's site zoning is not needed to advance the Starwood application. Still don't understand exactly why the applicant decided to propose changing the zoning beyond their project.

Michael Scarola, Letter 40, October 30, 2015

**Response:**

*As noted in the Executive Summary and elsewhere in this FEIS, the Applicant’s preferred zoning approach is to amend the existing PMU District (refer to Appendix L - Zoning Text Amendments for latest proposed amendments) and not pursue Zoning Text Amendments and a Zoning Map change to create a Southern Gateway Mixed Use Overlay District (Overlay District).*

*The Applicant no longer requests and withdraws that portion of the April 16, 2014 Petition seeking a Text Amendment to the Zoning Law (Southern Gateway Mixed Use Overlay Zone) and modification of the Village’s Official Zoning Map. The Applicant only seeks to pursue and proposes a Text Amendment to the Zoning Law, which modifies Article XI of the existing Zoning Law (Section 345-62). The Applicant no longer requests the creation of the Overlay District for several reasons, including the following: after consideration of comments received, the amendments to the PMU District text better achieves its objectives than the Overlay District; given the complexities involved in the Overlay District, any such District should be considered separately and independently of the proposed amendments to the PMU District and the proposed redevelopment of the former United Hospital site; and in light of the foregoing the Overlay District is not a reasonable and practicable alternative. Accordingly, the Proposed Action in this FEIS refers to the proposed amendments to the PMU District text and the Proposed Project, and no longer includes the Overlay District. Nonetheless, this FEIS addresses all substantive comments addressed to the previously proposed Overlay District for purposes of completeness and for informational purposes. The proposed Southern Gateway Mixed Use Overlay Zoning District (SGMUOZD) includes language which limits the size of the residential units to efficiencies/studios, one and two bedroom units only along with encouraging age-restricted housing, refer to DEIS Appendix M. The inclusion of the SGMUOZD in the DEIS was provided at the request of the Village to evaluate the potential implications of enacting a zoning overlay that would allow for redevelopment of the United Hospital site and other properties along portions of the Boston Post Road/Midland Avenue corridor, consistent with the review memoranda prepared by the Village, refer to DEIS Appendix B, Correspondence. The Applicant also proposed zoning text amendments to the PMU to facilitate the Proposed Project and has amended the proposed PMU text in this FEIS (see FEIS Chapter L). It is noted that the adoption of zoning text amendments is a discretionary action of the Village Board.*

**Comment A36:**

Please explain how the Starwood proposal is not spot zoning. The redevelopment should be limited to the existing R-2 zoning and the scope of the project should be limited to a size appropriate for the 15 acre foot print. On the other side of the road, there are 21 houses and 60 cars in a similar 15 acre plot in which you are considering building 860 dwellings (apartments + hotel) and 1500 parking spots. That will disrupt the status quo of the neighborhood. I favor redevelopment, but not this oversized project.

Garth Schultz, Letter 29, October 8, 2015

**Response:**

*Based on the New York State Division of Local Governmental Services publication, Zoning and the Comprehensive Plan, spot zoning refers to the rezoning of a parcel of land to a use category different from the surrounding area, usually to benefit a single owner or a single development interest. Size of the parcel is relevant, but not determinative. Illegal spot zoning occurs if "the change is other than part of a well-considered and comprehensive plan calculated to serve the general welfare of the community."*[13] *As noted in DEIS Section III.A, Land Use and Zoning, the Village of Port Chester went through an extensive process in creating and adopting their Comprehensive Plan in 2012. The Applicant contends that the rezoning of the Project Site to PMU Planned Mixed Use is in keeping with the goals and objectives of the Village's Comprehensive Plan and is therefore not spot zoning. Please refer to Response to Comment III.A-3 for a discussion of the Village's Findings for the Comprehensive Plan and adoption of the PMU as it relates to the Proposed Project. It is noted that the "road" the commenter refers to is actually I-287 with a right-of-way of approximately 130 feet. Further, the Project Site is no longer zoned R-2. The PMU zoning district was added to the zoning code on March 18, 2013 by Local Law No. 4-2013, and the Project Site was mapped PMU.*

[13] Collard v. Village of Flower Hill, 52 N.Y.2d 594, 600 (1981), citing Rodgers v. Village of Tarrytown, 302 N.Y. 115, 124 (1951).

It is noted that to assist the reader, the written public comments submitted as part of the DEIS review and preliminary FEIS submission made in April of 2016 have been included as part of the FEIS document as well as the Appendix. The reader can go to their correspondence and look for a notation in the margin as to where in the FEIS document the response to their comment is provided.

**Comment B1:**

3.B-1 Visual Resources. Where are the renderings, from all the various angles, of how this proposed project will look like at night? Will there be lots of unsightly cell towers on top? Will there be signs at the top of the buildings (hotel?)? If so, what will they look like? Are the colors of the buildings going to be as portrayed? Can we see renderings of the various angles with the proposed colors? What will the commercial signage look like on Boston Road? I don't see [zoomed-in] renderings of the proposed street-scape.

Michael Scarola, Letter 40, October 30, 2015

A nighttime rendering should be provided considering the propose size and scale as seen from both Village and beyond sightlines.

Port Chester Planning Commission, Letter 51, September 22, 2015

**Response:**

*For purposes of the EIS, concept level plans have been prepared for the Proposed Project. These illustrate the site layout, building massing, public spaces, the pedestrian environment and connections, parking count and locations. Design concepts for many components of the Proposed Project are included in DEIS Exhibits II-2 through 15. More detailed plans, which will include Design Guidelines for building finishes, more detailed landscaping, signage concepts and specific cell tower solutions and locations, will accompany the Site Plan Application. A copy of a Design Guidelines manual prepared by the Applicant's design team for another project is included in Appendix L as an example of that document could be structured. It is noted that the proposed PMU Zoning Text amendments (refer to Appendix L of this FEIS) includes a section on design criteria (proposed Section 345-62. F. Design Criteria) which are required to be applied to future development. The renderings included in this document illustrate a signage concept that the Applicant considers appropriate for this kind of development. As can be seen on DEIS Exhibit #III.B-13 – Visual Variety – signage at the top of the hotel building would likely be proposed to assure visibility for the hotel by arriving travelers. Nighttime lighting of the core of the project can be expected to be similar to that shown on DEIS Exhibit #III.B-18 – A Mix of Uses – in the images included of Santana Row in San Jose, CA and Rockville Town Square in Rockville, MD, refer also to FEIS Exhibit III.B-1b, Entrance to Port Chester - Nighttime.*

*Lighting of the surface parking lots lighting will be designed consistent with Port Chester's Code including its requirement for a minimum of 1foot candle of illumination in parking areas, but no more than 1 foot candle at the property line. Such design will be achieved by utilizing light poles that in general will range from 12' to 16' in height. It is possible that 20' poles would be used in the parking areas adjacent to the bounding streets. In addition, in keeping with New York State's*

*push to reduce unintended lighting of the night sky, shielded lights that direct light downward will be utilized throughout the Proposed Project. The specific Site Plan application will include a lighting plan which will address photometric light projection related to the proposed site lighting. Signage lighting will meet the requirements of the Village code. In addition, the revised PMU text submitted with this FEIS includes new mandatory design standards, as well as the requirement for the Applicant to submit, and have approved by the Village Board, a sign management plan, which will detail the types, sizes, locations, and illumination of signs within the Project Site.*

*Please note that FEIS Exhibit III.B-1 illustrates potential stealth solutions for the wireless telecommunication facilities, a form of which the Applicant will incorporate in order to mitigate potential adverse visual impact, in marked contrast to the existing facilities atop 999 High Street. It is noted that none of the antennas on top of 999 High Street are related to any Village contracts. They are generally under the control of the Applicant, pursuant to contracts with the providers.*

*Exhibit III.B1a, Entrance to Port Chester- Daytime, provides a graphic depiction of the Proposed Project as see from the Boston Post Road at the entrance to the Village looking north during the daytime hours. Exhibit.B1b., Port Chester – Nighttime, depicts the Proposed Project the Boston Post Road at the entrance to the Village during the evening hours.*

**Comment B2:**

Please clarify that the visibility of the Proposed Project at View 3 does not change the character of the existing neighborhood, nor its identity as a dense residential area.

AKRF and SPR, Letter 42, November 2, 2015

**Response:**

*FEIS Exhibit B2 provides before and after simulations for previously identified views: 2, 3, 5, 6, 7, 8, 9 and 18 which were locations where the Site was visible. In Views 2, 3, 5, 7, 8, 9 there is comparable building program that will be visible in both the DEIS and FEIS versions. In View 6 from South Regent Street, while the Proposed building program would still be visible, the building configuration has been modified (refer also to Exhibit I-3, DEIS-FEIS Design Changes Comparisons) so that a portion of the proposed garage will no longer be visible from that viewpoint, just residential units. The Proposed Project components visible in View 3, and in fact along the entire north side of the Project Site facing the dense residential neighborhood along Touraine Avenue and Gilbert Place, are residential buildings with ample window openings. In addition, the Project Site is edged with landscaping where possible. As such, the residential character and identity of the adjacent neighborhood will not be changed. FEIS Exhibit III.B-2b provides a comparison of the proposed View 3 as it was presented in the DEIS to now reflect conceptual site plan changes presented in the FEIS. It is important to note that for comparison purposes the residential character of the neighborhood includes the six story multi-family community at 330-350 South Regent Street. View 18 condition will not change significantly between ~~proposed~~ conditions proposed in the DEIS to the FEIS. A portion of the proposed P4 parking structure would be visible, including a portion of the additional level of parking added to*

*that structure. As the view of the parking structure from View 18 is mostly obscured by existing vegetation, this change is not considered to be significant.*

**Comment B3:**

With regard to the visibility of the Proposed Project from Vantage Point 5: while the proposed 6-story residential buildings would replace a 6-story hospital, because the residential buildings are proposed to be 150' closer to the Vantage Point than the hospital and because the buildings are 'longer' than the hospital, the result is that the view of the residential buildings from View 5 (Touraine Ave gate of Abendroth Park) is more pronounced than the those of the hospital. Please discuss whether this change in visibility would be considered a significant adverse impact; that is, would it be expected to reduce the public's enjoyment of, or appreciation of, the Park.

AKRF and SPR, Letter 42, November 2, 2015

**Response:**

*The Proposed Project buildings will be closer to Abendroth Park than the existing Hospital facilities. However, the buildings along the northern perimeter of the Project Site, which edge the Park, are all residential in use and as such, in the Applicant's opinion, will fit with and are consistent with the character of the residential neighborhood across from the park. The configuration of the buildings is such that vehicular activity is largely screened from the park based on landscaping within the Park itself which will not be affected by the Proposed Project. Where sufficient setback exists, the perimeter of the property will be landscaped with a mix of deciduous and evergreen trees and shrubs to further soften the edge shared with the Park, the exact species and configuration of which will be more properly defined during the Site Plan Approval process. While the proposed building program may be located closer to Abendroth Park, the Applicant contends that this does not create a significant adverse impact or reduce the public's ability to use and enjoy of the park resources.*

**Comment B4:**

With regard to Vantage Point 6, please depict what portions of the Proposed Project that are visible are residential and what areas are parking. Please provide additional detail on the façade design of the residential and parking buildings as they would be seen from this Vantage Point. Please also provide additional information on the type of landscaping proposed for the area between the Project's proposed buildings and the existing cooperative residential buildings.

AKRF and SPR, Letter 42, November 2, 2015

**Response:**

*The view from Vantage Point 6, with the modified Concept Plan, is of the façade of residential building C1. No parking will be visible from this Vantage Point. The building façade design will be further developed in the documents submitted for Site Plan Approval. The essential character of the building façade treatment is conveyed in the rendering depicted on FEIS Exhibit III-B-4,*

*Conceptual Rendering. The facades facing the interior and exterior of the Project Site are expected to have similar treatments. Detailed landscaping plans will also be further developed as part of specific Site Plan Approval. It is noted that there is a minimum 27 foot wide setback from proposed building C1 and the easterly property line which will allow the Applicant to incorporate a landscape program of deciduous and evergreen trees and shrubs similar to that illustrated on the Illustrative Landscape Plan, DEIS Exhibit III.G-4*

**Comment B5:**

Please clarify the mitigation section. The discussion appears to relate more to the design of the buildings, rather than specific measures intended to mitigate an identified impact.

AKRF and SPR, Letter 42, November 2, 2015

**Response:**

*The Applicant contends that there is no adverse impact to visual resources as a result of the Proposed Project. Rather, the Proposed Project is consistent with the vision for the Project Site contained in the Comprehensive Plan and the PMU Zoning and is sensitive to surrounding land uses and is in keeping with the architectural character of the Village of Port Chester. The Applicant has prepared visual representations, refer to DEIS Exhibits II-2 through 15, as to the anticipated development program to illustrate the changes to the visual conditions on the Project Site. Specifically, building heights are limited to no more than six stories with the exception of Building D which abuts to Interstate 287. The proposed residential uses on site are arrayed along the north and east edges of the property where adjoining uses include Abendroth Park and the residential neighborhood along Touraine Avenue and Gilbert Place and the 6 story residential buildings at 330 – 350 South Regent Street. The retail uses are focused towards the center of the Project Site and towards Boston Post Road, which buffer the residential neighbors from retail activity while adding vitality to the retail development across Boston Post Road in the Kohl's Shopping Center. The majority of the parking on site is also removed from the more residential edges to reduce potential visual impacts from vehicular activity. The other commercial uses on site are clustered on the southern portion of the site which is bounded by High Street and Interstate 287.*

**Comment B6:**

Section III.B should mention that the Proposed Project anticipates the dedication to the Village of the streets within the Proposed Project. This would place into context a lot of the discussion of the streetscape within the Site that is found in the 'Mitigation' section. See Comment 2 in the Project Description section.

AKRF and SPR, Letter 42, November 2, 2015

**Response:**

*See Response to Comment II-2. As stated, the Applicant will retain control over all the sidewalks on site, as well as the public and private open space areas. As such, the Applicant will retain the control necessary to ensure that the site is operated in a manner consistent with the overall visual guidelines prepared during site plan review.*

*The Applicant proposes to convey to the Village portions of streets internal to the Project, as identified in Exhibit III.A-5a, Roadway Conveyance Diagram, essentially the entrance drive off of Boston Post Road up to the first intersection and then proceeding west to High Street. This conveyance will, after elimination of the northbound traffic signal on the Boston Post Road, convey existing – and future – High Street traffic to and from the Boston Post Road. Specifically, the area to be conveyed to the Village is curb to curb, excluding the center island in the entrance drive. The Roadway is to be built to Village standards and specifications. In the event that the Village decides to accept the offer of dedication of this portion of the internal roadway, the Applicant has agreed that it would undertake the snow plowing and maintenance of the utilities under the road for those roadway sections in concert with other roadways on the Project Site. The Village will assume responsibility for all other maintenance, repair, safety control and ticketing, insurance and liability associated with those streets to be dedicated. The Applicant contends that there would be no appreciable impact to the Village, except the future maintenance of the roadway. However, as such roadway(s) is new and is being built to Village specifications, it is anticipated that there would not be any impacts to the Village for the foreseeable future. In addition, as noted in Response to FEIS Comment II-4, the Applicant proposes to make the revenue of the approximately 42 on-street meters located on the portions of the internal roadway not dedicated to the Village available to the Village which amounts to approximately $84,000 annually.*

**Comment B7:**

Please describe and provide samples / examples of fixture designs for the exterior lighting that would be provided on the Project Site, as well as the potential impacts that the lighting could have on neighboring properties and on the nighttime sky.

AKRF and SPR, Letter 42, November 2, 2015

**Response:**

*The specific design of the exterior light fixtures for the Proposed Project have not yet been developed; they will be provided during Site Plan Approval. Examples of fixture designs envisioned for this Proposed Project can be found in exhibits throughout this document. Specifically, on DEIS Exhibit #III.B-15, Public Places, examples are evident in the images from Santana Row in San Jose, CA and Blue Back Square in West Hartford, CT. In general, lighting will be focused toward the center of the site where most public activity will occur and will be designed to contribute to the immersive pedestrian environment. The edges of the site will be lit sufficiently for safety, but will not be illuminated in a manner that will adversely impact residential neighbors. More specifically, lighting will be designed consistent with Port Chester's Code including its requirement for a minimum of 1 foot candle of illumination in parking areas, but no*

*more than 1 foot candle at the property line. Such design will be achieved by utilizing light poles that in general will range from 12' to 16' in height. It is possible that 20' poles would be used in the parking areas adjacent to the bounding streets. In addition, in keeping with New York State's push to reduce unintended lighting of the night sky, shielded lights, that direct light downward, will be utilized throughout the Proposed Project. The specific Site Plan application will include a lighting plan which will address photometric issues related to the proposed site lighting. Signage lighting will meet the requirements of the Village code. In addition, the revised PMU text submitted with this FEIS includes new mandatory design standards, as well as the requirement for the Applicant to submit, and have approved by the Village Board, a sign management plan, which will detail the types, sizes, locations, and illumination of signs within the Project Site.*

It is noted that to assist the reader, the written public comments submitted as part of the DEIS review and preliminary FEIS submitted to the Village in April of 2016 have been included as part of the FEIS document as well as the Appendix. The reader can go to their correspondence and look for a notation in the margin as to where in the FEIS document the response to their comment is provided.

**Comment C1:**
Stormwater management. The proposed redevelopment project will increase impervious areas on the site by 2.77 acres. While the applicant has stated that they intend to overdesign the proposed stormwater management infrastructure to accommodate this increase, we encourage the applicant to take whatever steps are possible to treat and retain as much stormwater on-site. The draft EIS points out that stormwater runoff from the site currently passes through the Village's storm sewer network into the Byram River and on to Long Island Sound.

Edward Burroughs, Letter 21, September 22, 2015

**Response:**
*Redevelopment of the Project Site requires soil disturbance greater than one acre and therefore requires coverage under the NYSDEC SPDES General Permit for Stormwater Discharges from Construction Activities GP-0-15-002. (General Permit). As a requirement of the General Permit, a Stormwater Pollution Protection Plan (SWPPP) must be prepared in accordance with the Permit and NYSDEC Stormwater Management Design Manual (Design Manual). In compliance with the referenced Permit, the stormwater management plan must capture runoff from the Project Site, provide water quality treatment, reduce runoff and provide peak discharge attenuation. Stated more simply, peak stormwater discharge rates for the proposed condition must be reduced to meet existing peak discharge rates. The Applicant proposes to meet these provisions onsite and within the areas of proposed disturbance.*

*The Applicant's Engineer prepared a SWPPP for the Proposed Site that meets the stormwater goals in accordance with design standards stipulated in the referenced Permit and Design Manual. The proposed SWPPP is included in its entirety in Appendix C. Summaries of key design elements and conclusions are incorporated into the following pages that indicate that the Proposed FEIS Plan can be developed in compliance with the applicable stormwater regulatory requirements. (The Applicant notes that as part of any future specific Site Plan application an amended SWPPP must be submitted for review and approval.)*

*By way of illustration, FEIS Exhibits III.C1 and C1a, Existing and Proposed Drainage Area Maps (at the end of this FEIS Section), show the drainage areas under pre and post-development conditions. FEIS Tables III.C1, C1a and C1b, Summary of Land Cover Types, indicate the Proposed Project will result in an increase of 2.21 acres of impervious area.*

*In developing the stormwater management design calculations, determining the amount of pervious and impervious areas is necessary to model the stormwater runoff. For purposes of these calculations and based on FEIS Exhibit III.G-1, Illustrative Landscape Plan, percentages of pervious landscape areas were prepared as shown on FEIS Exhibit III.C1b, Pervious Areas for Conceptual Landscaping. The Plan illustrates, in various color shades, land areas that include differing percentages of landscaping. For example, lawn areas are intended to be 100% landscaped (pervious) while streetscapes or plaza areas are intended to include a combination of sidewalk or patios with a mix of landscaping consisting of potted trees, landscape boxes, gardens, etc.. From this plan, proposed impervious and pervious areas were calculated.*

*Water quality treatment is provided by capturing and treating runoff volume resulting from small, frequent storm events that tend to have higher pollutant levels than larger, less frequent storm events. The volume of runoff generated from the water quality storm event, denoted as Water Quality Volume (WQv), is defined as the volume of runoff generated from the entire 90$^{th}$ percentile rain event. Capturing and treating the WQv will essentially treat the runoff from 90% of all 24-hour rainfall events. The value of the 90% rainfall event for the Proposed Project location is 1.5 inches in depth.*

*While the technical standards in the Design Manual are mainly directed towards "new construction," modified design criteria are also provided in Chapter 9 which are applied to a "redevelopment activity". The term "new construction" is considered disturbance and construction of existing pervious surfaces, while a "redevelopment activity" is defined in the Design Manual as "disturbance and reconstruction of existing impervious surfaces". Construction of the Proposed Project involves both new construction as well as redevelopment activity. Section 9.2.1 of the Design Manual requires a minimum 25% of the WQv from the areas of "redevelopment activity," plus 100% of the WQv from the areas of "new construction," be captured and treated by the implementation of standard Stormwater Management Practices (SMPs).*

*Water quality treatment for the Proposed Project will be provided in subsurface infiltration systems. Pretreatment will be provided in proprietary (hydrodynamic) structures, such as a Vortech water quality treatment unit, or equal, prior to entry of stormwater into each infiltration chamber, and water quality treatment will be ~~polished~~accomplished through the soil infiltration process. Stormwater runoff from the lower portion of the Project Site (generally building areas C and E) that will not be will be directed to the infiltration systems will be directed to proprietary hydrodynamic structures for water quality treatment. Water Quality Treatment for the Project will exceed the minimum requirement as described in the following paragraphs.*

*Runoff reduction volume (RRv) is the reduction of the total WQv that will be obtained through application of green infrastructure techniques and/or standard stormwater management practices*

*with runoff reduction capacity (Design Manual Chapter 4.3). Runoff reduction will be achieved for the Proposed Project through the application of subsurface infiltration systems. Stormwater runoff will be captured and conveyed to five subsurface infiltration practices within the Project Site (see FEIS Exhibit III.C1c, Proposed Grading and Drainage).*

*Section 6.3.1 of the Design Manual identifies design requirements such as a minimum 0.5 inch per hour percolation rate and a minimum three feet vertical clearance from the bottom of the infiltration system to bedrock or groundwater based on field testing. The proposed infiltration practices are located where such subsurface soil conditions allow. Since the lower portion of the Project Site is limited by the presence of shallow bedrock, the infiltration practices are proposed in the upper portion where depth to bedrock and groundwater are greater.*

*Site specific geotechnical investigation including soil borings and percolation tests were performed by the Applicant's Geotechnical Engineer on October 23, 2014 (included in DEIS Appendix G) and November 18, 2015 (included in FEIS Appendix G). Borehole Permeability Test Summary pages were revised on June 14, 2016 to clarify rock elevations (included in FEIS Appendix G and FEIS SWPPP in Appendix C). Deep hole and soil percolation tests will be repeated and witnessed by Village representatives for each future specific site plan application. Table III.C1f, Infiltration Clearance to Bedrock/Groundwater, identifies the clearance provided at each infiltration system.*

*Reduction of the total WQv for the entire Proposed Project will occur within the referenced infiltration systems. As shown in FEIS Table III.C1c, Water Quality and Runoff Reduction Volumes, the volume of stormwater infiltrated during the water quality storm event through the proposed infiltration systems (0.63 acre-feet) exceeds the calculated WQv (0.61 acre-feet) and therefore ~~more than~~ adequately meets the design requirements.*

*During larger storm events, stormwater runoff from the Project Site would continue to be captured and conveyed to the proposed stormwater management system resulting in further reduction of stormwater runoff volume as summarized in FEIS Table III.C1d, Comparison of Existing and Proposed Runoff Volume Leaving the Project Site. In addition, stormwater detention will be provided resulting in reduction of stormwater peak discharge rates as described in the following paragraphs.*

*Attenuation of stormwater peak discharge rates from the Project Site will also be obtained through the infiltrations systems. The infiltration chambers will be oversized, allowing infiltration of more than the required water quality volume while providing stormwater detention for each design year storm. Each infiltration system will infiltrate stormwater to the groundwater table and regulate discharge of remaining stormwater by a controlled outlet. As a result and although not required by the General Permit or the Design Manual, the proposed stormwater peak discharge rates will be reduced not only to existing rates as required, but below existing rates for all design year storm*

*events at all design points as shown in FEIS Table III.C1e, Peak Discharge Rate Comparison Table.*

*Stormwater currently drains overland and through a system of municipal and private storm pipes from the Project Site to the Byram River. Since the described onsite stormwater management treatment measures will reduce stormwater pollutants, volume and discharge rates, downstream impacts from the Proposed Project would be avoided. Any flooding conditions that may currently exist downstream would not be exacerbated by the Proposed Project.*

*FEIS Tables III.C1 to III.C1e include summaries of the detailed stormwater management calculations that are included in the FEIS Stormwater Pollution Prevention Plan (SWPPP), which is provided in FEIS Appendix C. FEIS Exhibits at the end of this section III.C provide summaries of existing and proposed drainage conditions and comparisons.*

***Table III.C1 (1)***
***Summary of Existing Land Cover Types***

| ***Drainage Area Designation*** | ***Total Area (acres)*** | ***Pervious Area (acres)*** | ***Impervious Area (acres)*** | ***% Impervious*** |
|---|---|---|---|---|
| ***To Design Point (DP) A*** | | | | |
| *A-A* | *5.48* | *0.88* | *4.60* | *84* |
| *A-B* | *8.48* | *2.67* | *5.81* | *69* |
| ***Subtotal (A)*** | ***13.96*** | ***3.55*** | ***10.41*** | ***75*** |
| *A1* | *0.37* | *0.04* | *0.33* | *89* |
| *A2* | *0.51* | *0.46* | *0.05* | *6* |
| *C* | *12.00* | *7.76* | *4.24* | *35* |
| ***Subtotal(2)*** | ***26.84*** | ***11.81*** | ***15.03*** | ***56*** |
| ***To Design Point (DP) B*** | | | | |
| *B* | *1.49* | *1.33* | *0.16* | *11* |
| *B1* | *0.53* | *0.02* | *0.51* | *96* |
| ***Subtotal*** | ***2.02*** | ***1.35*** | ***0.67*** | ***33*** |
| ***Combined A + B*** | | | | |
| ***Total*** | ***28.86*** | ***13.16*** | ***15.70*** | ***54*** |

*Notes:*
*(1) Land area and cover type computed based on field survey (onsite and adjacent area) and GIS mapping with field verification of offsite areas.*
*(2) Includes Subtotal (A), A1, A2, and C.*

***Table III.C1a***
***Summary of Proposed Land Cover Types*** [(1)]

| ***Drainage Area Designation*** | ***Total Area (acres)*** | ***Pervious Area (acres)*** | ***Impervious Area (acres)*** | ***% Impervious*** |
|---|---|---|---|---|
| ***To Design Point (DP) A*** | | | | |
| *A-A* | *1.58* | *0.17* | *1.41* | *89* |
| *A-B* | *6.27* | *0.93* | *5.34* | *85* |
| *A-C* | *7.10* | *1.26* | *5.84* | *82* |
| ***Subtotal (A)*** | ***14.95*** | ***2.36*** | ***12.59*** | ***84*** |
| *A1* | *0.43* | *0.00* | *0.43* | *100* |
| *A2* | *0.51* | *0.46* | *0.05* | *6* |
| *C* | *12.00* | *7.76* | *4.24* | *35* |
| ***Subtotal***[(2)] | ***27.89*** | ***10.58*** | ***17.31*** | ***62*** |
| ***To Design Point (DP) B*** | | | | |
| *B* | *0.50* | *0.37* | *0.13* | *26* |
| *B1* | *0.47* | *0.00* | *0.47* | *100* |
| ***Subtotal*** | ***0.97*** | ***0.37*** | ***0.60*** | ***62*** |
| ***Combined A + B*** | | | | |
| ***Total*** | ***28.86*** | ***10.95*** | ***17.91*** | ***62*** |

*Notes:*
*(1) Land area and cover type computed based on field survey (onsite and adjacent area) and GIS mapping with field verification of offsite areas.*
*(2) Includes Subtotal (A), A1, A2, and C.*

***Table III.C1b***
***Comparison of Proposed and Existing***
***Land Cover Types Affected by the Project*** [(1)]

| ***Drainage Area Designation*** | ***Total Area (acres)*** | ***Pervious Area (acres)*** | ***Impervious Area (acres)*** | ***% Impervious*** |
|---|---|---|---|---|
| ***Existing*** | | | | |
| *A and A1* | *14.33* | *3.59* | *10.74* | *75* |
| *B and B1* | *2.02* | *1.35* | *0.67* | *33* |
| ***Total*** | ***16.35*** | ***4.94*** | ***11.41*** | ***70*** |
| ***Proposed*** | | | | |
| *A and A1* | *15.38* | *2.36* | *13.02* | *85* |
| *B and B1* | *0.97* | *0.37* | *0.60* | *62* |
| ***Total*** | ***16.35*** | ***2.73*** | ***13.62*** | ***83*** |
| ***Change in Impervious Area*** | ***0.00*** | ***-2.21*** | ***2.21*** | ***13*** |

*(1) Land cover analysis includes onsite areas A and B and offsite areas A1 and B1, which are affected by offsite roadway improvements. Offsite areas A2 and C are not included as they remain unchanged between existing and proposed conditions.*

***Table III.C1c***
***Water Quality Volume (WQv) and Runoff Reduction Volume (RRv)***

| *WQv Storm Rainfall (inches)* | *Design Point* | *WQv (ac-ft)* | *RRv Required (ac-ft)* | *RRv Provided (ac-ft)* |
|---|---|---|---|---|
| *1.5* | *A* | *0.59* | *0.59* | *0.63* |
| | *B* | *0.02* | *0.02* | *0.00* |
| | ***Total*** | ***0.61*** | ***0.61*** | ***0.63*** |

***Table III.C1d***
***Comparison of Existing and Proposed Runoff Volume Leaving the Project Site***

| *Design Year* | *Design Point* | *Existing Volume (ac-ft)* | *Proposed Volume (ac-ft)* |
|---|---|---|---|
| *1-year* | *A* | *3.03* | *2.11* |
| | *B* | *0.17* | *0.13* |
| *2-year* | *A* | *4.08* | *3.19* |
| | *B* | *0.23* | *0.17* |
| *10-year* | *A* | *7.28* | *6.54* |
| | *B* | *0.42* | *0.28* |
| *25-year* | *A* | *9.92* | *9.31* |
| | *B* | *0.60* | *0.38* |
| *50-year* | *A* | *12.41* | *11.90* |
| | *B* | *0.76* | *0.46* |
| *100-year* | *A* | *15.41* | *15.05* |
| | *B* | *0.97* | *0.57* |

***Table III.C1e***
***Peak Discharge Rate Comparison Table***

| ***Design Storm Frequency*** | ***Rainfall (inches)*** | ***Design Point*** | ***Runoff Rate (cfs)*** | | |
|---|---|---|---|---|---|
| | | | ***Existing*** | ***Proposed*** | ***% Change (+ Increase, - Decrease)*** |
| *1-Year Design Storm* | *2.86* | *A-A* | *20.91* | *9.63* | *-54%* |
| | | *A* | *36.74* | *23.75* | *-35%* |
| | | *B* | *1.89* | *1.86* | *-2%* |
| *2-Year Design Storm* | *3.45* | *A-A* | *28.34* | *14.64* | *-48%* |
| | | *A* | *48.86* | *31.44* | *-36%* |
| | | *B* | *2.63* | *2.38* | *-10%* |
| *10-Year Design Storm* | *5.11* | *A-A* | *48.36* | *30.43* | *-37%* |
| | | *A* | *80.68* | *54.09* | *-33%* |
| | | *B* | *4.78* | *3.73* | *-22%* |
| *25-Year Design Storm* | *6.41* | *A-A* | *64.22* | *43.65* | *-32%* |
| | | *A* | *105.59* | *92.51* | *-12%* |
| | | *B* | *6.61* | *4.81* | *-27%* |
| *50-Year Design Storm* | *7.60* | *A-A* | *78.72* | *55.00* | *-30%* |
| | | *A* | *128.20* | *119.51* | *-7%* |
| | | *B* | *8.33* | *5.81* | *-30%* |
| *100-Year Design Storm* | *9.02* | *A-A* | *95.43* | *67.75* | *-29%* |
| | | *A* | *154.10* | *143.34* | *-7%* |
| | | *B* | *10.36* | *6.95* | *-33%* |

***Table III.C1f***
***Infiltration Chamber Clearance to Bedrock/Groundwater***

| *Infiltration System* | *A1* | *A1* | *A2* | *A3* | *A3* |
|---|---|---|---|---|---|
| *Boring #* | *B-29* | *B-31* | *B-30* | *B-27* | *B-28* |
| *Proposed Surface Elevation* | *98.5* | *100.0* | *101.0* | *95.5* | *95.7* |
| *Infiltration Test Elevation* | *87.7* | *82.0* | *86.4* | *89.5* | *84.1* |
| *Infiltration Chamber Design Invert/bottom (1)* | *89.2* | *89.2* | *88.5* | *87.5* | *85.5* |
| *Groundwater (gw) Elevation* | *86.2* | *80.0* | *84.8* | *88.0* | *82.5* |
| *Bedrock Elevation* | *86.2* | *80.0* | *84.8* | *84.3* | *80.5* |
| *Minimum Clearance to rock/gw >= 3' (2)* | *3.0* | *9.2* | *3.7* | *-0.5* | *3.0* |

| *Infiltration System* | *AB* | *AB* | *C2* | | |
|---|---|---|---|---|---|
| *Boring #* | *B-32* | *B-33* | *B-37* | | |
| *Proposed Surface Elevation* | *101.5* | *97.0* | *99* | | |
| *Infiltration Test Elevation* | *81.9* | *86.2* | *87* | | |
| *Infiltration Chamber Design Invert/bottom (1)* | *85.0* | *85.0* | *88* | | |
| *Groundwater (gw) Elevation* | *79.9* | *81.8* | *85* | | |
| *Bedrock Elevation* | *79.9* | *81.8* | *85* | | |
| *Minimum Clearance to rock/gw >= 3' (2)* | *5.1* | *3.2* | *3.0* | | |

*Notes:*
*(1) Bottom of 6" stone section beneath infiltrator*
*(2) Chamber A3 at B-27 is for detention/storage only. Since there is no infiltration in this portion of A3, the 3' clearance criteria is not required.*

**Comment C2:**
The parking lot at end of Touraine Avenue and tributary areas should be included in Drainage Area C.

Dolph Rotfeld Engineering, Letter 43, 2015, p.1

**Response:**
*The offsite contributing drainage area draining toward the Project Site was updated to include the "Abendroth Park Improvement Project", which was constructed at the western end of Touraine Avenue. The park's surface attributes, including the parking area, building, playground, hardscape and lawn areas were determined based on aerial Google maps and verified in the field by the Applicant's Engineer. The drainage divide generally extends to the westerly edge of the parking area. The referenced portion of Abendroth Park was added to offsite Drainage Area C as shown on FEIS Exhibits III.C1 and III.C1a. The Park's surface runoff characteristics were used to adjust the HydroCad drainage model.*

**Comment C3:**
Any information obtained through GIS topo or provided by the Village on existing Village maps (as stated in the document) must be verified in the field by a licensed surveyor if used in and for the project. Scale shall be 1" = 40' or less with two (2)-foot contour interval and elevations in the NAVD88 datum.

Dolph Rotfeld Engineering, Letter 43, 2015, p.1

**Response:**
*The Applicant retained a Licensed Professional Land Surveyor, Barrett, Bonacci & Van Weele, PC (BBV), to prepare detailed topographic mapping on and adjacent to the Project Site, including the Boston Post Road and High Street. GIS topo, which is sufficient for planning purposes, was used to illustrate offsite areas enabling the Project Site to be visualized within its overall environment. Those offsite areas contributing stormwater to the Project Site were defined using GIS topo, available plans for the Abendroth Park Improvement Plan and field review by TRC, the Applicant's Engineer, which in the Applicant's opinion, is sufficient for computing the offsite drainage contribution through the Project Site.*

**Comment C4:**
The DEIS describes drainage conveyance between the South Regent Street / Boston Post Road intersection and the Byram River. The condition, size and capacity of these existing drain lines must be examined. TV inspection will likely be needed to meet these requirements.

Dolph Rotfeld Engineering, Letter 43, 2015, p.1

**Response:**
*Site-related stormwater impacts will be mitigated onsite through implementation of the stormwater management plan, which includes water quality treatment, runoff reduction and peak discharge attenuation. Since mitigation will be provided onsite reducing peak discharge rates from the Project Site below existing rates, existing downstream conditions will not be adversely impacted. Therefore, any existing stormwater related conditions that may currently exist downstream will not be exacerbated by the Proposed Project. The Applicant asserts, therefore, that assessment of existing downstream storm drain systems is not required. Refer to Response to Comment III.C1 for a more detailed description of the proposed stormwater management system and mitigation.*

*In compliance with the DEC Design Manual, reduction of stormwater volume will be achieved through implementation of green infrastructure techniques and standard stormwater management practices with RRv capacity as described in FEIS Response III.C14. The Applicant notes that the reduction of stormwater volume through infiltration as proposed for this Project, is dependent upon favorable percolation rates, which were achieved based on the geotechnical soil testing*

*included in FEIS Appendix G. It is also noted that during future site plan reviews, soils will be retested at the locations of proposed infiltration systems in the presence of the Village Consulting Engineer for each future specific site plan. During site plan review, detailed stormwater management design will include cross-sections at each stormwater infiltration and/or detention system. Cross-sections will include existing and proposed grades, stormwater system invert elevations, and elevations of bedrock and groundwater, when encountered.*

**Comment C5:**
Provide additional information regarding the Abendroth Park "underdrain system."

Dolph Rotfeld Engineering, Letter 43, 2015, p.1

**Response:**
*Information regarding the presence of an existing underdrain system within Abendroth Park is extremely limited. The athletic field is relatively level in slope and has no apparent outfall for surface runoff. Since athletic fields are typically flat, as in this case, and surface stormwater runoff is limited, it can be normal engineering practice to drain a field by an underground drainage system.*

*An historic unnamed drainage map, provided by the Village Consulting Engineer notates the presence of a "herringbone underdrain system". No further information regarding the underdrain system is known. The Applicant's Engineer asserts that any such detail pertaining to the underdrain is not pertinent to the drainage analysis since, the runoff characteristics from the park are the same for both existing and proposed conditions, thereby having no effect on the drainage analysis.*

**Comment C6:**
The condition, size and capacity of existing drainage infrastructure particularly the drain lines across Boston Post Road and through the Kohl's Shopping center to Midland Avenue must be examined for capacity and discussed as part of this report. This would likely require TV inspection of existing drain piping.

Dolph Rotfeld Engineering, Letter 43, 2015, p.1

**Response:**
*The Village Consulting Engineer provided the Applicant's Engineer with a TV inspection report, dated 12/24/2015 that televised the existing storm pipe along the following alignment: beginning at and across the Boston Post Road from the Project Site, through the Kohl's shopping center site, beneath the Metro North railroad tracks, and across the Home Depot shopping center to Midland*

*Avenue. (See Appendix C of this FEIS) The TV inspection report provides size, material and condition of the existing storm pipe system. The report identifies existing defects such as deformations, obstacles, intrusion, holes and infiltration stains.*

*The majority of the stormwater runoff from the Proposed Project Site currently drains to Design Point A, which flows from the Project Site and enters the referenced storm pipe system that drains to Midland Avenue. Under proposed conditions, as identified in response to FEIS Comment III.C1, the post-development stormwater runoff peak discharge rates and volumes will be reduced below existing conditions (Tables III.C1d, Comparison of Existing and Proposed Runoff Volume Leaving the Project Site, and III.C1e Peak Discharge Rate Comparison Table). Therefore, stormwater runoff from the Proposed Project will not adversely impact the offsite downstream storm pipe systems. Also refer to Response to FEIS Comment III.C4.*

*Since stormwater mitigation will be provided onsite, existing downstream conditions will not be adversely impacted. Therefore, any existing stormwater related conditions that may currently exist downstream will not be exacerbated by the Proposed Project and the Applicant asserts that they should not be ~~responsibile~~responsible to repair such existing deficiencies. The Village Consulting Engineer, however, believes that during future site plan reviews, the Applicant should share the responsibility of repairing existing downstream drainage systems through the Kohl's site to Midland Avenue based on the percentage of the systems' flow attributed to the Project Site.*

*Chapter 281, Stormwater Management, of the Village Code requires that land development activities conform to the substantive requirements of the NYSDEC SPDES General Permit for construction activities. The referenced General Permit further requires design compliance with the NYSDEC Stormwater Design Manual. By exceeding the requirements of the Design Manual (reducing stormwater runoff volume below existing conditions, Response III.C1), the Applicant asserts that they have no further responsibility to improve offsite downstream conditions: i.e. Kohl's storm drainage system.*

**Comment C7:**
Runoff calculations must utilize the newly-NYSDEC-adopted "Extreme Precipitation" rainfall depths compiled by Northeast Regional Climate Center (NRCC) and Natural Resources Conservation Service (NRCS).

Dolph Rotfeld Engineering, Letter 43, 2015, p.1

**Response:**
*The stormwater management HydroCad Model for the Proposed Project was updated under both existing and proposed conditions using the latest Northeast Regional Climate Center (NRCC) rainfall data (Extreme Precipitation Estimates) and distributions as referenced in the New York*

*State (DEC) Stormwater Design Manual, 2015 (Design Manual) and online at http://precip.eas.cornell.edu. The updated calculations are included in the SWPPP which is provided in FEIS Appendix C.*

**Comment C8:**
There appear to be several discrepancies between the peak runoff rates produced in the HydroCAD model and those reported in the DEIS Table III.C-3.

Dolph Rotfeld Engineering, Letter 43, 2015, p.1

**Response:**
*The noted discrepancies were reviewed and corrected as set forth in the updated SWPPP which is provided in FEIS Appendix C. Also refer to updated tables in Response III.C1.*

**Comment C9:**
Runoff calculations must utilize the newly-NYSDEC-adopted "Extreme Precipitation" rainfall depths compiled by Northeast Regional Climate Center (NRCC) and Natural Resources Conservation Service (NRCS).
Dolph Rotfeld Engineering, Letter 43, 2015, p.1

**Response:**
*See Response to Comment III.C7.*

**Comment C10:**
There appear to be several discrepancies between the input values in the HydroCAD model and the figures in the DEIS Table III.C-4. There also appear to be discrepancies between the peak runoff rates produced in the HydroCAD model and those reported in the DEIS Table III.C-5.

Dolph Rotfeld Engineering, Letter 43, 2015, p.1

**Response:**
*The noted discrepancies were reviewed and corrected as set forth in the updated SWPPP which is provided in FEIS Appendix C and also in the tables within Response III.C1.*

**Comment C11:**
The figure given as the increase in impervious area in DEIS Table III.C-6 is not consistent with the numbers in the Runoff Reduction calculations in Appendix C, page 171.

Dolph Rotfeld Engineering, Letter 43, 2015, p.1

**Response:**
*The noted discrepancy was reviewed and corrected as set forth in the updated SWPPP which is provided in FEIS Appendix C and also in the tables within Response III.C1.*

**Comment C12:**
The DEIS must specifically discuss the condition, size and capacity of downstream piping as it may relate to both the proposed potential flow rate increases as well as capability of handling current flows.

Dolph Rotfeld Engineering, Letter 43, 2015, p.1

**Response:**
*Refer to Responses III.C1 and III.C4. Stormwater Mitigation will be provided onsite beyond that required by the NYSDEC General Permit and Design Manual by reducing proposed peak discharge rates and volumes below existing rates and volumes, and therefore, existing downstream conditions will not be adversely impacted. Furthermore, any existing stormwater related conditions that may currently exist downstream will not be exacerbated by the Proposed Project. The Applicant asserts, therefore, that assessment of existing downstream storm drain systems is not required.*

**Comment C13:**
Supporting information must be provided for the Rv value used in WQv calculation on page 172 in Appendix C.

Dolph Rotfeld Engineering, Letter 43, 2015, p.1

**Response:**
*The noted supportive information is provided as set forth in the updated SWPPP which is provided in FEIS Appendix C. Also refer to Response III.C1.*

**Comment C14:**
The Village may require that the applicant incorporate green infrastructure practices into the stormwater mitigation and landscape design beyond subsurface infiltration and proprietary practices. It is also recommended that the applicant provide more than the minimum runoff reduction volume as it is discussed in Section 4.3 of the Stormwater Design Manual.

Dolph Rotfeld Engineering, Letter 43, 2015, p.1

Careful consideration of stormwater management techniques should be considered with the introduction of so many buildings and impervious surfaces, especially considering the applicant's petition for 90% site coverage under PMU zoning regulations.

Port Chester Planning Commission, Letter 51, September 22, 2015

**Response:**

*A main objective of the DEC Design Manual is to provide design standards that will effectively protect the waters of the State of New York from adverse impacts associated with urban stormwater runoff. This objective can be achieved in part by implementing green infrastructure that promotes infiltration, groundwater recharge, and evapotranspiration (Design Manual Chapter 1.1). Typical green infrastructure practices are listed in Table 3.2 of the Design Manual and include, in part, such practices as: conservation of natural areas, vegetated open swales, tree planting, rain gardens, green roof, stormwater planters and porous pavement. Each practice may be applied to specific types of projects as appropriate. For example, the Proposed Action is a large urban project for which green practices that require large surface areas such as conservation of natural areas are not applicable; surface swales are not practical for development of this density due to limited land area; implementation of pervious pavements are limited by subsurface soil conditions including shallow rock and placement ~~on~~of fill, for which both conditions are prevalent on this Site. A description of reasons for implementing or excluding specific green infrastructure practices for the Proposed Project are described in section 3.6.A of the SWPPP, which is provided in FEIS Appendix C. The green infrastructure that the Applicant believes is appropriate for the Project Site is discussed in the following paragraph.*

*Standard stormwater management practices (SMP) having runoff reduction capacity may also be implemented to meet the runoff reduction and water quality treatment objectives (Design Manual Chapter 3.1). Tables 3.3 and 3.5 of the Design Manual identify infiltration practices as acceptable techniques for water quality treatment and runoff reduction. For a project of this scale, the Applicant's Engineer contends that infiltration is the most appropriate technique to meet the required standards. The Applicant proposes implementing subsurface infiltration systems to provide runoff reduction and water quality treatment. In addition, trees/planters will be planted within the Project Site as part of the streetscape and sidewalk components (see Conceptual Green Space Exhibit III.C1b). Where necessary, alternative practices, such as proprietary hydrodynamic water quality treatment practices, will be employed, as permitted and described in Section 9.4 of the Design Manual for redevelopment activities. See FEIS Exhibit III.C1c for locations of proposed green infrastructure. Also refer to response to FEIS Comment C1 for discussion of water quality treatment, runoff reduction and peak discharge attenuation. The proposed stormwater management measures as described will exceed the minimum requirements of the stormwater regulations, actually resulting in reduced stormwater volume below existing conditions for all storm events studied (see FEIS Table III.C1d~~).~~) and the Applicant contends that*

*additional green infrastructure practices are not necessary per the Design Manual and, therefore, should not be required by the Village.*

It is noted that to assist the reader, the written public comments submitted as part of the DEIS review and the preliminary FEIS submitted to the Village in April of 2016 have been included as part of this FEIS document as well as the Appendix. The reader can go to their correspondence and look for a notation in the margin as to where in the FEIS document the response to their comment is provided.

**Comment D1:**

County sewer impacts. The proposed development will increase sewage flows from this site into the existing infrastructure. The increased flow will add to the volume of sewage flow requiring treatment at the Port Chester Wastewater Treatment Plant operated by Westchester County. As a matter of County Department of Environmental Facilities' policy, we recommend that the Village implement or require the developer to implement measures that will offset the projected increase in flow. The best means to do so is through reductions in inflow/infiltration (I&I) at a ratio of three for one.

Edward Burroughs, Letter 21, September 22, 2015

**Response:**

*The Applicant notes that the County recommends offsetting the projected increase of sewage flow by removing I&I at a rate of three times the increased sewage flow. Based on discussions between the Applicant's Engineer and the Village Consulting Engineer, the Applicant has agreed to contribute funds (approximately $436,500) that would be dedicated to removal of I&I at a rate of three times the increase in proposed average daily sewage flow from the Project Site. The Applicant asserts that the contributed funds should be dedicated for I&I removal from the portion of sewer that serves the Project Site which is between the Project Site and Manhole 90500 (FEIS Exhibit III.D-1). Also refer to Response to FEIS Comment III.D10.*

**Comment D2:**

Water Supply

Existing water main sizes must be more clearly labeled on Exhibit III.D-1. The DEIS must include the results and an analysis of the hydrant flow tests completed on July 13, 2015

Dolph Rotfeld Engineering, Letter 43, 2015, p.2

**Response:**

*The existing water main sizes were clarified on FEIS Exhibit III.D2. Refer to Response to FEIS Comment III.D4 regarding hydrant flow tests and the adequacy of the water supply system.*

**Comment D3:**

The water usage of the previous United Hospital development may only be used for comparative purposes as the peaks of the previous and proposed development would not have occurred during the same time of day.

Dolph Rotfeld Engineering, Letter 43, 2015, p.2

**Response:**

*United Water Westchester Incorporated (UWWI)[1] stated in a letter to TRC Engineers, dated October 9, 2015 (FEIS Appendix G), that based on the domestic and fire demands required for the Proposed Project, adequate pressure and volume (supply) to serve the Proposed Project is available without requiring offsite improvements. (Also refer to Response to FEIS Comment III. D4.) When considering potential impact to the UWWI system, a regional peaking factor, based on technical data obtained from UWWI, 1.5 was calculated in the DEIS as described in Section III.D.1.b. A variance in the actual time to peak between the previous hospital and proposed uses would not have a meaningful impact on the area-wide water system (7.6 mgd), since these individual peaks would only be a small portion (2%) of the overall system and the system peak would prevail.*

*~~The~~For informational purposes, the DEIS (Table III.D-2) lists a comparison of average daily water demand between the previous hospital use (184,000 gpd) and the proposed Project (183,000 gpd) indicating the projected demand would be slightly less than the previous hospital use. The Applicant understands, however, that the potential impacts of the Proposed Project must be and have been evaluated based on its proposed average day and peaking projections.*

**Comment D4:**

Using the hydrant flow tests as a basis for analysis, what impact will there be on the water supply system during the peak usage periods of the proposed development and the surrounding areas?

Dolph Rotfeld Engineering, Letter 43, 2015, p.2

**Response:**

*Understanding the current flow characteristics of the existing water distribution system in the immediate vicinity of the Proposed Project is necessary in order to determine how the Project could impact the existing water system. In order to determine the potential impacts, existing flows and pressures within the pipe system at the Project Site must be determined. This essential data can be determined by performing a flow test from existing fire hydrants within the immediate proximity of the Site. Once this information is collected, the water company (UWWI) can add this data along with the Proposed Project data (anticipated water use demand and proposed onsite water system infrastructure) to their existing computer model covering the site and surrounding*

[1] UWWI was renamed as SUEZ, but to avoid confusion the FEIS will continue to refer to UWWI.

*regional area. From that, potential impacts on the existing water infrastructure from the Proposed Project can be determined.*

*Therefore, the Applicant's Engineer requested UWWI to perform a hydrant flow test immediately adjacent to the Project Site in order to provide up-to-date water system flow and pressure data. In coordination with the Village Consulting Engineer, flow tests were performed during the morning of July 13, 2015 to account for the approximate time of day at which the daily peak water demand typically occurs. Two hydrants, located opposite the Project Site at Boston Post Road and within the Project Site at High Street (Appendix G), were used in the test. Hydrants 137 and 44 are shown on FEIS Exhibit III.D2. Representatives from TRC and the Village Consulting Engineer's office were present to witness the test. Results of the test are summarized in FEIS Table D4, Hydrant Flow Test. Pressure in the pipes were measured under static conditions (hydrant not flowing) and compared to residual pressure (hydrant flowing). From the comparison of pressure and the measured flow, anticipated flows can be estimated at varying pressures.*

***Table D4***
***Hydrant Flow Test***

| *Hydrant Location* | *Main Size (inches)* | *Hydrant #* | *Pressure* | | *Flow (gpm)* | *Flow @ 20 psi* |
|---|---|---|---|---|---|---|
| | | | *Static (psi)* | *Residual (psi)* | | |
| *999 High Street* | *8* | *137* | *72* | *55* | *1175* | *2510* |
| *Boston Post Road (opposite Project Site)* | *12* | *44* | *75* | *60* | *1244* | *2510* |

*Note:*

*Hydrant flow test performed by United Water Westchester Incorporated 7/13/15 at 9:45 and 10:00 A.M.*
*Source: TRC Engineers, Inc.*

*The Applicant's Engineer provided UWWI with the Proposed Project's development program, projected average daily water demand and anticipated peak daily demand, and requested confirmation that the existing offsite water system could provide adequate service to the proposed Project. UWWI prepared a computer model integrating their existing water system with the Proposed Project's water demand and infrastructure considering peak system demands. UWWI then provided a letter, dated October 9, 2015, to the Applicant's Engineer stating that it has adequate pressure and volume (supply) to serve the Proposed Project. A follow up meeting with UWWI personnel on December 9, 2015 (FEIS Appendix D), confirmed that the proposed extension of the onsite 12-inch water main through the Project Site and interconnecting the 20-inch main located west of the Project Site to the 12-inch main in Boston Post Road, would be an improvement to the regional water distribution system. As a result, no necessary offsite improvements would be required to serve the Proposed Project. A second letter (see FEIS Appendix D) from UWWI, dated*

*January 19, 2016 confirmed this position. The letter further confirmed that it has adequate resources to provide the required water supply without adverse impact to existing customers.*

*On November 7, 2016, the Village and Applicant's engineers met with UWWI to review the results of their water system model with particular interest in determining the system impacts at the Project Site during extreme conditions. To simulate a "worst case scenario", an analysis was performed during the peak-hour of the peak-day demand while fighting a fire within the Village, drawing 1500-~~2000~~2,000 gpm from the UWWI water system to fight the fire. As previously determined, UWWI confirmed that the existing offsite water system has adequate supply and pressure to serve the Project. In order to maintain adequate pressure at upper levels of the proposed buildings under peak conditions as described, buildings within the Proposed Project will be equipped, as necessary, with supplemental pressure boosting mechanical equipment such as booster pumps, hydro-pneumatic tanks and/or storage tanks to supplement pressure in consideration of system-wide fluctuations and periods of peak demands. Specific domestic and fire mechanical building systems will be designed as part of detailed engineering ~~under site plan review for each building.~~in association with future site plan reviews for each building as required by the Village Consulting Engineer. Review and approval of the domestic and fire mechanical systems will be subject to requirements of the Plumbing code and the Westchester County Department of Health code and will be reviewed as part of a future building permit application. Any site plan approval would be contingent on the Village Consulting Engineer's review and approval of the supplemental water pressure boosting systems.*

*(The Proposed Onsite Water system is shown on FEIS Exhibit III.D-4). (Also refer to Response to FEIS Comment III.D7.)*

**Comment D5:**

If the DEIS uses daily water demand and wastewater generation interchangeably (165,000 gallons per day) it is unclear why a significantly lower peaking factor is used for the proposed water demand flow rate.

Dolph Rotfeld Engineering, Letter 43, 2015, p.2

**Response:**

*Average daily wastewater flow for the Proposed Project was calculated based on unit hydraulic loading rates provided in Table B-3 of the New York State Design Standards for Intermediate Sized Wastewater Treatment Systems, 2014. Loading rates were applied to each specific use proposed for the Proposed Project. Water demand was developed based on the average daily sewage flow plus water to be used for irrigation.*

*When assessing sewage and water infrastructure systems, the peak conditions are analyzed. Hydraulic capacity of sewer systems is based on peak hourly flow, which is calculated using Harmon's Peaking Factor (Recommended Standards for Wastewater Facilities, Figure 1). This sewage peaking factor is based on population associated with each flow rate condition and is used*

*to calculate the peak hourly sewage flow. When assessing water system infrastructure, in accordance with the Recommended Standards for Water Works, the maximum day demand is used.*

*DEIS Appendix D includes the water and sewage calculations. Proposed average daily sewage flow is calculated to be 165,000 gpd; the peaking factor, based on population, is 3.65 and the peak hourly flow is 602,000 gpd. Proposed average daily water demand (sewage flow plus estimated irrigation) is calculated to be 183,000 gpd. The peaking factor is based on the peak to average ratio of UWWI's system demand, which is 1.5, yielding a maximum day water demand of 275,000 gpd for the Proposed Project. ~~With regard to UWWI's system adequacy to meet Project demands during peak conditions, refer also to FEIS Response D4.~~*

*Also refer to FEIS Response D4 with regard to UWWI's system adequacy to meet Proposed Project demands during peak conditions, as well as the necessary onsite building water pressure boosting systems that will be reviewed during future building permit applications (with any site plan approval subject to the review and approval of the Village Consulting Engineer of such systems).*

**Comment D6:**

Sanitary Sewage

Any information obtained from maps provided by the Village regarding the sewer main in Boston Post Road (as taken from SSES maps) must be verified in the field by a licensed surveyor to confirm size, type, condition and capacity.

Dolph Rotfeld Engineering, Letter 43, 2015, p.2

**Response:**

*The Applicant retained a Licensed Professional Land Surveyor, Barrett, Bonacci & Van Weele, PC (BBV), to prepare detailed topographic mapping onsite and adjacent to the Project Site. Included on the referenced survey are underground sanitary sewers showing pipe location, and sizes and inverts, where obtainable. Offsite sewers are shown from record maps including sewer maps produced by URS for the 1995 Sanitary System Evaluation Survey (SSES). As outlined in the DEIS, the Applicant's Engineer has used the information contained in the 1995 URS Survey, and record drawings available from the Village, as determinants of the likely size, type, and capacity of the sewer main in Boston Post Road. The Village Consulting Engineer has advised that there have been no material changes to this system since the 1995 URS Survey.*

*Survey of Existing Sanitary Sewer: (included in PDE Flow Monitoring Study, TV Inspection & Sanitary Sewer Analysis, in FEIS Appendix D)*

*At the Village Consulting Engineer's request for updated field survey of the existing sanitary sewer in Boston Post Road, the Applicant authorized Ward-Carpenter Engineers, Inc. to perform a current survey. The field survey extended some 4,500 linear feet from the Project Site at High Street to manhole 90500 located in South Main Street between Slater and Willow Streets. Manhole 90500 represents the furthest downstream manhole within the Village's sanitary sewer subsystem PP-04 as identified in the referenced URS 1995 SSES. The current survey determined existing pipe system characteristics including rims, inverts, slopes and pipe sizes and the surveyed data supersedes that of the URS Study.*

*Flow Monitoring Study: (included in PDE Flow Monitoring Study, TV Inspection & Sanitary Sewer Analysis, in FEIS Appendix D)*

*In order to determine that the existing sewer in Boston Post Road has capacity to convey the additional sewage flow generated by the Proposed Project, flow monitoring was performed to determine the present dry weather flow within the existing sewer. At the direction of the Village, flow monitoring was performed by Flow Assessment Services for a two-week period from October 6th to 20th at two existing manholes in South Main Street identified as 90520 (immediately south of Slater Street) and 90500 (between Slater and Willow Streets). From the monitored flow data, dry weather flow, base sanitary flow and groundwater infiltration within the sewer main was determined. In accordance with "EPA Guide for Estimating Infiltration and Inflow" nighttime flow between midnight and 6 AM, reflects the time when minimal to no sewage flow occurs and therefore the measured flow during that period represents the infiltration component of the total flow. Pertinent flow data based on the monitoring results are summarized in Table III.D6a.*

***Table No. III.D6a***
***Sanitary Flow (MGD) from October 2016 Flow Monitoring Study***
***(Subsystem PP-04)***

| ***Flow Condition*** | ***Monitor No. 1 (MH 90520)*** | ***Monitor No. 2 (MH 90500)*** |
|---|---|---|
| *Average Daily Dry Weather (ADW) Flow* | *0.129* | *0.466* |
| *Groundwater Infiltration (GWI)* | *0.022* | *0.071* |
| *Base Sanitary Flow (BSF)* | *0.107* | *0.395* |

*ADW = Average Dry Weather flow. Flow includes sewage and infiltration.*
*GWI = Low flow measured from midnight to 6 AM.*
*BSF = Base Sanitary Flow. Dry weather flow excluding infiltration.*
*All Data are in Million Gallons per Day (MGD)*

*A summary of the sanitary flow measured at Manhole 90500 as documented in the URS 1995 SSES is presented in Table III.D6b for comparison.*

***Table No. III.D6b***

| ***Sanitary Flow (MGD) from URS 1995 SSES (Subsystem PP-04)*** | |
|---|---|
| ***Flow Condition*** | ***Monitor No. 2 (MH 90500)*** |
| *Average Daily Dry Weather (ADW) Flow* | *1.247* |
| *Groundwater Infiltration (GWI)* | *0.589* |
| *Base Sanitary Flow (BSF)* | *0.658* |

*When comparing the Base Sanitary Flow from the 1995 SSES to the October 2016 Flow Monitoring Study, there is a net reduction of 0.263 mgd or 263,000 gallons per day (gpd). Within the period between the two studies, there has been minimal development within the area of Subsystem PP-04. Based on a review of available aerial photography, it appears that development/redevelopment has been limited to the construction of a new Westy Self Storage facility just north of the Kohl's Shopping Center site and scattered in-fill residential development within the PP-04 Subsystem. Therefore, it can be concluded that the closing of the United Hospital in February 2005 would account for the major portion of the net reduction in the base sanitary flow tributary to Subsystem PP-04.*

*The projected average daily sewage flow for the Proposed Project is reported in the DEIS to be 165,000 gallons per day. In Table No. III.D6c below, the projected average daily sewage flow for the Proposed Project and the groundwater infiltration have been added to the Base Sanitary Flow from Table No. III.D6a to determine the projected Average Daily Dry Weather (ADW) Flow at Manhole 90500.*

| ***Table No. III.D6c*** ***Projected Project Base Sanitary Flow (BSF)*** | |
|---|---|
| ***Flow Condition*** | ***Flow Rate (mgd) (MH 90500)*** |
| *Base Sanitary Flow (BSF) (Table III.D6a)* | *0.395* |
| *Project Site Base Flow Rate (Proposed Project)* | *0.165* |
| *Groundwater Infiltration (GWI) (Table III.D6a)* | *0.071* |
| *Average Daily Dry Weather (ADW) Flow* | *0.628* |

*Pipe Flow Capacity Analysis: (included in PDE Flow Monitoring Study, TV Inspection & Sanitary Sewer Analysis in FEIS Appendix D)*

*Manhole data provided in the Ward Carpenter survey was used to determine the flow capacity of the existing sewer in Boston Post Road. Review of the survey revealed that some manholes were inaccessible and, therefore, pipe inverts could not be obtained. At each of these specific manholes, inverts were interpolated based on surveyed data from adjacent upstream and downstream manholes.*

*From the existing sewage flows provided in the monitoring study at two downstream manholes (90520 and 90500) and the calculated existing flow from the nursing home at the upstream end of the sewer at High Street, existing flows were calibrated along the length of the existing sewer to account for contributing areas. Projected sewage flow from the Proposed Project was added to the existing flow to simulate the future condition accounting for Proposed Project.*

*Sewer analyses were performed accounting for existing (monitored) and Proposed Project average dry weather flow. Results of the analyses identified several issues within the existing sewer system. The analyses identified the following conditions in which proposed sewage flow would either exceed the existing capacity (by gravity flow) or the existing pipes had sub-standard slopes.*

| ***Table III.~~6Dd~~D6d<br>Identified Existing System Issues*** | |
|---|---|
| ***Issue*** | ***Description*** |
| *1* | *The pipe sections between manhole 90533 and 90567 have sub-standard pipe slopes.* |
| *2* | *The pipe section between manhole 90509 and 90508 has a sub-standard pipe slope.* |

~~*Based on the current field survey and analyses described thus far, the following remedial action is recommended to assure adequate dry weather flow capacity of the sewer system to convey sewage from the Proposed Project.*~~

- ~~*Issue No. 1 – Reconstruct the existing 8-inch sewer between Manhole 90534 within High Street and Manhole 90567 in Boston Post Road to restore positive slope and flow capacity. The reconstructed section would include approximately 381 feet of 8-inch pipe at an average slope of approximately 1.0%.*~~

- ~~*Issue No. 2 – Reconstruct the existing 15-inch sewer along Boston Post Road and immediately south of Olivia Street between Manhole 90520 and Manhole 90507 to restore positive slope and flow capacity. The reconstructed section would include approximately 222 feet of 15-inch pipe at an estimated slope of 0.3%.*~~

*In addition, the prior URS 1995 SSES indicated the presence of existing "dips" in the 8-inch pipe upstream of South Regent Street between Manholes 90527 and 90529*~~*. Should the TV inspection confirm the presence of these "dips", recommended reconstruction of this section of pipe would include replacement of approximately 270 feet of 15-inch pipe.*~~ *which was confirmed by the TV inspection as noted below.*

*The Applicant proposes to correct the above referenced system deficiencies to restore sufficient pipe flow capacity and provide positive slopes. Descriptions of specific recommended sewer improvements are described under subsection entitled "Proposed Offsite Sewer Remediation".*

*TV Inspection:* *(included in ~~separate Addendum to the~~PDE Flow Monitoring Study, TV Inspection & Sanitary Sewer Analysis, in FEIS~~)~~ Appendix D*

*The purpose of TV inspection is to identify pipe deficiencies resulting in potential flow restriction and/or sources of groundwater infiltration. Such deficiencies would include but not be limited to pipe obstructions, deformations, open joints, and deterioration.*

*With respect to existing pipe condition, the Applicant's Engineer was provided a TV Inspection Report from the Village Consulting Engineer (Appendix D). The report indicates that some 2,100 linear feet of the Village sanitary sewer within the Boston Post Road generally from Olivia Street (Manhole 90508) to Grace Church Street (Manhole 90198, three manholes beyond 90500) were TV inspected in August 2015. The Village Consulting Engineer reports that the referenced sewer was lined/repaired with ~~cured~~ Cured ~~in place pipe (CIP).~~ Place Pipe lining (CIPP). These recent repairs are likely ~~the~~a contributing factor to the reduction of groundwater infiltration from the URS 1995 SSES to the 2016 Monitoring Study (Tables III.D6a and III.D6b).*

~~*The purpose of TV inspection is to identify pipe deficiencies resulting in potential flow restriction and/or sources of groundwater infiltration. Such deficiencies would include but not be limited to pipe obstructions, deformations, open joints, and deterioration.*~~ *At the request of and in coordination with the Village Consulting Engineer, the Applicant agreed to ~~perform~~authorize additional TV inspection of the remaining portion~~, some 2,400 linear feet,~~ of uninspected sewers in Boston Post Road from High Street (Manhole 90532) to Olivia Street (Manhole 90508) ~~and~~to determine the presence of any pipe deficiencies, such as the "dips" described above. If any such deficiencies are found the Applicant would make any necessary repairs as part of future specific ~~future~~ site plan approvals. The TV inspection was performed by National Water Main Cleaning Company (NWMCC) on November 7 and 8, 2016~~. It~~ and the NWMCC inspection report is included as an appendix to PDE's above referenced Report in FEIS Appendix D. A summary of findings as prepared by the Applicant's Engineer is ~~anticipated~~provided in Table III.D.6e, Existing Sanitary Sewer Pipe Condition Assessment.*

| Table III.D6e<br>Existing Sanitary Sewer<br>Pipe Condition Assessment | | | | | |
|---|---|---|---|---|---|
| MH | MH | Size (inches) | Length (feet) | Pipe Condition | Cause of Capacity Deficiency (C) or Source of Infiltration (I) |
| 90533 | 90532 | 8 | 40 | Adverse slope identified from survey | C |
| 90532 | 90567 | 8 | 85 | Adverse slope identified from survey | C |
| 90567 | 90531 | 8 | 270 | Sag in pipe 229 feet in from MH 90567 | C |
| 90531 | 90530 | 8 | 59 | MH 90530 invert appears to be nonexistent with debris present; Extensive grease buildup; Pipe alignment is not uniform and continuous and has several deflections is its alignment, cracks in pipe. | I/C |
| 90530 | 90529 | 8 | 253 | Sag (dip) in pipe 75 feet in from MH 90530 | C |
| 90529 | 90528 | 8 | 157 | Sag (dip) in pipe 98 feet in from MH 90529 | C |
| 90528 | 90527 | 8 | 116 | Cracks and infiltration | I |
| 90527 | 90526 | 8 | 206 | Sag (dip) in pipe 8 feet in from MH 90526 | C |
| 90526 | 90525 | 15 | 319 | Numerous Pipe Cracks | I |
| 90525 | 90524 | 15 | 215 | Numerous Pipe Cracks | I |
| 90524 | 90523 | 15 | 197 | Numerous Pipe Cracks | I |
| 90523 | 90522 | 12 | 106 | Sag in pipe 84 feet in from MH 90523, Reduced pipe size | C |
| 90522 | 90521 | 12 | 139 | Reduced pipe size | C |
| 90521 | 90520 | 12 | 121 | Reduced pipe size | C |
| 90520 | 90509 | 10 | 100 | Reduced pipe size | C |
| 90509 | 90508 | 10 | 58 | Adverse slope identified from survey | C |

Source: PDE, PLLC

The Applicant's review of the existing pipe conditions listed in Table III.D6e indicates that the ~~report~~ sewer system warrants attention to correct pipe sags ("dips"), adverse pipe slopes, damaged or missing manhole inverts and pipe cracks. The following proposed remediation will ~~be received and analysis completed during~~eliminate pipe defects throughout the ~~week~~length of ~~November 14th. Results~~sewer fronting the Project Site along High Street and Boston Post Road extending to Olivia Street.

Proposed Offsite Sewer Remediation

As a result of the flow monitoring, survey and TV inspection, previously summarized in this section, the Applicant proposes to provide the following sewer pipe remediation as part of any future specific site plan approval:

- Section 1: Line the existing sewer in High Street from MH 90536 to Boston Post Road (MH 90533) with Cured-in-Place Pipe (CIPP) lining. The length of pipe that will be

*restored through lining will be ~~included in a separate Addendum to the FEIS~~approximately 1065 feet of 8-inch sewer pipe.*

- *Section 2: Reconstruct existing sewer from High Street (MH 90533) to South Regent Street (MH 90526). Reconstruction will include installation of approximately 1205 feet of new 8-, 12-, and 15-inch sewer pipe and manholes; removal of the existing manholes; and abandonment of the existing sewer pipe in place. This reconstruction will correct several defects including manholes with no inverts, sections of pipe with adverse pipe slopes, and sections of pipe with sags ("dips") between manholes.*
- *Section 3: Line the existing sewer in Boston Post Road from MH 90526 at South Regent Street to MH 90523 with CIPP. This Section of pipe was determined to be in serviceable condition but requires lining to eliminate the potential for infiltration/exfiltration as a result of numerous cracks along the pipe section. Restoration will include lining of approximately 771 feet of 15-inch sewer pipe.*
- *Section 4: Reconstruct existing sewer in Boston Post Road from MH 90523 to MH 90507 at Olivia Street. Reconstruction will include installation of 592 feet of 15-inch sewer pipe and manholes; removal of the existing manholes; and abandonment of the existing sewer pipe in place. This reconstruction will correct several defects including sections of pipe with adverse pipe slopes, and sections of pipe with sags ("dips") between manholes.*

*The above referenced proposed remediation will be designed and performed by the Applicant as part of any future specific site plan approvals. Proposed design of the offsite sewer remediation will include design profiles showing existing and proposed sanitary sewer pipe inverts as well as other standard design information for submittal to the Village Engineer for review, which will be provided as part of any future specific site plan application.*

*Further I&I Studies (Smoke Testing and Wet Weather Flow Monitoring)*

*In order to further identify sources of I&I, the Village Consulting Engineer requested that smoke testing and wet weather flow monitoring be performed on the existing sanitary sewer along Boston Post Road between the Project Site at High Street and Manhole 90500, located between Slater and Willow Streets. While the flow monitoring would confirm the presence and rate of infiltration, smoke testing would identify existing illicit connections to the sanitary sewer system~~, smoke testing of the existing sewer in Boston Post Road within the above referenced study area between the Project Site at High Street and Manhole 90500 will be performed. The smoke testing as well as~~ . The Applicant shall conduct (or pay for the Village to conduct) flow monitoring and smoke testing during the site plan review process. The removal of illicit connections identified in the ~~study~~studies will be performed by the Village as part of a future I&I removal program~~, financed by~~ . The*

*Applicant has agreed to contribute funds that ~~the Applicant commits to~~ would be dedicated to the I&I identification and removal program in accordance with FEIS Response D10.*

**Comment D7:**

The water usage of the previous United Hospital development may only be used for comparative purposes as the peaks of the previous and proposed development would not have occurred during the same time of day. Using water usage records from the old United Hospital development is not an acceptable method to arrive at a conclusion about the impact of the Proposed Project's wastewater generation to the Village's sanitary sewer system.

Dolph Rotfeld Engineering, Letter 43, 2015, p.2

The present sewer infrastructure may have been insufficient for the Hospital when fully operational, so there will have to be major considerations for how to improve and increase capacity for new uses and users.

Port Chester Planning Commission, Letter 51, September 22, 2015

**Response:**

*Water usage of the previous United Hospital development was used only for comparative purposes and was not used to assess the impact of the Proposed Project's wastewater generation to the Village sanitary sewer system. As set forth in DEIS Table III.D-3, the Proposed Project's estimated sewage flow was determined using Proposed Project uses and New York State Design Standards for Intermediate Waste Water Treatment Systems, dated 3/5/2014, which yields an average daily flow rate of 165,000 gallons per day. The Harmon Peaking Factor was used to determine the peak sewage flow rate of 602,000 gallons per day, which was adopted as the Project Site generated peak flow rate.*

*Regarding flow capacity of the existing sewer and necessary mitigation improvements, refer to FEIS III.D6.*

**Comment D8:**

The applicant has provided theoretical capacities of the existing sanitary sewer infrastructure in Boston Post Road, indicating existing areas of surcharge. As the applicant has noted, "in order to determine the adequacy of the system to handle the needs of the Proposed Project…the available information is lacking…" Further field investigation must be conducted in order to complete an analysis of the sanitary sewer system's ability to properly convey wastewater from the site. This would likely require TV inspection of existing sanitary sewer main and flow monitoring.

Dolph Rotfeld Engineering, Letter 43, 2015, p.2

**Response:**

*At the request of the Village Consulting Engineer, the Applicant performed additional field analyses including survey, flow monitoring and TV inspection of the existing sanitary sewer system in Boston Post Road. Based on that information, existing flow, pipe capacity and condition of the existing sewer in Boston Post Road was performed as described in FEIS Response D6 and separate reports included in FEIS Appendix D.*

~~*Also refer to Response to FEIS Comment III.D11, which addresses the Applicant's agreement to correct certain identified existing system deficiencies.*~~

**Comment D9:**

Once an in-depth, field-verified analysis of the Village's existing sanitary sewer system (from the project site to Purdy Avenue) has been completed only then may the true capacity of the sanitary sewer be determined. This will also provide a baseline from which any impact on the capacity of the existing infrastructure can be gauged during the peak usage periods of the proposed development and those of the surrounding areas.

Dolph Rotfeld Engineering, Letter 43, 2015, p.2

**Response:**

*Refer to Response to FEIS Comment III. D6.*

**Comment D10:**

It is the Applicant's opinion that a reduction in inflow/infiltration (I/I) is not required based on their assertion that the flow from the Proposed Project will be less than that of the Project Site's previous use. However, it is our opinion that flow from the project will require three times the I/I to be removed from the Village system.

Dolph Rotfeld Engineering, Letter 43, 2015, p.2

**Response:**

*The Applicant has agreed to contribute funds that would be dedicated to removal of I&I at a rate of three times the proposed average daily sewage flow from the Project Site. The monetary contribution would be calculated as three times the increase in sewage flow in gallons times one dollar per gallon. The funds would be dedicated for I&I removal from the portion of sewer between the Project Site and Manhole 90500 (FEIS Exhibit III.D-1).*

*Therefore, the Applicant's financial contribution toward I&I removal is calculated as follows:*

*(Projected Sewage Flow) x (three) x ($1/gallon) =*
*Contribution for I&I removal in dollars*
*(165,000 gpd) x (3) x ($1) = $495,000*

**Comment D11:**

The existing sanitary sewer line from the proposed site to the intersection of South Main Street and Purdy Avenue must be inspected, repaired and replaced with larger diameter pipe as necessary.

Dolph Rotfeld Engineering, Letter 43, 2015, p.2

**Response:**

*Refer to Response to FEIS Comment III.D6 and FEIS Appendix D for separate reports.*

It is noted that to assist the reader, the written public comments submitted as part of the DEIS review and the preliminary FEIS submitted to the Village in April of 2016 have been included as part of the FEIS document as well as the Appendix. The reader can go to their correspondence and look for a notation in the margin as to where in the FEIS document the response to their comment is provided.

**Schools**

**Comment F1:**

Is the Rutger's standard the best evaluative tool for school age children projections? Urabanomics favored a localized multiplier: i.e., "Public Use Microdata Areas (PUMA). During prior public hearings, to the best of my recollection, there were some wild ranges from around 12 to 125 SAC depending on the source.

Gene Ceccarelli, Letter 1, 8/24/15

**Response:**

*For illustrative purposes, the Applicant used both the Rutgers multipliers and the IDA multipliers to estimate the number of school children generated by the Proposed Project.*

*The Rutgers University[1] generation rate analysis is considered the standard for use in estimating anticipated population demographics for new housing. The authors of the Port Chester IDA School Mitigation Study[2] (the "IDA Report") reference the Rutgers analysis as an industry standard and an "excellent body of work."[3] It is noted that the IDA Report has not been formally adopted by the Village of Port Chester, the Port Chester IDA or the Port Chester School District. As noted on page 8 of the IDA Report, the authors ran many iterations of cross-tabulations, but decided that public use microdata area (PUMA) 3504 multipliers gave the most accurate results. PUMA 3504 includes Port Chester, Rye City, Rye Brook, Harrison and Mamaroneck. The IDA Study further noted: "While it is quite true that Port Chester is demographically quite different from the surrounding areas, new construction is likely to mirror that of the more affluent neighbors[4]." The resulting multipliers were compared to the Rutgers University multipliers, and in general found that the customized multiplier yielded greater numbers of public school age children in multi-unit structures with 2-bedrooms or more, but lower numbers in 1-bedroom units[5]. The IDA Report noted that it wanted to test the multipliers using a recently constructed project as test case. The Mariner, a recently constructed multi-family development, was selected. The School Board provided data to the authors of the report for the purpose of validating the new multipliers developed from the PUMA data. The School Board indicated that 15 students reported the Mariner as their place of residence for the 2013 school year and that 18 students were registered for 2014-2015. This data appeared*

[1] Residential Demographic Multipliers – Estimates of the Occupants of New Housing, Rutgers University, Center for Urban Policy Research, June 2006

[2] Port Chester Public Schools Overcrowding and Mitigation Analysis, Phase 1 Report, Urbanomics, November 14, 2014

[3] Ibid. page 8

[4] Ibid. page 8

[5] Ibid. page 9

*to closely track the newly developed, 'Port Chester-specific', multipliers, as noted in the IDA study. However, as noted below, these numbers were never confirmed and in fact were erroneous.*

*In September 2015, after receipt of the School Board's comments noted above, the Applicant filed a FOIL request with the Port Chester School District, refer to Appendix G, which specifically requested the number of school age children living at The Mariner that attended Port Chester public schools. Based on information provided by the School District, 2 public school age children were living in The Mariner in 2013-2014 on a temporary basis while their home was being renovated, no students from The Mariner were attending Port Chester public schools in 2014-2015 and 2 public school age children from The Mariner were attending Port Chester public schools in 2015-2016. As noted in the IDA report, unit distribution for The Mariner is 60 1-bedroom units and 40 2-bedroom units; if dens were counted as bedrooms the unit distribution would be 35 1-bedroom units, 52 2-bedroom units and 3 3-bedroom units.*

*The Port Chester School District commissioned a 10-year enrollment forecast, which was prepared by Urbanomics, dated January 2015 (the "Enrollment Report"), refer to Appendix O. As part of the forecasting methodology, the following data was collected: school district enrollment by grade from 2007 to the present; State Department of Health births by school district; retention rates by grade from year to year; percentage of births (lagged by 5 years) to enter kindergarten; average of kindergarten entrance rates applied to new birth data; average historical retention by grade to determine the subsequent grades class size in the next year. The report contained four different enrollment projections, each based on a different retention rate (1-year, 3-year, 5-year and 8-year). Each of the Retention Rates analyzed showed peak enrollment in 2019-2020 with declining enrollment after that until 2024-2025, the last year where projections were provided. For each of the retention rates used, there was a peak enrollment anticipated in the 2019-2020 school year with declining enrollments thereafter to the end of the time frame analyzed.*

**Comment F2:**

Section 6 on page E-5 discusses Socio-economic, Community Facilities and Services. In this section of the DEIS, projections are made for a yield of 23 to 34 children from this 730 housing unit project, of which only 230 units are age-restricted. We maintain that 500 non-age-restricted units will yield far more than 23 to 34 children. As a local point of comparison, as of 2014, there were 27 children living in Port Chester's 100-unit Mariner building.

We ask that you re-visit a letter that was sent to former Mayor Pagano by Dr. Edward Kliszus, Superintendent of Schools, dated December 22, 2014. This letter spells out numerous concerns we have with the Rutgers multiplier that was used in the Urbanomics study to establish the proposed mitigation formula. We request that this letter be included as part of the public record for this hearing.

Bob Johnson, PH 8/27/2015, p. 49, Letter 15

Mariner complex, not family friendly…downtown, traffic, no open space, far from schools. 27 children living in 100 units. This creates a multiplier of 0.27.

Starwood's United Hospital Redevelopment Project. Family friendly location…walk to playground/park, walk to elementary school, walk to family friendly restaurants. Likely to attract families. Applying the Mariner's multiplier to the Starwood site yields 197 children for 730 units.

The 200 Loft units are basically the same as the 100 1BR units. DEIS uses a 0.00 public school children multiplier for Loft units, generating 0 students from 200 loft units. District contends a 0.07 multiplier should be used for Loft units as is used for 1BR units, generating 14 students from 200 loft units.

DEIS does not factor in the possibility of children living in Senior housing units. Some students do live with grandparents, and people are becoming parents at an older age. District contends a multiplier of 0.03 should be used for Senior units, generating 7 students for 230 units.

DEIS does not factor in the possibility of children living in Studio units. A single parent could live with a child in a Studio unit. District contents (sic) that at least 3 students should be added for the 100 studio apartments.

Port Chester School District Presentation, Letter 24, October 5, 2015, PH, October 5, 2015 p.

Indeed, Starwood ought to pay its full fair share because this project could make the school overcrowding worse. Starwood contends that it will minimize this risk by making 230 of the residential units age-restricted, and targeting the rest toward "Millennials" without children. But there is no way to know for sure whether the company's plans will work. We note that a representative of the School Board challenged Starwood's projection of the number of school age children that are likely to live in the proposed development during one of the Village Trustee hearings on the project. (Presentation: Public Hearing, Impact of Schools, United Hospital Redevelopment Project DEIS, Presented by the Port Chester-Rye UFSD Administration and Board of Education.)

- What plans does the village have to evaluate the accuracy of Starwood's predictions regarding the number of new school children this project will generate?
- How will the Village and/or school district absorb the added school children?

Build Up NYC, Letter 25 October 5, 2015 Letter 39, October 30, 2015

My question to Mayor Pilla and the board of trustees is: What plans do you have to evaluate the accuracy of Starwood's prediction of the number of schoolchildren who might enroll in our schools, and what plans do you have in case the number of kids entering our schools is more than what Starwood is predicting?

Joaquin Viaejo, PH, October 5, 2015, p. 64, Letter 28, October 5, 2015

According to the DEIS, the following number of school children are anticipated for this development:

| | |
|---|---|
| Port Chester IDA Overcrowding & Mitigation Analysis Report: | 34 students |
| Rutgers University Center Analysis: | 23 students |

There are other locally significant measures that should also be reviewed to best determine what types of mitigation, if any, may be needed to offset the anticipated increase in enrollment. For instance, the village may want to apply the percentage of students that currently exist *per occupied unit* within the village or district boundaries and apply that multiplier to anticipate the increase in enrollment, as well as projecting the total number of school-aged students (public, private and parochial) the project would generate within the school district. In reviewing these figures, the village may also wish to factor in any closing or potential closing of additional parochial schools in the region to determine the impacts of this development.

It is not clear why school children generated by the 200 loft apartments were not included in the estimated number of students. Many times interest in loft spaces may differ from the interest in other types of units as they may have more flexibility in use and design that are desirable for families. It appears that the loft apartments, as designed, include one bedroom and are equivalent in size to the other one bedroom units. As such, there are multipliers for one bedroom units that should be applied in determining the number of anticipated students.

Village of Rye Brook, Letter 22, September 22, 2015

How many school children are going to come out it.

Heather Paul, PH, August 27, 2015, p. 59

TRUSTEE TERENZI: Dr. Klichas, the 27, is that from information you have in the school district where you know that that's 27 children going to your school from that address?

DR. KLICHAS: Yeah, based on the address.

TRUSTEE TERENZI: So you're saying there's 27 students that, right now, use the address as the Mariner.

DR. KLICHAS: Correct.

Trustee Terenzi, PH, October 5, 2015, p. 39

TRUSTEE KENNER:. I just want to follow up on the gentleman that mentioned the FOIL request that you provided -- you submitted to the school, because that's a vast discrepancy here. You're talking about 2 versus 27. Your numbers were as of when?

MR. SMITH: It was earlier this week -- actually, last week.

TRUSTEE KENNER: So it's for the current school year.

MR. SMITH: Correct. It's for the current school year.

TRUSTEE KENNER: And they're saying they have 27 for the Mariner project.

MR. SMITH: Well, the gentleman who was here, Mr. Johnson, I believe he presented that there was 27. We put in the FOIL request and came out with a different number in response back.

Trustee Kenner, PH, October 5, 2015, p.80

The proposed one-time mitigation fee to the district is based on projections for a yield of, as we've seen in the presentations, of about a maximum of 34 children from the 730 housing unit project of which only 230 units are age-restricted. We maintain that 500 non-age-restricted units will yield far more than 34 children. As a local point of comparison, as of 2014, there are 27 children living in Port Chester's 100-unit Mariner Building.

Bob Johnson, PH 8/27/15, p. 50

So will there be real oversight? Will there be a way to regulate how these dwellings are housed when it comes to children? So Starwood's projections tonight that an estimated 34 students would be added to the district, and I think that's lowballing it. Village Planners have that figure over three times at about 111 students.

Rob Reis, PH 9/08/15, p. 119, Letter 50

**Response:**

*As noted in FEIS Response F1, the DEIS used two different methodologies to project the number of school age children that may attend the Port Chester public schools: the Rutgers Study and the IDA report. The Rutgers study is widely used throughout our region to estimate the potential for school age children to live in a new residential development. The IDA report was commissioned to look specifically at the number of children that may be generated by new residential projects within the Village. Using the multipliers in the Rutgers study, the Project is estimated to generate approximately 23 school age children. Using the multipliers in the IDA report, the Project is estimated to generate approximately 34 school age children. The ability of the Project to offset the costs to the school district of the incremental increase in school age children from the Proposed Project is detailed in the response to Comment III.F3.*

*It is unclear whether projecting the number of public school age children from occupied housing units can be calculated accurately given that the average household size for owner occupied units in the Village of Port Chester is ~~2.91~~3.11 and for renter occupied units it is ~~2.89~~3.15[6]. There is no rational way for determining from those figures what proportion is attributable to a public school age child. As indicated in the IDA report~~, ",~~ ," it is important to take into consideration the changes likely to occur not only in the short term from the children in the new developments, but also in the long term from the changing socio-economic patterns in the Village. The child generation patterns of the new market rate housing will be different than that of the more affordable housing traditionally in Port Chester – so as current residents with children age in place and the area becomes more affluent, it is likely that the number of children may start to decline in Port Chester as it has throughout the majority of Westchester County."*[7]

[6] 2014 American Community Survey 5 Year Estimates.

[7] Ibid. page 8

*With respect to the number of children living in the Mariner and attending the Port Chester Schools, please note two items. First, the number of students estimated to live in the Mariner was not used to create the multipliers in the IDA report, rather, they were used to test the accuracy of those multipliers. Second, the Applicant sought to clarify the current number of students living at the Mariner for the FEIS. To do so, the Applicant submitted a FOIL request to the Port Chester School District requesting the number of school age children living at the Mariner attending Port Chester Public Schools, the number of school age children living at the Mariner not attending Port Chester Public Schools and of the total number of school age children not attending Port Chester Public Schools, how many were bussed by the Port Chester Public Schools to other private or parochial schools, or had special education needs. As noted in the October 9, 2015 correspondence from the School District, refer to Appendix G, for the 2013-2014 school year, 2 public school age children were living in the Mariner on a temporary basis and were bussed while their house was being renovated, there were no public school age children living at the Mariner in 2014-2015, and in 2015-2016 there were 2 public school age children living at the Mariner who attend the Port Chester Public Schools. Therefore the number of school age children living in the Mariner is less than the number that would be projected using either the Rutgers Study, or the IDA report. As such, the estimate of school age children generated by the Proposed Project and included in the DEIS is likely to represent the high end of the range of students potentially generated.*

*The Applicant contends that the age-restricted housing will, by its very nature as being "age-restricted", not generate school age children. The Applicant further contends that the loft units being proposed are comparable to a studio unit in that there is no bedroom per se, not a separate room, but an alcove for a bed providing limited privacy, refer to Exhibit III.F-2, Studio/Loft Unit Comparison. The Rutgers Study does not include studios as part of their calculations for generation of school age children, which is reasonable given that those units are typically marketed for single person households. The mitigation formula developed as part of the IDA Report does include multipliers for studio units. For rental units the generation rates are 0.00 for market rate units, 0.00 for workforce housing units and 0.06 for affordable housing units. The 0.00 generation rate for market rate units was applied to the Proposed Project.*

*If the Applicant used the actual number of students residing at The Mariner to estimate the number of students that may be generated by the Proposed Project's 2-bedroom units, the Proposed Project's 2-bedroom units would yield 3 students. This is significantly less than the number of students estimated to be generated using either the Rutgers multipliers (23) or the IDA report multipliers (34). Using the figures provided by the Port Chester School District as part of the recent FOIL request, the two bedroom units would yield a generation rate of 0.03 public school age children per unit. This is far less than the 0.31 2-bedroom multiplier from the IDA Report. Table III.F-2, Updated Pubic School Child Generation Projections, uses the multipliers generated by The Mariner's actual enrollment to provide a new estimate of the Proposed Project's potential public school age child generation. The Applicant is not suggesting that the Proposed Project's potential impacts be estimated using this data; rather, the Applicant is presenting the data as further evidence that the range of students presented in the DEIS (23-34) is a reasonable, if not a conservative estimate.*

***Table III.F-2***
***Public School Child Generation Projections Using data from The Mariner***

| *Unit Type* | *Units* | *Public School Children Multiplier* | *Public School Children* |
|---|---|---|---|
| *Loft* | *200* | *0.00* | *0* |
| *Studio* | *100* | *0.00* | *0* |
| *1 Bedroom* | *100* | *0.03*[1] | *3* |
| *2 Bedroom* | *100* | *0.03*[2] | *3* |
| ***Total*** | ***500*** | | ***6*** |

*Source: 1. Port Chester Public Schools Overcrowding and Mitigation Analysis, Phase One Report, Urbanomics, 11/10/2014*
*2. Port Chester School District, 10/9/2015 response to FOIL request*

*With respect to the potential closing of parochial schools raised as part of the comments, the Enrollment Report does note that if private elementary schools were to close, the demand for space in public schools would greatly increase*[8]*. It is noted, see Response to Comment F12, that the Port Chester School District has used former parochial school buildings to accommodate space needs; it is possible that in the event there are closings as noted in the comment, an arrangement could be reached to reuse existing facilities. However, the Applicant does not believe that such closings would be Proposed Project impacts.*

**Comment F3:**

We do not agree with the figures being used for "hard" and "soft" costs when determining the tax abatement formula. The numbers being used are stripped of many overhead costs and are unrealistic. Further, we recommend that the mitigation formula be recalculated to reflect increases in costs and state aid.

On January 15, 2014, the Board of Education passed a resolution to Discourage Large-Scale Housing Projects that Increase Student Enrollment in the District. We request that this resolution be included as part of the public record for this hearing.

Bob Johnson, PH 8/27/2015, p. 49, Letter 15

Pages E-5 and E-6 concerning Socioeconomic Community Facilities and Services, the DEIS proposes a one-time mitigation fee to the district.

[8] Port Chester Rye UFSD 10 Year Enrollment, Urbanomics, January 2015, p. 5

The proposed fee is based on estimated hard and soft costs associated with the annual costs per pupil in the school district.

Using the soft cost number at $13,723 per pupil, we do not agree with these figures being used for hard and soft costs when determining the tax abatement formula.

The numbers being used are stripped of many overhead costs, and, in our opinion, are unrealistic.

We suggest that you consider the tuition rate the school district charges for out-of-district students who attend our schools as a true reflection of the costs to the district and the market value of the SEEP in the district.

The 2015-2016 out-of-district tuition rate for a student in Grades 7 through 12 is about $15,110 - - or excuse me - - $15,101 for regular instruction and $47,569 for special education students with disabilities.

Bob Johnson, PH 9/8/15, p. 50, Port Chester School District Presentation, Letter 24, October 5, 2015

The simple question that I ask is from the point of view of how it will affect our school districts, will the Starwood development plans and the tax deals do right by Port Chester schools and add to more needed revenue, or could they potentially be a burden and actually cost us more?

So the question is – will Starwood's development plan and their Payment in Lieu of Taxes, flood the system with even more students while generating less revenue?

Rob Reis, PH 9/08/15, p. 116, Letter 50

**Response**:

*The IDA Report evaluated the operational, or annual, costs on a per student basis which was reported at an estimated $13,723 per student net of aid[9] and reflected costs supported by property taxes. This figure included only selected school budget line items based on input from the School District. The IDA Report also included a per student cost including all school budget line items that equates to $15,217 per student[10]. This is the projected average cost on an annual basis for educating a student in the Port Chester School District, net of aid, and is inclusive of the costs of special needs students as well. FEIS Table III.F-3, Projected Range of School District Costs, provides a projection of potential costs associated with the Proposed Action using both the $13,723 and $15,217 figures referenced in the IDA Report. It is noted that the $15,217 average annual operational cost per student is higher than the out-of-district tuition rate and therefore is more conservative.*

[9] Port Chester Public Schools Overcrowding and Mitigation Analysis, Phase 1 Report, Urbanomics, November 14, 2014, page 12

[10] Ibid, page 12

***Table III.F-3***
***Projected Annual Range of School District Soft or Operational Costs***

| ***Projected Public School Age Children Source*** | ***# Public School Children*** | ***Cost per Student*** | ***Projected Cost*** |
|---|---|---|---|
| *IDA Report* | *34* | *$13,723* | *$466,582* |
| *Rutgers Analysis* | *23* | *$13,723* | *$315,629* |
| *FEIS Table III.F-2* | *6* | *$13,723* | *$82,338* |
| | | | |
| *IDA Report* | *34* | *$15,217* | *$517,378* |
| *Rutgers Analysis* | *23* | *$15,217* | *$349,991* |
| *FEIS Table III.F-2* | *6* | *$15,217* | *$91,302* |

*Compiled by Planning & Development Advisors*

*It is noted that the Applicant has proposed a PILOT payment to the Port Chester School District of $1,993,529 annually. Based on the projections provided in FEIS Table III.F-3 above, a surplus of between $1,517,191 and $1,082,151 would accrue to the School District annually depending on the projected number of students generated and cost per student figure used (these figures represent surpluses over and above the estimated $394,863 of tax revenue currently being generated to the School District from the Project Site).*

*The Applicant has prepared school age children projections based on independent third-party input and analysis, which the Applicant believes is conservative in nature given the other industry standard models used to predict public school age children from multi-family developments. In order to provide the Village with the appropriate mechanism for review of this issue post-approval, the Applicant would agree to a School After Study that would survey the number of public school age children. Upon the issuance of a certificate of occupancy for any of the Proposed Project's residential buildings, and for 10 years thereafter, the Applicant will provide an annual report (School After Study) to the Village/Port Chester Rye Union Free School District (PCSD)/IDA at the end of each school year that documents the number of public school age children attending the Port Chester public schools from the Proposed Project. In the event the increment of the PILOT amount directed to the School District over the real property taxes paid by the Applicant to the PCSD as of the date of site plan approval for the Proposed Project (PILOT Increment) is less than the operating cost of educating the number of students from the Proposed Project enrolled for any year during such 10-year period (Project-Generated Students), the Applicant has agreed that it would pay to the PCSD such difference. The actual per child annual operating cost of education will be calculated based on the methodology established in the IDA Report (refer to DEIS Appendix F - Student Operating Costs) and will be updated annually based on the figures presented in the annually updated and adopted PCSD budget.*

*Any payment required of the Applicant to be made to the PCSD will be made at the end of the school year when filing the School After Study. As noted in the Port Chester-Rye UFSD 10-Year Enrollment Report (see FEIS Appendix O), the PCSD enrollment is projected to decline well before the expected 10 year time frame from the date of issuance of the certificate of occupancy.*

*The Village staff and consultants believe that the first School After Study should occur at the end of the school year in which the first certificate of occupancy is issued for one of the Proposed Project's ~~market-rate~~non age-restricted housing units and continue for ten years thereafter.*

*In the event that the School District passes a bond referendum while the Proposed Project is subject to a PILOT, the Applicant~~-~~ would be subject to paying their fair share based on assessed valuation of the Proposed Project according to applicable law and IDA policy.*

**Comment F4:**

Analysis and subsequent discussion of potential impacts should consider only district- enrolled school age children.

Port Chester Planning Commission, Letter 51, September 22, 2015

**Response:**

*Comment noted. The analysis prepared as part of this EIS has only considered impacts of public school age children on the Port Chester School District.*

**Comment F5:**

E-5: DEIS proposes one-time mitigation fee of $18,370 per student. Payments should be made for as long as the tax subsidy (PILOT) is in place. This fee should be allowed to change over time based on actual district expenses.

Port Chester School District Presentation, Letter 24, October 5, 2015

Again, this has to do with the mitigation fee. $18,000 one-shot fee for a child that will attend school for 12 years -- 13 years is not sufficient.

Port Chester School District Presentation, PH October 5, 2015, p. 43, Letter 24, October 5, 2015

Will the board of trustees look into whether the IDA proposal for the one-time pavement of $18,370 per student is really a fair system for school funding for major developments like this one?

John Tritt, PH October 5, 2015, p. 70, Letter 23

Will the Board of Trustees look into whether the IDA proposal for a one-time payment of $18,370 per student is really a fair system for school funding from major developments like this one? We share these concerns about this plan raised by School Board President Robert Johnson at one of the hearings:

- The payment should not be one time; rather it should run concurrent with the cost of the 20 year PILOT, so payment should be expected to grow over time due to increases in school district costs and changes in state aid funding over time.
- The payment amount proposed by Starwood is stripped of overhead costs. We agree with the School Board that using the tuition rate for out of district students would be a true reflection of the cost to the district per student.
- Additional students will cost the school yearly for the whole time they are enrolled, not just for the first year they are enrolled. Therefore the cost per additional student should be recalculated each year and increase over time.

Build UP NYC, Letter 25, October 5, 2015 and Letter 39, October 30, 2015

Does Starwood's proposal adequately address the needs for funding to expand schools?

John Tritt, PH October 5, 2015, p. 67

**Response:**

*The IDA Report identified that the Port Chester School District was in the process of preparing plans for expansion of new facilities to accommodate existing and projected School District enrollment needs. Since that time the Port Chester residents voted down a proposed school bond referendum to expand existing facilities. As noted above, the IDA Report has not been formally adopted by the Village of Port Chester, the Port Chester IDA or the Port Chester School District. Notwithstanding, the following is a reflection of what is in the IDA Report. The IDA Report identified a construction cost (i.e., capital cost) per student minus state aid of $18,370. This figure, if applied to proposed residential developments within the Port Chester School District, could equate to a "one-time" cost that would contribute towards the capital cost of construction of new facilities. (This is in addition to the annual costs of educating students, discussed in the Response to Comment III.F3.) Based on the projections outlined in Tables III.F-2 Public School Child Generation Projections Using Data from the Mariner, and III.F-3 Projected School District Costs, above, Table III.F-5, Projected School District Capital Costs, provides a projection of the potential one-time capital costs to the school district related to the increase in enrollment from students living at the Proposed Project. As shown below, the potential* ***capital*** *costs attributed to the Proposed Project range from $110,282 to $624,572.*

***Table III.F-5***
***Projected School District Capital Costs***

| ***Projected Public School Age Children Source*** | ***#*** | ***Cost per student[1]*** | ***Projected cost*** |
|---|---|---|---|
| *IDA Report* | *34* | *$18,370* | *$624,572* |
| *Rutgers Analysis* | *23* | *$18,370* | *$422,504* |
| *FEIS Table III.F-2* | *6* | *$18,370* | *$110,282* |

*1. Port Chester Public Schools Overcrowding and Mitigation Analysis, Phase One Report, Urbanomics, 11/10/2014*

*The Applicant has proposed a PILOT payment to the Port Chester School District of $1,993,529 annually.*

*The Village staff notes that, based on the projections provided in FEIS Table III.F-3 above, if a PILOT in the proposed amount were approved by the IDA, a surplus of between $1,517,191 and $1,082,151 would accrue to the School District annually after taking into account the existing tax revenue ($394,863) currently being generated from the Project Site. The remaining portion of the PILOT could then be used to pay for the projected one-time 'capital' costs identified in Table III.F-5. Therefore, at the annual PILOT payment proposed, the School District would, in a single year, have enough money to pay the increase in operational costs attributed to the estimated 34 children from the Project, as well as the estimated capital costs attributed to an additional 34 children, with approximately $457,000 left over. See Response to Comment III.F3 for a discussion of the School After Study proposed to verify the number of school age children from the Proposed Project that attend public schools.*

*In the event that the School District passes a bond referendum while the Proposed Project is subject to a PILOT, the Proposed Project would be subject to paying their fair share based on assessed valuation of the Project according to applicable law and IDA policy.*

**Comment F6:**

It should be noted that the Smart School Bond Act grant of $1.7 million received by the District has nothing to do with pre-Kindergarten or building new classroom capacity (III.F.2~~)~~). These funds are being used to upgrade district technology so the district can comply with state-mandated requirements to have students complete state tests on computers.

Port Chester School District Presentation, Letter 24, October 5, 2015

**Response:**

*Comment noted. The DEIS noted that one of the components of the Smart School Bond Act included funding to construct, enhance, and modernize educational facilities to accommodate pre-kindergarten programs and provide instructional space to replace transportable classroom units. As indicated above, the Port Chester School District has decided to use the funding to upgrade district technology.*

**Comment F7:**

Starwood or its successors cannot legally prevent families with children from renting at this building. Families with children are a protected class under the federal Fair Housing Act. What internal safeguards will Starwood put in place to make sure that the Fair Housing Act and any applicable state laws are not violated at this project despite the pressure to minimize the number of schoolchildren living there?

Build UP NYC, Letter 39, October 30, 2015

So what real guarantees can be made that the age-restricted units will not house children?

Rob Reis, PH 9/08/15, p. 118, Letter 50

**Response:**

*Comment noted. The Applicant notes that under the Fair Housing Act (FHA), housing can legally be restricted for occupancy/ownership/leasing by 55 years old or older, which is what the Applicant proposes to do for its proposed age-restricted housing units. The Applicant will not restrict the type of resident in the non-age restricted housing. Rather, as noted in the Village's Comprehensive Plan, the Proposed Action includes a majority of smaller units, 80 percent of which are studio, lofts or one-bedroom units, so as to limit the potential number of public school age children likely to live in the Project based simply on the size of the proposed units, not any specific restrictions. In addition, the units, as they are designed, are small in square footage, which contributes further to the likelihood that families with children will not occupy the age-restricted apartments. It is noted in Response to Comment III.F-3, that the Applicant has agreed to a School After Study that would cover any incremental operating cost of additional school age children beyond the proposed funding to be provided as part of a PILOT payment to the School District.*

**Comment F8:**

We further argue that the whole concept of a one-time mitigation fee puts the district at financial risk.

A student coming into the district from this project will cost the district for each year he or she remains in the district; thus the mitigation fee per student should run concurrent to the length of the proposed 20-year PILOT.

Bob Johnson, PH 8/27/15, p. 50

**Response**:

*Comment noted. Refer also to Response to Comment III.F-3. The estimated annual costs per student (~$15,200) covers the on-going annual costs of educating the students. As indicted in Response III.F3 and III. F5, the proposed annual PILOT payment to the School District of $1.993 million far exceeds the projected annual cost to the School District from the addition of new students.*

**Comment F9:**

The annual cost per pupil to the district should be re-calculated each year and should be expected to grow over time, factoring in increasing costs and State aid.

Bob Johnson, PH 9/8/15, p. 51

Frankly, no one knows exactly how many students will come on into the school district from the project or when these students will enroll.

The district proposes that a variable annual payment be required based on actual enrollment for a given year.

Bob Johnson, PH 9/8/15, p. 51

The average tax increases for the district over the past 20 years has not been 1.53 percent. I don't know how that number got in there.

Bob Johnson, PH 8/27/15, p. 53

**Response:**

*Comment noted. If the IDA adopts a PILOT payment of at least that proposed by the Applicant, the annual payment to the School District would cover the annual educational costs of the 34 students conservatively estimated to be generated by the Project even if the annual educational costs were $31,827 ($1,082,151/34 students) per student instead of the current ~$15,200. That is, the school district would receive enough money to cover the operational costs of 34 children even in the event that the School District's annual cost per student increased by 209%. As stated in Response to Comment III.F-3, the Applicant has committed to paying the incremental annual costs associated with the public school children from the Proposed Project in the event that those costs are not covered by the PILOT payment.*

**Comment F10:**

The DEIS should use actual experience of the annual increase in Tax Levy portion paid by the Non-Homestead properties.

Port Chester School District Presentation, PH, October 5, 2015 and Letter 24, October 5, 2015

**Response:**

*Table III.F-10, Tax Rate Increase PCRUFSD Non-Homestead Rate, provides a breakdown of the Non-Homestead tax rate for the past five years. It is noted, however, the NYS Comptroller has criticized the District for over-estimating expenses, and therefore increasing property taxes more than what would otherwise be needed to maintain District services. Refer to FEIS Response to Comment III.F-3 for*

*discussion of costs associated with public school age children and the Applicants proposal to do no harm and cover potential operating costs incurred.*[11].

**Table III.F-10**
**Tax Rate Increase PCRUFSD Non-Homestead Rate**

| Year | Non-Homestead tax rate | % increase |
|---|---|---|
| 2011 | 19.57157 | |
| 2012 | 21.57937 | 10.26% |
| 2013 | 23.04648 | 6.80% |
| 2014 | 24.38619 | 5.81% |
| 2015 | 24.63595 | 1.02% |
| | | |
| avg. increase | | 5.18% |
| | | |

**Source: http://www3.westchestergov.com/property-tax-rates**

**Comment F11:**

Does the Applicant propose to mitigate the one-time ("capital") costs incurred by the School District, or does the Applicant believe mitigation is not necessary?

AKRF and SPR, Letter 42, November 2, 2015

**Response:**

*It is not clear if there is a mechanism in place that the School District, or any other entity, could equitably extract payments from new residential developments within the Port Chester School District to help off-set the cost of new construction. The Applicant is not proposing a separate payment to the School District to cover the potential one-time capital costs associated with the school children estimated to live at the Proposed Project. In the event that the School District passes a bond referendum while the Proposed Project is subject to a PILOT, the Proposed Project would be subject to paying their fair share based on assessed valuation of the Project according to applicable law and IDA policy.*

[11] http://www.lohud.com/story/news/local/westchester/rye-brook-port-chester/2015/10/01/nys-comptroller-audit-port-chester-school-has-excess-fund-balance/73082900/?from=global&sessionKey=&autologin

**Comment F12:**

The DEIS does not include the Early Learning Center in the list of school buildings in the district.

Port Chester School District Presentation, Letter 24, October 5, 2015

**Response:**

*According to the Port Chester School District, the Kennedy School is comprised of three facilities including the early learning center located at the former Holy Rosary School located on Central Avenue in Port Chester.*

**Comment F13:**

Estimates of Student enrollment shows declining enrollment. These projections ignore the impact of immigration, the inflow of students from private and parochial schools, children living in illegal housing, and the impact of unforeseen housing projects. (Socio-Economic, Community Facilities and Services, Page III.F-8, Table III.F-10).

Port Chester School District Presentation, Letter 15 and Letter 24, October 5, 2015

**Response:**

*The enrollment projections in the IDA Report, which were included in the DEIS, were based on a methodology that included: an evaluation of historical births of all mothers residing in the Port Chester School District; evaluation of annual births of 5 years prior to the school year; total enrollment of all students by grade; survival rates using six year historical survival rates; the inclusion of ungraded students (grades 13 and 14); and inclusion of projected public school children from pending developments. While these figures are only estimates (the actual numbers may be higher or lower), the Applicant contends that changes in the future enrollment of the district would not change the impact analysis of the Proposed Project. Even if school enrollment increased separate and apart from the Proposed Project, the School District is likely to see a surplus of revenue from the Proposed Project even after taking into account the annual operational costs of the Proposed Project's students, as well as their one-time capital costs. See Responses to Comments III.F3 and III.F5.*

*It is further noted that School District commissioned its own 10 year enrollment projections[12] using the same author that prepared the IDA Report. The Enrollment Report took the total enrollment projections to the year 2025, which is two years beyond that outlined in the IDA Report but the same trend of declining enrollments was forecast. Further, the 10 Year Enrollment Study noted that approximately 87 percent of the Port Chester children ages 3-17 attend public ~~shools~~schools and that there are another approximately 600 that attend parochial and private schools[13]. The 10 Year Enrollment Study also noted that retention rates between 8th and 9th grades increases, indicating that many children enter the public school system for the*

[12] Port Chester Rye UFSD 10 Year Enrollment, Urbanomics, January 2015
[13] Ibid., page 5

*first time as high school students*[14]. ~~*The 10-Year Enrollment Report did note on page 5 that if private elementary schools were to close, the demand for space in the public schools would increase greatly. It is unknown to the Applicant why the School District would not have instructed its own consultants to assess the potential impact of illegal housing, immigration and unforeseen housing projects on School District enrollment trends.*~~

*Initially, these possible events are unrelated to the potential impacts of the Proposed Project. The School District's 10-year Enrollment Study, to the extent it was based on births in the School District and past changes in enrollment, would have accounted for students attributable to immigration or illegal housing. That report did reference the possibility of increased enrollment due to the closure of private elementary schools, but apparently did not consider that even sufficiently predictable to include in the study. In any event, the possibility of any of these events, and particularly the closing of private or parochial schools and unforeseen housing projects, are speculative and not appropriate for inclusion in a review under SEQRA. Please refer to the Response to Comment III.F3 for a discussion of the School After Study proposed to verify the number of school age children from the Proposed Project that attend public schools and the Applicant's commitment to provide the School District with sufficient revenues to cover the annual cost of educating those students.*

**Comment F14:**

Is there not a better tax incentive that could be included as some sort of guarantee to the needs of the school district? Can there be a shorter term on the PILOT as Mr. Johnson alluded to, or some sort of stop-gap measure, should there be more kids than expected?

Rob Reis, PH 9/08/15, p. 118, Letter 50

**Response:**

*As noted in Response to Comments III.F3 and III.F5, the proposed PILOT payment of $1.993 million is projected to far exceed any potential impact to the Port Chester School District related to increased enrollment from the Proposed Project. In addition, the PILOT proposed by the Applicant is only a proposal. The IDA will ultimately be the agency that determines the amount, duration, and repayment structure of any PILOT. I*

*Refer to Response to Comment III.F-3 for a discussion of a proposed School After Study which would cover the incremental annual operational cost to the School District.*

**Comment F15:**

[14] Ibid. page 5

Why is Port Chester considering the agreement that would take Starwood off the hook for over $34 million in school taxes? Doesn't anybody realize what kind of meaningful difference simply asking Starwood to pay its fair share of school taxes would have on the lives of students we care so much about?

Virginia Ellis, PH October 5, 2015, p. 59

The $34 million Starwood seeks to avoid in paying to the school district is enough to cover more than half of the school construction project as it currently stands. If, as recommended by a vote of the School Board on October 28th, work at Port Chester Middle is eliminated from the school construction project and the expense reduced to $41.5 million, then the revenue lost through Starwood's proposed PILOT would be the equivalent of over 80% of the school bond. Or $34 million could pay for the salaries of 17 additional teachers for the next twenty years. Both of these measures could help alleviate the overcrowding faced by Port Chester's students and educators.

Every Port Chester taxpayer is helping bear these kinds of costs and others so that the schools can prepare children for productive, fulfilling futures. What justification is there for Starwood contributing any less than its fair share?

Build UP NYC, Letter 39, October 30, 2015

Starwood projects that under it's final plan, the firm will pay $34 million less to the same overcrowded schools than when it paid full -- full property taxes .

John Tritt, PH October 5, 2015, p. 67

**Response:**

*As noted in Response to Comment III.F3, the proposed PILOT payment to the School District of $1.993 million is anticipated to exceed projected costs to the School District of between $82,338 and $517,378 annually over the course of the proposed 20 year time period of the PILOT yielding a projected surplus to the School District of between $1,517,191 and $1,082,151 annually taking into account the existing tax revenue of $394,863 currently being generated by the Project Site. The proposed use of the PILOT program is an important economic development tool and makes the Proposed Project (i.e., the requested density and mix of uses proposed) economically viable (See also AKRF viability analysis, FEIS Appendix P). But for a PILOT, there would be no Proposed Project and no increase in revenue to any taxing jurisdiction. As detailed in Response to Comments III.F3 and III.F5, the potential impacts to the School District resulting from the Proposed Project would be adequately mitigated by the proposed $1.993 million PILOT payment.*

**Comment F16:**

You have a school district, and I don't know if everybody here saw the recent state audit. Did anybody see the recent state audit of the school district? They've been overstating expenditures for the last five years. They've been inflating the fund balance. How are we even supposed to know $13,000 per student is an accurate number. I have no idea.

Daniel Tartaglia, PH, October 5, 2015, p. 73

**Response:**

*Comment noted. The Applicant has relied upon information provided by independent third source parties and information provided by the School District and has attempted to take a conservative approach in the methodology used to determine potential impacts.*

**PILOT**

**Comment F17:**

Proposed payment-in-lieu of taxes (PILOT) and the need for public benefits. The draft EIS states that the proposed redevelopment project will not be feasible for the applicant to undertake unless the applicant receives 20 years of tax breaks under a proposed PILOT. Under the proposed PILOT arrangement, the estimated tax savings for the applicant are described as amounting to approximately $2,115,000 per year as noted in the table below:

| Taxing jurisdiction | PILOT | Non-PILOT |
|---|---|---|
| Village | $1.19 million | $1.45 million |
| School District | $ 1.785 million | $3 million |
| County, Town, Sewer and Solid Waste | $0 | $0.64 million |
| Extras | $1 million one-time "public benefits" payment for FAR increase | |
| TOTAL | $2.975 million per year | $5.09 million per year |

We note that the proposed PILOT arrangement appears to show that no property tax payments will be made to Westchester County, the Town of Rye or to the Sewer and Solid Waste Districts serving the site. In fact the draft EIS text states on page 111.F-1: The other taxing jurisdictions (County, Town, Sewer, and Solid Waste) would not receive a PILOT payment or ad valorem taxes under the proposed PILOT agreement. It is our understanding that such an arrangement cannot be established without the approval of each taxing authority. Further, a typical PILOT would reduce County, Town and district taxes proportionately to the other reductions under the PILOT as services will continue be delivered to the site from these taxing jurisdictions.

Edward Burroughs, Letter 21, September 22, 2015

Section Ill.F.7.b of the DEIS provides the anticipated fiscal impacts for the project. The DEIS anticipates that the applicant will seek Industrial Development Agency (IDA) financing which would preclude the

receipt of construction related sales tax. However, no analysis is provided about the amount of the Mortgage Tax revenue and also if the applicant intends to seek relief of any Mortgage Tax through the IDA. It is noted that the Town of Rye and all villages within the Town, including the Village of Port Chester, the Village of Rye Brook and the Village of Mamaroneck, would receive a portion of any Mortgage Tax.

When considering IDA applications in Rye Brook, the Village Board typically approves the relief of sales tax but requires the applicant to pay the equivalent local shares of the Mortgage Tax that would have been payable to the town and all of the villages in the Town of Rye as if the property did not receive IDA financing. The Port Chester Village Board may want to consider this option if Mortgage Tax relief is requested through the IDA.

The IDA application would also provide the applicant with a $5.1M savings in sales tax revenue for construction material purchased in the county. This would be revenue that would typically go to the county with the applicable share distributed to all but the largest cities in Westchester County, and is revenue that offsets the property tax burdens for the residents in the local municipalities.

The DEIS anticipates that the applicant will seek a PILOT agreement and would pay a fixed amount of $2,975,000 per year to the village and school district for 20 years with no escalation in payments. Of that amount, 40% would be paid to the Village of Port Chester and 60% would be paid to the Port Chester School District, and it is proposed that a $1M .public benefits package" would be provided for the following items:

| | |
|---|---|
| Municipal Service Facility: Village | $250,000 |
| Waterfront and Marina: | $250,000 |
| Fox Island Peninsula Redevelopment: | $250,000 |
| Publically accessible/dedicated open Space/enclosed program space: | $250,~~00~~000 |

The DEIS states that if the above PILOT is approved as proposed, "[t]he other taxing jurisdictions (County, Town, Sewer, and Solid Waste) would not receive a PILOT payment of ad valorem taxes under the proposed PILOT agreement." (Page Ill.F-25). It is not 100% clear if the other taxing jurisdictions would not receive a PILOT payment because they would not be subject to the PILOT (in which case the property would be assessed at full value and these taxes would be paid), or if the intent is to have the other taxing jurisdictions be party to the PILOT and not make any payments for their fair share of the County, Town, Sewer and Solid Waste expenses.

If the intent is to be exempt from paying the property's full share of taxes to the other taxing jurisdictions, the Village of Rye Brook then strongly objects to the applicant not paying the County, Town, Sewer and Solid waste PILOT payments or property taxes as this will increase the tax burden on the remaining property owners in each taxing districts for the next twenty years.

For instance, the mixed use development includes 500 units of housing units that will generate significant sewer and solid waste expenses, yet the applicant seeks to eliminate any PILOT or property tax payments to the sewer district or solid waste district. As a result, the remaining district property owners from Port Chester and Rye Brook would end up subsidizing this increase in expenses as a result of the development over the next 20 years. Beginning in 2014 the Village of Rye Brook already agreed to pay $125 per parcel annually to the Village of Port Chester for the right to use the local Port Chester sewer mains that brings sewerage to the county-owned Port Chester Sewage Treatment Facility. Rye Brook is not seeking to subsidize any added expenses incurred as a result of this project at the former United Hospital site in Port Chester.

Similarly, if the applicant does not pay a PILOT payment or property taxes to the Town of Rye, the remaining properties in the Town will have to pay any increases to their tax levy as a result of this development.

The DEIS notes that the property was previously not paying property taxes as a not-for- profit hospital. However, the hospital still *was* required to pay taxes to the Westchester County sewer and solid waste districts. Any potential PILOT should not provide relief from the applicant's requirement to pay their full share of the equivalent property tax amount for the County, Town, Sewer and Solid waste tax levies.

Village of Rye Brook, Letter 22, September 25, 2015

Pro-rata Distribution of PILOT Payments. All of the Applicant's statements and estimates regarding distribution of PILOT Payments need to be corrected.

Specifically, the Applicant's statement that "The other taxing jurisdictions (County, Town, Sewer, and Solid Waste) would not receive a PILOT payment of ad velorem taxes under the proposed PILOT Agreement." is legally incorrect. The Agency notes that there is no "proposed PILOT agreement" and that Section 858(15) of the General Municipal Law ("GML") states, in part, that "Unless otherwise agreed to by the affected taxing jurisdictions, any such agreement shall provide that payments in lieu of taxes shall be allocated among affected tax jurisdictions in proportion to the amount of real property tax and other taxes which would have been received by each affected tax jurisdiction had the project not been tax exempt due to the status of the agency involved in the project. Therefore, unless each of the County, Town, School and Village all authorize a distribution formula other than pro-rata, then a pro-rata distribution will be required. As such, the Applicant's DEIS assumptions and tables should reflect pro-rata distribution of PILOT payments (and resultant losses of tax revenues).

Frank Ferrara, Port Chester IDA, Letter 31, October 21, 2015

The DEIS specifies a 60% District/40% Village split of PILOT payments. The District thinks the split should favor the District more, as the District is exposed to the most financial risk from the Project.

Port Chester School District Presentation, PH, October, 5, 2015 and Letter 24, October 5, 2015

The PILOT appears to distribute too favorably to the school district (~$1.785M) with not enough allocated towards other taxing agencies, especially given the premise that a generation of 23-34 students at a cost of ~$18,000/year equates to a district cost of ~$612,000.

Port Chester Planning Commission, Letter 51, September 22, 2015

**Response:**

*Comment noted. The proposed PILOT has been increased to a first-year payment of $3,350,000 in this FEIS, as well as to include a 2.5% annual increase. The potential distribution of the PILOT among the various taxing– jurisdictions has also been updated for year 1 to align with the statutory distribution requirements as follows: Port Chester School District $1,993,529; Village of Port Chester $919,839; Town of Rye $4,432; and, Westchester County $286,063. Those PILOT payments sum to $3,203,863. Additionally, based on current property tax rates, the Port Chester Sewer District would be expected to receive $103,079 annually and the Solid Waste District would be expected to receive $43,058 annually. Together, the PILOT payments and property tax revenues generated by the Proposed Project in year 1, referred to in this FEIS as the "Proposed PILOT" sum to $3,350,000. It is noted that the Proposed Project would pay each of the special districts' charges based upon the full assessed value of the Proposed Project*

*The Applicant contends that the Proposed Project provides significant public benefits – from roadway improvements on the Boston Post Road corridor that will improve conditions that are problematic today, to transforming a vacant and derelict property to one that makes a statement in the County and the community and will generate sales taxes on the order of $760,000 to the County while improving property values in the Village by taking an eyesore and making it over into a forward looking development consistent with the goals and objectives of the Village's recently adopted Comprehensive Plan. In addition, the IDA would conduct their own benefit-cost analysis of the Proposed Project as part of any tax-abatement or PILOT program.*

*The Applicant has filed an Application for Financial Assistance with the Port Chester IDA and will be seeking relief from the mortgage recording tax and sales tax during construction as part of the IDA application. The IDA will determine the final benefit package and PILOT. Note that the Proposed Project's commercial components will be subject to full sales taxes during their operation.*

*Regarding the mortgage recording tax issue raised as part of the comment, it is the Applicant's understanding that it is not the current policy of the Port Chester IDA or the Village of Port Chester to require applicants to pay equivalent local shares of the Mortgage Tax that would have been payable to the town and all of the villages in the Town of Rye as if the property did not receive IDA financing.*

**Comment F18:**

A question came up during a prior BOT meeting with respect to whether or not the School District gets to weigh-in on a PILOT or tax formula. Has this been determined?

Gene Ceccarelli, Letter 1, 8/24/15

**Response:**

*The Port Chester Industrial Development Agency is the entity that will determine the PILOT. According to State Law, the IDA will hold a public hearing on any proposed benefit package.*

**Comment F19:**

Reference to the Westchester County Industrial Development Agency (sic) on page 111.F-25 should be removed with all references to the involved IDA consistently referencing the Agency.

Frank Ferrara, Port Chester IDA, Letter 31, October 21, 2015

Is the Applicant planning on pursuing benefits from the Westchester County IDA? If not, the text should be clarified to state that it is the Port Chester IDA to which the Applicant would be applying for benefits.

AKRF and SPR, Letter 42, November 2, 2015

**Response:**

*Comment noted. The Port Chester Industrial Development Agency is the entity that will determine the PILOT.*

**Comment F20:**

Generally, the Agency is empowered to provide forms of financial assistance that include (i) sales and use tax exemptions, (ii) mortgage recording tax exemptions, (iii) real property tax abatements in the form of PILOT Agreements, and (iv) for qualified projects, taxable and tax exempt financing through the issuance of bonds and notes. With respect to the DEIS language relating to sales tax exemptions for the construction and fit-up of the proposed Project, the estimated materials purchases figures should be revisited for confirmation of total potential savings to be realized and the resultant amount of revenue loss to the local municipalities (County, Town and Village). The Applicant's $172.8M material cost estimate should be utilized as a top-of-the line working figure, with the amount of exemption and resultant impact measured based upon the Agency's Sales Tax Exemption Assumptions, a form of which is attached as Exhibit A, hereto.

Frank Ferrara, Port Chester IDA, Letter 31, October 21, 2015

**Response:**

*Comment noted. Revised construction figures, developed since submission of the DEIS, suggest a material cost estimate of $191,606,166 which would result in a savings to the developer of $14,130,955 due to sales and use tax exemptions available through the Agency.*

**Comment F21:**

The Applicant does not provide any information regarding anticipated financing(s) associated with the proposed Project, therefore the Agency is unable to assume whether the Applicant will request this benefit or estimate the revenue impacts of same. The Agency recommends that the BOT investigate the Applicant's proposed project financing plans in order to fully understand same. In addition, the Agency stands ready to work directly with the Applicant to develop one or more Applications for Financial Assistance as a means to develop this component of financial impact. In all events, the Agency will utilize its Mortgage Recording Tax Exemption Assumptions, a form of which is attached as Exhibit B, hereto.

Frank Ferrara, Port Chester IDA, Letter 31, October 21, 2015

**Response:**

*Comment noted. The Applicant has filed ~~a~~ an Application for Financial Assistance with the Port Chester IDA. As part of the process, the Applicant will discuss and evaluate with the IDA, the different options for financing. In addition, the Board of Trustees, acting as Lead Agency pursuant to SEQRA, conducted its own analysis of several of the Applicant's financial assertions. See Response to Comment F17.*

**Comment F22:**

Special District Charges. The Agency's exemption from taxation under GML Section 874 and Section 412-a of the Real Property Tax Law ("RPTL") does not include the power to exempt special district taxes. Therefore, the Applicant should assume, and the FEIS should reflect, the fact that the Applicant would be responsible for payment of all applicable special district charges for the proposed Project based upon full assessed valuation (whether a PILOT Agreement is entered into or not).

Frank Ferrara, Port Chester IDA, Letter 31, October 21, 2015

**Response:**

*Comment noted. The Proposed Project would pay each of the special districts' charges based upon the full assessed value of the Proposed Project. See Response to Comment III.F17 for revised calculations.*

**Comment F23:**

Impacts on Municipal Services and Costs. As a general observation and clarification, IDA PILOT Agreements are generally tailored for specific project categories and become effective following applicable taxable status dates. In other words, the IDA real property exemption may be granted pursuant to timely application to applicable assessor(s) with Form RP-412-a on or before the applicable taxable status date. Thereafter, the subject real property is exempt from ad valorem taxes (but not special district charges) and the terms of a PILOT Agreement dictate the amount and timing of PILOT Payments. With this said, and while the Applicant states in the DEIS that the proposed Project will be built in one phase, several phases may be required due to logistical, financing and legal constraints. We further understand that pursuant to the Conceptual Development Plan (See, Exhibit #11-2), the proposed Project will include various end uses, including market rate housing, age restricted housing, hotel, retail, medical offices and a variety of parking infrastructure. As such, it is doubtful that any proposed PILOT structure would be spread across the entire proposed Project, rather, there will more likely be a number of individual PILOT Agreements that are entered into and relate to individual project elements - and commence individually based upon timing of construction and commencement of operations. As outlined below, any meaningful analysis of the potential impacts of IDA financial assistance will not only require an accurate delineation of IDA purposes, powers and procedures under GML Article 18-A, but also require more detail from the Applicant regarding proposed subdivision plans for the site, along with project development, finance and construction details relating to each phase and component of the proposed Project. The Agency's Application for Financial Assistance and project review and approval process will properly elicit these details at the appropriate time.

Frank Ferrara, Port Chester IDA, Letter 31, October 21, 2015

**Response:**

*Comment noted. The Applicant has filed an Application for Financial Assistance with the IDA and will be exploring these issues as the Application is reviewed.*

*The Board of Trustees, acting as Lead Agency pursuant to SEQRA, has analyzed the impacts of the Project, including the impacts of a PILOT at the level specified in the FEIS. Specifically, the DEIS, and this FEIS, analyze the costs to various taxing jurisdictions to provide services to the Proposed Project, including the School District and the Village (Police and Fire Departments), as well as the potential payments to those jurisdictions under a PILOT and no-PILOT scenario. While the exact amount, duration, and structure of a PILOT is not known, the impacts to service providers from the Project, and the Project's ability to offset those impacts, is discussed in this FEIS.*

*Upon the issuance of a certificate of occupancy for any of the Proposed Project's residential buildings, and for 10 years thereafter, the Applicant will provide an annual report (School After Study) to the Village/Port Chester Rye Union Free School District (PCSD)/IDA at the end of each school year that documents the number of public school age children attending the Port Chester public schools from the Proposed Project. In the event the increment of the PILOT amount directed to the School District over the real property taxes paid by the Applicant to the PCSD as of the date of site plan approval for the Proposed Project (PILOT Increment) is less than the operating cost of educating the number of students from the Proposed Project*

*enrolled for any year during such 10-year period (Project-Generated Students), the Applicant has agreed that it would pay to the PCSD such difference. The actual per child annual operating cost of education will be calculated based on the methodology established in the IDA Report (refer to DEIS Appendix F - Student Operating Costs) and will be updated annually based on the figures presented in the annually updated and adopted PCSD budget. Any payment required of the Applicant to be made to the PCSD at the end of the school year when filing the School After Study. As noted in the Port Chester-Rye UFSD 10-Year Enrollment Report (see FEIS Appendix O), the PCSD enrollment is projected to decline well before the expected 10 year time frame from the date of issuance of the certificate of occupancy; thus, the only reasonably anticipated impacts would occur within this time frame.*

*The Village staff and consultants believe that the first School After Study should occur at the end of the school year in which the first certificate of occupancy is issued for one of the Project's market-rate housing units and continue for ten years thereafter.*

*Similarly, in the event the increment of a PILOT amount directed to the Village during any year a PILOT is in place over the real property taxes paid by the Applicant to the Village as of the date of site plan approval for the Proposed Project is less than the cost of providing two new police officers the Applicant has agreed it would pay to the Village the difference (refer to Response to Comment III.F-33 of this FEIS) over the length of the PILOT.*

**Comment F24:**

Assessment Assumptions. We have reviewed the assessment assumptions contained within the DEIS and encourage the BOT and Applicant to revisit all Project assessment assumptions contained within the DEIS. Specifically, any assessment assumptions should take into account the standard approach to assessment of commercial properties in New York State, which include not only consideration of comparable ratables, but also income and replacement value methodologies. In the instant case, accurate assumptions cannot be derived from purported comparable ratables located within the Village (for which there are none), rather a broader geographic base must be reviewed for comparison purposes. In addition, an accurate assessment estimate will also require more detail with respect to capital costs and projected operational income associated with each Project element. Given the disparate end uses of each building improvement associated with the Project, there will likely be differing formulas and assumptions appropriately utilized for each. Until this level of analysis is completed, the assessment figures contained within the DEIS, much like the proposed amount of PILOT Payment included by the Applicant, should be considered as hypothetical only.

Frank Ferrara, Port Chester IDA, Letter 31, October 21, 2015

It is not clear how the $5.09 million tax amount was determined as a starting point? What assessed value of the property was used to determine this? What is the non-Homestead portion of the tax levy used in this calculation? Note: if the Starwood Property was on the tax roll the Non-Homestead portion would be greater than it is now.

Port Chester School District Presentation, PH, October 5, 2015 and Letter 24, October 5, 2015

Please provide additional information on how the estimated assessed value of the Project was calculated. Is the estimated assessed value of $130 million the estimated market value of the Project at its completion?

AKRF and SPR, Letter 42, November 2, 2015

**Response:**

*Comment noted. DEIS Section III.F.7.b provides a description of the technique used to prepare a preliminary assessment for the Proposed Project absent the requested cooperation of the Town of Rye Assessor's Office. DEIS Appendix O – Assessment Worksheets, provides the comparable data used to generate assessment values. It is understood that at some point the Town of Rye Assessor's Office, or another third party, will provide the Port Chester IDA with its own evaluation of Proposed Project assessment. Refer also to economic evaluation prepared by AKRF–, FEIS Appendix P, for additional information on a potential range of assessed values for the Proposed Project. As stated in that report, AKRF estimates that the assessed value is likely to be between $133 million and $183 million. It is noted that differences in assessed value do not affect the Applicant's proposed PILOT payment, other than increases in assessed value would increase the property taxes paid directly to the special taxing districts.*

**Comment F25:**

Additional study and evaluation is required to weigh the Project's potential impacts upon and needs for municipal services, including water, sewer, solid waste, police and fire protection. As noted above, the Project will be required to pay all applicable special district taxes whether or not the Agency provides any financial assistance for the Project. This being said, the Project would generate special district taxes based upon full assessment as the Project is developed and operated. This will include water, sewer and solid waste. Notwithstanding, the BOT should fully weigh and consider all infrastructure and resource requirements as part of the FEIS for purposes of weighing all potential impacts, including new infrastructure and related ongoing maintenance costs. With respect to Police and Fire protection, these elements are paid for out of general tax levy imposed by the Village and therefore must be weighed in connection with any potential PILOT Agreement.

Frank Ferrara, Port Chester IDA, Letter 31, October 21, 2015

**Response:**

*Comment noted. The DEIS, and this FEIS, analyze the impacts to community service providers and utility services in Chapters III.D, and III.F.*

**Comment F26:**

By way of background, the Agency was established as a public benefit corporation pursuant to Title 1 of Article 18-A of the GML, as amended, and Chapter 632 of the Laws of 1972 of the State of New York, as amended (hereinafter collectively called the "Act") and granted with the authority and power to own, lease and sell property for the purpose of, among other things, acquiring, constructing and equipping industrial, manufacturing and commercial facilities as authorized by the Act. Based upon our review of the proposed Project as detailed within the DEIS, the Agency possesses sufficient purposes and powers to undertake all contemplated aspects of the proposed Project as one or more individual "projects" as defined pursuant to the Act. It should be noted that while the Agency is empowered to undertake and provide financial assistance for for- rent housing as an ongoing commercial activity, the Agency is not empowered to provide financial assistance for-sale housing projects. Furthermore, the Agency's ability to undertake and provide financial assistance for the contemplated retail aspects of the proposed Project will have to be analyzed and confirmed given the retail restrictions contained within GML Section 862.

Frank Ferrara, Port Chester IDA, Letter 31, October 21, 2015

**Response:**

*Comment noted. There is no for-sale housing proposed as part of the Proposed Project.*

**Comment F27:**

The Agency has adopted certain requisite applications and policies as required pursuant to the Act, including a Uniform Tax Exemption Policy ("UTEP") that applies to all applicants and projects to be considered by the Agency. Generally, all Agency project considerations begin with the submission of a completed Application for Financial Assistance, which includes specific project details on all contemplated capital expenditures, financing plans, job estimates and other relevant details. The Agency's UTEP and form of Application for Financial Assistance can be accessed at: http://www. portchesterny. com/Pages /PortChesterNYBComm/IDA/index

Once a completed Application is received by the Agency (including certified Project cost figures), the Agency typically adopts an initial resolution accepting the Application and authorizing the scheduling and conduct of a public hearing required pursuant to the Act. At this public hearing, the Agency is required to disclose a detailed cost-benefit analysis relating to the proposed project's capital investment, job numbers and all estimated tax exemptions being contemplated by the Agency. This includes an estimate of all contemplated exemptions from sales, mortgage recording and real estate taxes associated with a proposed project. Due to this requirement, the Agency cannot schedule or conduct the public hearing until all aspects of proposed financial assistance (including all PILOT details) are fully agreed to by the Agency and the applicant.

Frank Ferrara, Port Chester IDA, Letter 31, October 21, 2015

I know you have heard the concerns about jobs, and housing and the PILOT and the effect on the schools and traffic. These are all very real, and they all can be addressed. Starwood is asking for a lot from our Village. The density bonus that would be included in any zoning change, plus the PILOT they are asking for which is greater than the UTEP that they are entitled to ask a lot of us and they are offering very little.

A Community Benefits Agreement would address these concerns. The Sustainable Port Chester Alliance made up of unions, clergy, NAACP, HDSW, and the Don Bosco Workers have been working on developing a CBA. Attached are some examples of what has gone into other such agreements and a summary of them. We believe this is a way for Port Chester to make sure that Starwood is responsible in terms of what they give back to Port Chester for what they are asking.

Bruce Baker, Letter 45, October 24, 2015

**Response:**

*Comment noted. The Applicant has filed an Application for Financial Assistance with the IDA and will continue to work together to complete the process. The revised PMU zoning text amendments include a monetary ~~contribution to~~payment for the ~~Village~~provision of ~~Port Chester~~defined community benefits in exchange of additional FAR. The monetary contributions are targeted towards community benefits associated with housing rehabilitation, open space improvements, job-training, and affordable housing. In terms of the Village's participation in a community benefits agreement (CBA), the Village's special counsel has advised the Board of Trustees not to participate in the negotiation of a CBA nor be a party to any CBA. See Appendix N of this FEIS.*

**Comment F28:**

As noted above, the cost-benefit analysis for sales and mortgage recording tax, along with corresponding estimates of revenue loss for local municipalities, is fairly formulaic and can be determined through use of Exhibits A and B, hereto. The negotiation of terms for PILOT Agreements, however, along with related cost-benefit estimates for comparing proposed PILOT Payments to estimated tax revenue loss, is a more complicated process that involves estimating likely project assessed valuation following completion of construction, along with likely future trends in assessment rates. This task is best undertaken with known and established tax parcels within previously subdivided lands and a known and detailed project description. However, and in this case, the lack of a proposed subdivision plan delineating individual project pads and areas that will ultimately be dedicated to the Village, along with the absence of detailed project description(s), makes any current analysis or review extremely premature. We would note at this point that the Agency's UTEP generally structures PILOT Agreements such that existing assessed valuations are frozen for the term of the PILOT Agreement (the "Base Value"), with a graduated abatement formula applied to the assessed value attributable to the as-completed project elements (the "Added Value"). This being said, our assumption is that the Applicant will certainly reconsider the proposed PILOT structure contained within the DEIS and seek to establish multiple PILOT Agreements for individual elements of the

proposed Project that are timed to best fit their development needs, timing and phases. Furthermore, and based upon the Agency's existing projects and experience, each element of the Applicant's proposed Project (age-restricted housing, market rate housing, hotel, retail, medical facilities, parking infrastructure) will have differing ownership interests, equity structures, financing strategies and individual financial risks that suggest that they can and should be taken on as individual Agency projects. And in corresponding fashion, the Agency would consider each element on an individual basis for purposes of considering the extent to which financial assistance can and would be conferred.

Frank Ferrara, Port Chester IDA, Letter 31, October 21, 2015

Mr. Smith, do you have a comparison of the proposed pilot to the UTEP. So the Port Chester IDA has a uniform tax exception policy, which is the standard offering that we give to folks who are bringing in jobs in an economic development. We need to meet a certain threshold, right, cost-benefit criteria. Where are these compared to what the UTEP would provide?

Mayor Pilla, October 5, 2015, p. 20

Page E-7 Socioeconomic Community Facilities and Services further states, assuming the PILOT is flat over its 20-year term, the school district contends that if the PILOT agreement is considered, it should be built -- excuse me - - it should have built-in increases.

These increases should be based on the previous 20 years of tax increases, and these increases should be based on the unique experiences of the Village and the district as each entity has different numbers, and they should not be blended together.

Bob Johnson, PH 9/08/15, p. 52

We would suggest that the payment -- if the pilot is in place for 20 years or ten years or five years, we think that payment should be annually for that period of time that the pilot's in place since the pilot is certainly less than the amount of the actual impact on the district.

Port Chester School District Presentation, PH October 5, 2015, p. 43, 45 Letter 24, October 5, 2015

**Response:**

*Comment noted. The Applicant has filed an Application for Financial Assistance with the Agency and looks forward to working with the Agency to craft appropriate agreements for each use. As noted, the UTEP states the IDA's policy on certain matters of abatements and exemptions, but does not proscribe a standard abatement schedule. Specifically, the UTEP states that the IDA will only consider abatements on the 'added value' of a project; that is, in no cases will the property pay less in a PILOT than it currently pays in real estate taxes. In addition, the UTEP states that PILOT payments will be no longer than 20 years and will generally follow a graduated schedule of abatement. In other words, it is standard IDA practice for PILOT's to increase their payments during the abatement period. In addition, the UTEP states that the IDA will consider abating all increases in value for the first several years of a project, though it does not have to. Therefore, under standard IDA policy, a PILOT may, for the first several years of a project, be in the amount*

*equal to the existing taxes being paid with no increase. Finally, deviations from these standards can be approved by the IDA, in accordance with State Law.*

*In terms of the conformance of the PILOT proposed by the Applicant with the UTEP, there are two items of note. First, the Applicant is proposing a PILOT that increases annually by 2.5%. Second, the Applicant is proposing to pay a PILOT fee that is greater than the amount the property currently pays in taxes from day 1, as opposed to a PILOT that has no increase in tax payments for the first several years of the Project. It is important to note that the final PILOT amount, duration, and structure will ultimately be determined by the IDA after a public hearing.*

*The DEIS, and this FEIS, analyzes the potential impacts (positive and negative) of the PILOT. As shown in that analysis, the Proposed Project is expected to cover the cost of the increase in municipal services required through a PILOT payment and is likely to also generate a 'surplus' of funds, compared to the amount produced today, for all taxing jurisdictions.*

**Comment F29:**

Once the Agency is prepared for and conducts the requisite public hearing, and following completion of the SEQRA process, the Agency would be in a position to consider formal approval of a project. At that time, a formal resolution would be adopted by the Agency that includes a final detailed project description and all elements of contemplated financial assistance. Thereafter, the Agency undertakes projects through structuring a "straight-lease" transaction with the applicant whereby the entire property is leased to the Agency and immediately leased back to the applicant for a period of years matching the term of the contemplated PILOT Agreement. The PILOT Agreement becomes effective for applicable tax years following the next applicable taxable status date (typically March 1 or May 1 each year). The applicant indemnifies the Agency for all liabilities associated with this nominal ownership interest and is required to carry affirmative insurance coverages protecting the Agency. During the term of the straight-lease transaction, the applicant has affirmative requirements to provide annual exemption and job reports to the Agency. In addition, the Agency charges an initial and continuing annual administrative fee for each transaction (the Agency's fee schedule is contained within the Application, which is available in the link above.)

Frank Ferrara, Port Chester IDA, Letter 31, October 21, 2015

**Response:**

*Comment noted. The Applicant has filed an- Application for Financial Assistance with the Agency and looks forward to working with the Agency to craft appropriate agreements for each use.*

**Comment F30**:

It should also be noted that the district is strongly opposed to a 20-year PILOT.

Bob Johnson, PH 9/08/15, p. 53

**Response:**

*Comment noted.*

**Comment F31:**

20 years is too long of a period with too many unknowns. The applicant says United Hospital redevelopment project is a three-year construction project. You saw it on the slides - - 36 months.

See Section 2, Page 21. As this is entirely a rental project, it is likely to be filled by - - with occupants within 24 months of construction being completed.

It's a mixed-use project. Using the Mariner complex as an example, if this is the case, then a five-year PILOT should suffice to get the applicant on strong footing.

And it should be noted that if a PILOT is submitted, any bonds passed by residents should be excluded from the scope of the PILOT.

Bob Johnson, PH, 9/08/15, p. 53, Letter 24, October 5, 2015

**Response:**

*Comment noted. The cost of redeveloping this site as proposed by the Applicant is high due to a variety of issues including (1) the steep cost of demolition and abatement due to the condition of the buildings and the grounds, as a result of hospital uses over the decades and the materials used in construction in years past; (2) the cost of excavation and rock removal required to create a relatively flat site due to the Village's desire as reflected in its Comprehensive Plan, and that of the Applicant, to create an immersive and successful mixed-use environment which requires a walkable street system; and (3) the cost of implementing on-site storm drainage systems and off-site utility improvements . In addition, the Applicant needs time to lease up the residential and commercial components of the Proposed Project so cash flow into the project will be limited during the initial years of the development. Therefore, as is typical, the proposed PILOT is helpful in offsetting cash flow issues during the Proposed Project's construction and lease up phases. As a result of these costs, the Applicant contends that a 20-year PILOT is needed to mitigate the strain on the Proposed Project budget and assure a viable development. Refer also to economic analysis prepared by AKRF, FEIS Appendix P.*

*In the event that the School District passes a bond referendum while the Proposed Project is subject to a PILOT, the Applicant would be subject to paying its fair share based on assessed valuation of the Proposed Project according to applicable law and IDA policy.*

*See also the Responses to Comments III.F15 for why a PILOT is necessary and III.F23 for a discussion on the potential structure of the PILOT.*

**Comment F32:**

Mr. Smith, do you have anything that contrasts the proposed economic impacts from the applicant's submission: Right, number of years, et cetera, compared to what the impacts would be in the max build scenario in the present zoning.

Mayor Pilla, October 5, 2015, p. 27

**Response:**

*Section IV.B of the DEIS, B. Development Under Existing Zoning Project Site, noted that development of the Project Site under the existing PMU District would yield a development program of approximately 538,401 s.f. with a 0.8 FAR and 673,000± s.f. with the additional 0.2 FAR bonus permitted by special permit in the Code. By comparison, the residential only component of the Proposed Project is approximately 647,000 s.f. out of the proposed 1.05± million square feet currently being considered. The Applicant does not consider the development of the Project Site under the current zoning to be an economically viable project given the site preparation and development costs necessary to sustain a successful mixed use development. Refer also to the economic analysis prepared by AKRF, FEIS Appendix P.*

*FEIS Table III.F-32 provides a comparison of a development program utilizing the FAR restrictions in the existing PMU District with the Proposed Project. It is noted that the maximum FAR permitted for each use in the proposed revisions to the PMU district adds up to an FAR greater than 0.8. However, the current PMU caps the ~~maximum~~base FAR of a development at 0.8. Therefore, the Applicant, in contemplating a project at 0.8 FAR, made certain assumptions about the relative mix of uses within a potential development at 0.8. While the development program using the PMU FAR parameters outlined in Table F32 may appear logical, as noted above, the Applicant asserts that it remains an economically unviable project. Refer also economic analysis prepared by AKRF, FEIS Appendix P.*

*Table III.F-32*
*Development Comparison Existing PMU and Proposed Project*

| *Use* | *Potential Program Under the Current PMU* | | | *Proposed Project* | | |
|---|---|---|---|---|---|---|
| | *FAR* | *Absolute Size* | *Estimated Employment (operational)*[2] | *FAR* | *Absolute Size* | *Estimated Employment (operational)*[2] |
| *Hotel* | *.067* | *45,438 sf (63 keys)* | *31* | *0.14* | *97,000 sf (135 keys)* | *68* |
| *Commercial* | *.28* | *191,650 s.f. commercial* | *547* | *0.46* | *307,000* | *876* |
| *Residential* | *.30* | *204,349 (234 units)* | *9* | *0.65* | *440,000 (500 units)* | *19* |
| *Age-restricted residential* | *.14* | *96,965 (108 units)* | *4* | *0.31* | *207,000 (230 units)* | *9* |

| | | | | | | |
|---|---|---|---|---|---|---|
| *Community Facility* | *.00* | *0* | *0* | *0.0* | *0* | *0* |
| | *0.787* | *538,402* | *591* | *1.56* | | *972* |

*2. Projected employment figures were taken from ratios derived from employment analysis prepared as part of the DEIS.*

*As indicated in FEIS Table F32 the Adjusted Development Program generates far fewer projected jobs (591) compared to the Proposed Project (972), see also Response to Comment IV-8 for further evaluation of potential impacts from full build out under existing zoning.*

**Comment F33:**

I also have a question about Starwood's proposed payment in lieu of taxes: Will the village have to increase the property taxes to take -- or take other measures to adequately fund the schools and vital public services since Starwood does not want to pay their fair share of taxes? What if Starwood decides to sell the property now or sometime in the next 20 years? Will any future owner of the property also get a break on their taxes?

Joaquin Viaejo, PH, October 5, 2015, p. 65, Letter 28, October 5, 2015

Will the Village have to increase the property taxes or take other measures to adequately fund the schools and vital public services if Starwood does not pay its fair share of taxes?

What if Starwood decides to sell the property now or sometime in the next 20 years? Will any future owner of the property also get a break on their taxes?

Build Up NYC, Letter 25, October 5, 2015 and Letter 39, October 30, 2015

**Response:**

*As noted in DEIS Section III.F Socio-Economic, Community Facilities and Services, and further described in Response to Comment F3 of this FEIS, the proposed PILOT payment to the Port Chester School District proposed by the Applicant will far outweigh any potential impacts associated with the generation of public school age children. DEIS Section III.F further identifies potential impacts to the community services related to the Proposed Action, limited to the projected need outlined by the Port Chester Police Department for two additional officers, which projected cost is estimated at $164,000 plus benefits and pension which is approximately 35% of the salary figure (see correspondence from the Port Chester Police Department FEIS Appendix G). The Applicant met with the other service providers and they indicated they could service the Proposed Project with existing resources. The Applicant has proposed an annual PILOT payment to the Village of $919,839 in year one, increasing by 2.5% annually. After subtracting the estimated increase in municipal costs owing to the police department ($210,000) and the existing tax revenue generated by the Project Site ($180,934), with the proposed PILOT, the Village would receive an additional $528,505 in year one to cover additional costs, such as those associated with the DPW, fire department, and other community services. The Applicant contends that this annual surplus exceeds to the projected costs to the Village of*

*Proposed Project. The proposed PILOT will need to be approved by the IDA and the PILOT would run with the land, not the owner of the property. Therefore, even if the Project Site changes ownership, the payment terms and any other conditions imposed by the IDA or any other agency will still be binding on the Proposed Project. In the event the amount of PILOT to the Village is different than that proposed by the Applicant, the Applicant has agreed to cover the difference in the projected costs identified above.*

**Comment F34:**

What amount of tax abatement is really needed for this project to sufficiently be profitable to justify its construction? In the DEIS, Starwood claims that rents for the project are proprietary and not available to the public. How can the public and elected officials assess the amount of tax abatement needed without knowing what the applicant plans to charge for rent?

John Tritt, PH October 5, 2015, p. 70

What amount of tax abatement is really needed for this project to be sufficiently profitable to justify its construction? In its DEIS, the Applicant claims that rents for the project are proprietary and not available to the public. How can the public and elected officials assess the amount of tax abatement needed without knowing what the applicant plans to charge for rent?

Build UP NYC, Letter 25 October 5, 2015 and Letter 39, October 30, 2015

**Response:**

*Comment noted. The IDA will make its own determination regarding the benefits and costs of any PILOT program or other tax incentives. The cost of redeveloping this site is high due to a variety of issues including (1) the steep cost of demolition and abatement due to the condition of the buildings and the grounds, as a result of hospital uses over the decades and the materials used in construction in years past; (2) the cost of excavation and rock removal required to create a relatively flat site due to the Village's desire as reflected in its Comprehensive Plan, and that of the Applicant, to create an immersive and successful mixed-use environment which requires a walkable street system; and (3) the cost of implementing on-site storm drainage systems and off-site utility improvements required by the Village. In addition, the Applicant needs time to lease up the residential and commercial components of the Proposed Project so cash flow into the project will be limited. Therefore, as is typical, the proposed PILOT is helpful in offsetting cash flow issues during the Proposed Project's construction and lease up phases. As a result of these costs, the Applicant contends that a 20-year PILOT is needed to mitigate the strain on the Proposed Project budget and assure a viable development. Refer also economic analysis prepared by AKRF on behalf of the Village, refer to FEIS Appendix P. This analysis found that, "absent new, unidentified, and substantial sources of grant funding for the Project, a reduction in property tax payments through a PILOT Agreement is necessary for the Project to be financially viable."*

**Comment F35:**

What kind of claw back provisions can be included in the PILOT program?

Build- Up NYC, Letter 25 October 5, 2015 and Letter 39, October 30 2015

**Response:**

*Comment noted. Any recapture provisions applied by the IDA would need to be consistently applied regardless of the applicant. The Port Chester IDA will apply the IDA Reform Law as it sees fit in its legal documentation and discretion relative to the IDA Straight Lease documents it uses for transactions with applicants. ~~Typically, the IDA has its standard documentation which may or may not include clawback provisions depending on the IDA and its policies and procedures. Whatever clawback provisions are included in the IDA documentation for the Applicant must be uniformly applied by the IDA to all of its applications, applicants and transactions. That is, any clawback~~Any recapture provision applied to the Applicant should be applied across the board to all other applicants.*

*In terms of ~~clawback provisions (known among IDAs as~~ recapture provisions~~),~~, the Port Chester IDA has comprehensive recapture provisions which are applied whenever Port Chester IDA enters into an IDA transaction with an applicant. ~~Please refer to the following web pages which documents~~As stated in the IDA's "Project Recapture and Termination Policy," adopted April 13, 2016, the IDA may recapture ~~provisions which Port Chester IDA employs: http://www.portchesterny.com/Pages/PortChesterNY_BComm/IDA/utepadopted.pdf and~~*

*~~http://www.portchesterny.com/Pages/PortChesterNY_BComm/IDA/PCIDA%20-%20Project%20Recapture%20and%20Termination%20Policy.pdf.~~Financial Assistance previously conferred on an Applicant under several circumstances, including providing a knowing material misstatement in an application for assistance, or where an applicant failed to achieve goals that were the original reason the IDA offered the financial assistance. These goals could include the number of new permanent jobs, the dollar value of new investment, the use of local labor, and/or the number of construction jobs. The Applicant believes that the recapture provisions reflected in the ~~aforementioned web pages~~IDA's policy will be included in any IDA transaction the Applicant undertakes with the Port Chester IDA.*

**Comment F36:**

Is there a precedent in Port Chester for giving a large residential project such a substantial tax break? If not, what kind of precedent would this project set?

Build Up NYC, Letter 39, October 30, 2015

**Response:**

*Comment noted. The Proposed Project is a mixed use project that includes commercial components related to hotel, retail and office uses along with a residential component. The IDA typically provides sales and mortgage tax exemptions. Based on available records, the IDA has provided assistance to the following*

*residential projects[15]: Kingsport Apartments, Southport Mews and 120 North Pearl Street. The exemptions, including PILOTs, are specifically why IDAs were created as they are considered valuable tools to provide to projects in order to foster economic development and job creation. See Comment III.F31 for correspondence from the IDA regarding their ability to provide benefits for the Proposed Project.*

**Employment**

**Comment F37**:

Page III.F-2 presents a summary of jobs generated from construction and annual operations. For the discussion of construction jobs, this summary section describes 1,800 jobs from hard construction costs. The EIS should also include the jobs generated from the soft costs here. Also, in this paragraph, the 1,800 jobs from construction include direct, indirect, and induced jobs from Table III.F-19. For operations, only direct jobs are presented. Please also include the direct, indirect, and induced jobs generated from annual operations.

AKRF and SPR, Letter 42, November 2, 2015

**Response:**

*Table III.F-19A on page III.F-30 of the DEIS provides the construction period economic impacts inclusive of soft costs. It should be noted that since the publication of the DEIS, the estimated cost to construct the project has increased. While it is anticipated that this will increase the amount of construction jobs previously estimated, the Applicant has not presented revised estimates of construction employment.*

*The following is a summary of the direct, indirect and induced jobs generated by the annual operations of the Proposed Project. The figures were taken from DEIS Table III.F-20 and III.F-20A.*

**FEIS Table III.F-37**
**Economic Impact from Project Operation, 2018**

| Impact Type | Anticipated Employment |
|---|---|
| Direct Effect | 973 |
| Indirect Effect | *209.3* |
| Induced Effect | *519.4* |
| Total Effect | *1,701.7* |

Source: compiled by VHB Engineering, Surveying and Landscape Architecture, PC

15 http://www.portchesterny.com/Pages/PortChesterNY_BComm/IDA/IDA_Audit_Reports/PCIDA%20Financial%20Statements%205.31.15.pdf

**Comment F38:**

The discussion of sales tax revenue on III. F-27 does not address the discrepancy that clothing items under $110 are not subject to state sales tax, and are thus taxed at the Westchester County rate of 3- 3/8% (including the 3/8% tax for the Metropolitan Commuter Transportation District). Given that the retail uses on the site are likely to include clothing stores, projected tax revenues from clothing sales need to be calculated separately from either the taxable or the tax-exempt goods. In addition, the basis of the 25% non-taxable items has not been clarified, nor has the source for the "Westchester County industry standard average annual sales of $375 per square foot" been identified.

AKRF and SPR, Letter 42, November 2, 2015

**Response:**

*The DEIS discussion of sales tax revenue provides examples of items that would be exempt from sales tax, as noted in the comment above this would include clothing under $110. The Applicant believes that the retail component of the Proposed Project is unlikely to include clothing stores and therefore the assumption that 25% of items would be non-taxable is conservative. The Westchester County industry standard average annual sales per square foot is based on experience in the local market with other development projects that include a retail component as well as other proposals*[16].

**Comment F39:**

Also in that paragraph, for operations, direct employment for the total project including the residential units is provided (972 jobs). The paragraph also mentions the 696 indirect and induced jobs generated from the non-residential uses of the project. Why aren't the indirect and induced jobs generated from the residential uses presented here also?

AKRF and SPR, Letter 42, November 2, 2015

**Response:**

*The following is a summary of the direct, indirect and induced jobs generated by the annual operations of the Proposed Project. The figures were taken from DEIS Table III.F-20 and III.F-20A.*

***FEIS Table III.F-39***
***Economic Impact from Project Operation, 2018***

| *Impact Type* | *Employment* |
|---|---|
| *Direct Effect* | *973* |
| *Indirect Effect* | *209.3* |
| *Induced Effect* | *519.4* |
| *Total Effect* | *1,701.7* |

[16] http://www.newcastlenow.org/index.php/article/new_hra_chappaqua_crossing_supermarket_and_retail_market_analysis

*Source: compiled by VHB Engineering, Surveying and Landscape Architecture, PC*

**Comment F40:**

The IMPLAN sectors for the hard costs are presented on page III.F-30. Please specify what was modeled for the soft costs.

AKRF and SPR, Letter 42, November 2, 2015

**Response:**

*As indicted on page III.F-25 of the DEIS, examples of soft costs included costs associated with engineering, architecture, financial services, and other support services*

**Comment F41:**

It should be noted that Table III.F-20 only reports on the project's non-residential uses. Should this include the residential uses as well?
AKRF and SPR, Letter 42, November 2, 2015
**Response:**

*It is noted that Table III.F-20 does not include the separately reported employment from the Proposed Project's residential uses. As stated in the DEIS in Table III.F-20A, the Proposed Project's residential uses are anticipated to directly create approximately 28 jobs. It is anticipated that this direct employment would create some additional, but not quantified, level of indirect and induced employment as well.*

**FEIS F-41, III.F-41**

**Economic Impact from Project Operation, 2018**

| Impact Type | Employment |
|---|---|
| Direct Effect | 973[1] |
| Indirect Effect | *209.3* |
| Induced Effect | *519.4* |
| Total Effect | *1,701.7* |

1. includes an estimated 28 employees associated with the residential development

Source: compiled by VHB Engineering, Surveying and Landscape Architecture, PC

**Comment F42:**

Page III.F-31 states that the residential component is anticipated to create 28 full time positions. This paragraph also states that an estimate of one job per 25 units was used. The proposed project includes 730 residential units. Based on 1 job per 25 units, there would be 29 jobs generated from the residential units.

AKRF and SPR, Letter 42, November 2, 2015

**Response:**

*Comment noted.*

**Comment F43:**

In the Residents Spending pattern section (page III.F-32), was $22,640,950 modeled in IMPLAN? Please specify.

AKRF and SPR, Letter 42, November 2, 2015

**Response:**

*The DEIS (on page III.F-32) cites an estimated $22,640,950 in total annual household discretionary spending from Project residents. That estimate was derived using a disposable income estimate ($62,030 per household) from ESRI Business Analyst data; the IMPLAN model in order to understand how much of that disposable income would be available for discretionary spending (50 percent); and the total number of project housing units (730 units).*

*The $22,640,950 estimate then served as an input to the IMPLAN model for Westchester County in order to estimate the economic impact from resident spending. As described in the DEIS (page III.F-33 and Table III.F-21), the IMPLAN modeling showed that the $22,640,950 in discretionary spending would generate an estimated 282.8 jobs, $16,852,614 in labor income, and $41,252,086 in total economic output within Westchester County.*

**Comment F44:**

Table IIIF-22 shows the Economic Impact Summary. Please include the economic benefits associated with the residential units (Table III.F-20-A).

AKRF and SPR, Letter 42, November 2, 2015

**Response:**

*FEIS Table III.F-44 combines the economic impact of the project operation with the residential units.*

***Table III.F-44***
***Economic Impact from Project Operation, 2018 with Residential***

| *Impact Type* | *Employment* | *Labor Income* | *Total Value Added* | *Output* |
|---|---|---|---|---|
| *Direct Effect* | *973* | *$164,335,306.9* | *$205,688,401.4* | *$250,880,399.8* |
| *Indirect Effect* | *209.3* | *$15,928,649.8* | *$25,162,581.7* | *$35,509,822.7* |
| *Induced Effect* | *519.4* | *$30,407,667.7* | *$50,451,637.4* | *$73,784,649.2* |
| *Total Effect* | *1,701.7* | *$211,271,624.4* | *$281,302,620.5* | *$360,174,871.7* |

*Source: compiled by VHB Engineering, Surveying and Landscape Architecture, PC*

**Comment F 45:**

The DEIS reports that the Project will generate 1,075 construction jobs which will produce labor income of $116,000,000. (DEIS Table III-F-19 at III-F-30). Using those assumed facts, and knowing that IMPLAN assumes one job equals one year of employment for 2,080 hours, the DEIS projects a total of approximately 2,236,000 hours of construction work to build the Project (1,075 jobs x2,080 hours + 2,236,000). The Project's assumed average hourly labor income including payroll taxes and costs of any employment benefits for construction workers can also be calculated from the DEIS information as $51.88 ($116,000,000/2,236,000 hours = $51.88)

what they predict at Table 3, F-19 at Section 3-F, Page 30, that there will be labor income of $116 Million payable to the 1,075 jobs that are projected to be involved in the construction of the project.

Now because M-Plan assumes a 2,080-hour year, we can infer that they are expecting 2,236,000 hours of construction employment in connection with the project.

If we look at the economics that underlies M-Plan, they use the DLS quarterly census of employment and wage data, and that projects for Westchester County an hourly wage of $31.92 an hour.

That's a pretty good number if you are earning it, but there is two problems with it.

The first is that's not the construction worker wage.

That's all construction wages. That includes managers, executives, owners of contracting, every level of the activity, perhaps some of the professionals here today. It also includes benefits as well. So that's a cool rollout number.

Now, if we can contrast that, the prevailing Westchester construction industry wage and benefit package number is $73.25.

What that tells us is that this project, even assuming that it's going to have all the hours of work it projects, assumes a 60 percent reduction in the prevailing wages for construction workers in Port Chester and Westchester.

And the carpenter who spoke today talked about the need for a living wage. This project will not deliver a living wage to the 1,000 people that they project will be employed.

Tom Kennedy, PH September 8, 2015, p. 112 and Letter 16, September 8, 2015

We submit that the DEIS ignores the negative impact on the working class in Westchester County and Port Chester that will arise from paying minimal wages to the non-union construction workers that are apparently to be employed on the project and thereafter in its maintenance.

Tom Kennedy, PH September 8, 2015, p.111

**Response:**

*The Applicant's initial construction cost estimates were used as the input for IMPLAN modeling, and jobs were estimated using IMPLAN default (prevailing wage) values for Westchester County. Therefore, the prevailing wages calculated should reflect the prevailing wages for Westchester County.*

*It is not the Applicant's intent to pay non-competitive wages for construction. The Applicant contends that the establishment of wage rates for construction workers (or the use of union v. non-union labor) is not a relevant area under SEQRA as it does not relate to the potential impact of the proposed development. The Applicant has proposed to provide the Village with a monetary contribution towards Village community benefit funds which includes a Village Job-Training Fund.*

**Comment F46:**

The projected 944 jobs during the operation period are similarly suspect. Those assume a wage-and-benefit package of $157 Million over those 944 jobs.

Again, if you do the arithmetic, it turns out those jobs, many of which are serving jobs, and retail jobs, and barista jobs or something have an average of $166,000 a year. I would suggest that fails to pass the common sense test. And if you assume 40 percent of them are going to be in the retail food and beverage category, which is what the DEIS assumes, that means the remaining jobs have an average of $233,000 a year in income and benefits.

Tom Kennedy, PH September 8, 2015, p. 114 and Letter 16, September 8, 2015

**Response:**

*The DEIS does not assume that 40 percent of the projected jobs will be in the retail food and beverage category as indicated in the comment above. In fact, as stated on page III.F-30:*

> *"Nine hundred and forty-four (944) direct jobs are estimated to be generated from this development project that breaks into: 651 jobs associated with the new general office and medical office uses, 225 commercial related jobs (both stores and food and beverage establishments) and 68 jobs in the limited service hotel. An additional 28 jobs are anticipated as a result of the residential component."*

*Based on the development program, it is estimated that almost 70%, or 651, of the 944 jobs will be either commercial office or medical office jobs for which IMPLAN defaults values pay a higher than average rate. This explains the somewhat higher than average wage than expected. While the applicant has no control over the wages paid by the future tenants of the development, it is the applicant's expectation that employees will receive competitive wages.*

**Comment F47:**

Now the DEIS, does not discuss the economic impact of these lower-than-normal wages in the construction and in the building maintenance sector; and until it does that, it won't even suggest the possibility of mitigation. Right now what it says for proposed mitigation, and I am referring to Page F-33 in Section 3, it

says, quote, "The project is anticipated to generate new employment opportunities during both construction and operation. Therefore, no, significant adverse employment impacts are anticipated, and no mitigation is required."

Tom Kennedy, PH September 8, 2015, p. 115 and Letter 16, September 8, 2015

**Response:**

T*he Proposed Project is not anticipated to have any adverse impacts on employment. Rather, the Proposed Project will create new employment opportunities both during construction and during the Project's operation. The wage levels for varying jobs was addressed in the comments F45 and F46 above.*

**Comment F48:**

I would also ask Mr. Smith if the 1800 jobs that he is projecting in construction are 1800 jobs per year or -- as the Governor stated when he said about the jobs for the town. Are those 600 jobs over three years? It's a simple question, and I'd really be interested in knowing if they're talking job years, or if they're talking 1800 jobs for three years. I'd like to know that.

Rev. Baker, PH October 5, 2015, p. 53

I just got a question for Starwood and the committee, the mayor and the board: The 1800 jobs that these guys are creating for the construction workers, are they going to be skilled workers; are they going to pay the area standards for the members of Westchester? Is it going to be a New York State certification apprentice program involved?

Robert Miclinski, PH October 5, 2015, p. 71

**Response:**

*Comment noted. The Applicant intends to work with legitimate and substantial construction companies to build out the Proposed Project; companies that will utilize proper training for their employees and adhere to all applicable Federal, State and local statutes related to worker safety.*

*The IMPLAN analysis assumes prevailing wages by industry and geography. The estimated 1,800 construction jobs are generated over the full course of the project's construction period.*

**Comment F49:**

We want to further note that promoting state-approved apprenticeships as a way of mitigating the risks of this contaminated jobsite would serve the important purpose of protecting the public health, safety and welfare of Port Chester.

What plans are there for making sure that these construction jobs offer Port Chester and the surrounding communities the most substantial economic benefits possible? What will the wages and benefits be for

construction work and what, if any, training and apprenticeship programs are associated with the contractors and subcontractors that will be hired to perform this work?

What measures will be put in place to prioritize construction job opportunities on this project for workers who live in Westchester County or the Hudson Valley area?

What if any training programs are associated with the contractors and subcontractors that will be hired to perform this work?

Build Up NYC, Letter 39, October 30, 2015

**Response:**

*The proposed amendments to the PMU District language includes the creation of a Zoning Incentives and Community Benefits fund for additional density (floor area ratio), refer to FEIS Appendix L. One of the proposed community benefit funds is a Village Job Training fund which the Village would administer as it sees fit. It is ~~unkown~~unknown at this time what the contractors and sub-contractors may offer in the form of apprenticeships, wages and local hiring practices~~.~~ (including any prioritization). Issues related to the protection of worker safety owing to the potential for on-site contamination are addressed in Chapter III.G.*

**Comment F50:**

Starwood predicts that, once completed, operation of this development will support approximately 972 direct jobs. But there are currently no guarantees that these jobs will pay anything more than minimum wage or offer any benefits beyond the legal minimum.

What are the wage and benefit rates for building service, retail, security and other operational jobs that Starwood used in estimating the economic impacts of this project?

Build Up NYC, Letter 39, October 30, 2015

**Response**:

*The labor income estimates advanced in the DEIS are based on prevailing wages for employment by job type, as derived by the IMPLAN input-output model. The Applicant does not determine the wages and benefits that would be offered by the Proposed Project's commercial businesses. It is not anticipated that the Applicant will have employees on-site directly under their hire, but most likely there will be an independent managing company overseeing the project as part of the MPOA. Individual businesses (e.g., hotel, office, retail) will also determine their own wage packages for their employees.*

**Affordable Housing**

**Comment F51:**

Page III.F-35 indicates that the equivalent of approximately 9.6% of the Village's housing units have been constructed as workforce or affordable. How does the percentage of affordable units, both those constructed as affordable and those that exist as affordable, compare to that of other jurisdictions?

AKRF and SPR, Letter 42, November 2, 2015

**Response:**

*FEIS Table F51a, also referred to as Table 3.2 Affordable Housing Development with Federal and State Subsidies by Number of Units, Program and Village[17], was taken from the 2012 Housing Conditions in the Village of Port Chester (the "Housing Conditions Study") which provides a breakdown as to the number of affordable housing ~~developments~~units (with Federal and State subsidies) for each Village in Westchester County. According to the FEIS Table III.~~F62~~F51a, the Village of Port Chester has the highest overall number of affordable housing ~~developments~~units with Federal and State subsidies among all Villages in Westchester (679), followed by the Village of Sleepy Hollow with 384, the Village of Tarrytown with 379 and the Village of Ossining with 322.*

[17] Housing Conditions in the Village of Port Chester, Village of Port Chester, NY, Urbanomics BFJ Planning, March 14, 2012, p.62

*FEIS Table III.F51a*

**Table 3.2: Affordable Housing Developments with Federal and State Subsidies by Number of Units, Program and Village**

| VILLAGES | 2010 | | | | |
|---|---|---|---|---|---|
| | Section 8 New Constr or Rehab | Public Housing | LIHTC | Other MF Asst, BMIR | HOC Allocation Plan |
| Ardsley | | | | | 2 |
| Briarcliff Manor | 97 | | | 96 | 23 |
| Bronxville | | | | | |
| Buchanan | | | | | |
| Croton-on-Hudson | | | | | 17 |
| Dobbs Ferry | | | | | |
| Elmsford | | | 64 | | 10 |
| Harrison | | | | 6 | |
| Hastings-on-Hudson | | | | | 18 |
| Irvington | | | 22 | | |
| Larchmont | | | | | |
| Mamaroneck | 81 | | 1 | 75 | |
| Mount Kisco | 131 | 76 | | | 66 |
| Ossining | 228 | | 13 | | 81 |
| Pelham | | | | | |
| Pelham Manor | | | | | |
| Pleasantville | 7 | | 24 | | 24 |
| **Port Chester** | 193 | 340 | | 146 | 35 |
| Rye Brook | | | 26 | | 12 |
| Scarsdale | | | | | |
| Sleepy Hollow | 163 | 86 | 64 | | 71 |
| Tarrytown | | 151 | 115 | 107 | 6 |
| Tuckahoe | 134 | 149 | | | 6 |
| **All Villages** | **1,034** | **802** | **329** | **430** | **371** |

Source: www.HUDUser.org and Urbanomics

*1source: Housing Conditions in the Village of Port Chester, Urbanomics, 2012*

*In addition, FEIS Table III.F51b, also known as Housing Conditions Study Table 3.3[18] is taken from the Housing Conditions Study and provides a comparison of the percentage of all subsidized units to all occupied units for all of the Village's in Westchester County. As noted therein, the Village of Port Chester has the highest overall number of subsidized units, although there are several communities that have a higher percentage of subsidized units as a percentage of occupied units (Sleepy Hollow 11.1%, Tuckahoe 10.1%, Tarrytown 8.6% and Briarcliff Manor 8.2%) and much higher than the All Villages average.*

[18] Ibid., page 63

*Table III.F-51b*
*Table 3.3: Subsidized Affordable Housing Units as a Percent of All Occupied Housing in the Villages of Westchester County, 2010*

| *VILLAGES* | *2010* | | |
|---|---|---|---|
| | *All Occupied Housing Units* | *All Subsidized Affordable Housing Units* | *% Subsidized Units of All Occupied Housing* |
| *Ardsley* | *1,587* | *2* | *0.1%* |
| *Briarcliff Manor* | *2,647* | *216* | *8.2%* |
| *Bronxville* | *2,259* | *0* | *0.0%* |
| *Buchanan* | *829* | *0* | *0.0%* |
| *Croton-on-Hudson* | *2,956* | *17* | *0.6%* |
| *Dobbs Ferry* | *3,901* | *0* | *0.0%* |
| *Elmsford* | *1,618* | *74* | *4.6%* |
| *Harrison* | *8,375* | *6* | *0.1%* |
| *Hastings-on-Hudson* | *3,027* | *18* | *0.6%* |
| *Irvington* | *2,528* | *22* | *0.9%* |
| *Larchmont* | *2,109* | *0* | *0.0%* |
| *Mamaroneck* | *6,998* | *157* | *2.2%* |
| *Mount Kisco* | *4,102* | *273* | *6.7%* |
| *Ossining* | *8,344* | *322* | *3.9%* |
| *Pelham* | *2,390* | *0* | *0.0%* |
| *Pelham Manor* | *1,857* | *0* | *0.0%* |
| *Pleasantville* | *2,569* | *55* | *2.1%* |
| ***Port Chester*** | ***9,240*** | ***714*** | ***7.7%*** |
| *Rye Brook* | *3,461* | *38* | *1.1%* |
| *Scarsdale* | *5,418* | *0* | *0.0%* |
| *Sleepy Hollow* | *3,462* | *384* | *11.1%* |
| *Tarrytown* | *4,410* | *379* | *8.6%* |
| *Tuckahoe* | *2,855* | *289* | *10.1%* |
| *All Villages* | *86,942* | *2,966* | *3.4%* |

*Source: 2012 Housing Conditions Report (U.S. Bureau of the Census, 2010 Summary File and Urbanomics)*

**Comment F52:**

There is no discussion of the needs of the current residents of the site, who are in fact historically a "work force" community, which the Applicant intends to replace with a preferable demographic in line with its market research and preference for childless households.

Geoffrey Smith, Letter 37, October 30, 2015

Some of the people who are living in 999 High Street, I understand that they were given Section 8 vouchers to utilize as compensation in renting apartments elsewhere. I think that's good. But, as a taxpayer, I'm still paying for it, because Section 8 money is Federal Government money which we pay as taxes. And how long is that program going to last? So what type of commitment is really being made to those people?

John Reavis, PH 9/8/15, p.100

**Response:**

*Comment noted. ~~The Applicant contends that 999 High Street was built and always maintained as workforce housing for the former United Hospital. As such, the building is subject to~~ Article 2 of the Private Housing Finance Law of the State of New York, commonly referred to as the Mitchell-Lama law~~.~~, provides for different types of State-assisted housing. Compliance with the Mitchell-Lama law is regulated by the New York State Division of Housing and Community Renewal (the "DHCR"). ~~The Applicant contends that when the hospital closed the need~~Eligibility for ~~the housing ceased to exist. The issue regarding revocation, however, became academic because after the Applicant acquired the Site in 2006 it chose not to seek to vacate the tenants from the premises although it had the legal right to do so after id dissolved the~~ Mitchell-Lama housing ~~corporation.(See Response to Comment III.F-53 for information~~can be based on ~~the number of tenants in 999 High Street at that time.) Tenants were permitted to remain while redevelopment plans were considered. Since 2006, no rent increases were levied and no tenants were evicted (other than for~~either income or non-~~payment~~income based criterion, including employment at a particular entity. Section 13(17)(a) of ~~rent). To assist the tenants with relocation the Applicant has retained a representative who has been tasked to work with each tenant household individually to identify other housing options and to assist with coordinating relocation assistance services tailored to their specific needs.~~ the Mitchell-Lama Law specially allows for eligibility based on employment affiliation without regard to income.*

*The Applicant contends that 999 High Street was built and always maintained as workforce housing for the former United Hospital and not affordable housing available to the general public; eligibility required that at least one member of a household be employed by United Hospital. Correspondence from NYS DHCR[19] confirms that the initial creation of the housing company (UH Housing Corp.) was to secure housing for employees of United Hospital. That correspondence also indicates that the creation of PC 999 High Street Corporation in 2006 as a Mitchell-Lama housing corporation, which acquired 999 High Street, was intended to continue the eligibility of households occupying the building until the Applicant dissolved PC*

[19] Refer to DEIS Appendix B – Correspondence Letters from Sheldon Melnitsky NYS DHCR Managing Attorney and response from Stuart Saft from Holland & Knight on behalf of the Applicant.

*999 High Street Corporation. Once dissolution occurred, it was the opinion of NYS DHCR that the Applicant was able to evict tenants; the Applicant believed it could evict tenants without dissolution.*

*As a precursor to demolishing the 999 High Street building, in April 2015, under applicable law, the Applicant gave formal notice to each tenant of the 41 remaining occupied units that their tenancies were going to quit on June 1, 2015. Eviction notices – also known as Summary Proceeding Petitions - were not served upon the tenants, nor were any Summary Proceeding Petitions filed with the local Justice Court. After the occupied units are vacated and prior to demolition of the 999 High Street building, the Applicant is required to and will file for a request from DHCR to dissolve the Mitchell Lama housing corporation, a process that begins with the filing of a "notice of intent" and typically takes up to a year to complete. The Applicant asserts that it was not required to obtain any preapproval from the DHCR or complete the dissolution of the Mitchell Lama housing corporation as a condition to serve the formal notices to quit. The DHCR has opined that the Applicant cannot terminate the tenancies based on their lack of continued affiliation with the former United Hospital Housing Corp. (although the agency did not address the validity of the Applicant's service of notices to quit), but has acknowledged that the Applicant could seek eviction after dissolution of the housing corporation based on planned demolition of the building, refer to DEIS Appendix B for relevant correspondence.*

*The issue regarding termination of tenancies, however, became academic because after the Applicant acquired the Project Site in 2006 it chose not to seek to vacate the existing tenants from the premises (although, as noted, DHCR agreed that it had the legal right to do so after it dissolved the Mitchell-Lama housing corporation; refer also to correspondence from NYS DHCR and response letter from the Applicant contained in DEIS Appendix B). (See Response to Comment III.F-53 for information on the number of tenants in 999 High Street at that time.) Tenants were permitted to remain while redevelopment plans were considered. Since 2006, no rent increases were levied and no tenants were evicted (other than for non-payment of rent). NYS DHCR also notes that even after the sale of the property and the formation of a new Mitchell-Lama housing corporation (PC 999 High Street Corporation) it did not compel the filling of vacancies and DHCR did not make any efforts to verify the income of the tenants to ascertain whether they qualified for ordinary Mitchell-Lama status.[20] To assist the tenants with relocation the Applicant had retained a representative who was tasked to work with each tenant household individually to identify other housing options and to assist with coordinating relocation assistance services tailored to their specific needs.*

*The Applicant has arranged confidential relocation and compensation packages that are tailored to each of the remaining households in 999 High Street. In general terms, for the income eligible households, the package includes lifetime utilization of Section 8 vouchers and supplementary rental assistance for 12 months. ~~Households that did not qualify for Section 8 benefits have~~ While confidentiality prohibits getting into specifics regarding each households needs, the Applicant has informed the Village that 26 out of the*

[20] The status of PC 999 High Street Corporation as Mitchell-Lama housing for employees for the former United Hospital, rather than as affordable housing to the general public, was confirmed by the Village's special counsel in a conversation with NYS DHCR Managing Attorney. The new Mitchel-Lama Corporation (PC 999 High Street Corporation) was formed to purchase the building from the UH Housing Corp. to allow the then-existing tenants, who occupied 57 units, to continue to stay in the building pending the Applicant's dissolution of the Mitchell-Llama Corporation.

*41 households that were occupied at the time of the filing of the DEIS qualified for the utilization of Section 8 vouchers, which are generally limited to households earning no more than 50% of the Area Median Income (which for a family of 4 in Westchester County was $53,900 in 2016). Households that did not qualify for Section 8 benefits have received a cash payment that varied depending on when they moved out; the compensation package offered a minimum of 12 months and a maximum of 24 months at the household's current rental rate. Each household received a stipend to defray the costs of moving. The Applicant reserved the right to seek summary eviction against any resident who does not vacate the building by a mutually agreed surrender date but that reservation proved ~~unneccasry~~unnecessary, as to date all of the households have accepted relocation and compensation packages and have moved out of 999 High Street.*

*The Applicant has no information about the income strata of the 16 households that voluntarily relocated from 999 High Street between 2006, when the Applicant acquired the building, and April 2015, when the Applicant served the above-noted Notices to Quit to the remaining 41 households.*

**Comment F53:**

We also point out that the beneficiaries of PILOT program typically show some kind of public benefit. In this case, we recommend that one of these benefits be affordable housing (discussed below)

Affordable housing. The United Hospital site contains an affordable building located at 999 High Street. The draft EIS notes that 41 of the 133 apartments in this building are occupied and that the tenants pay rents that are restricted as affordable. To remove these apartments from the site without replacing them would result in a net loss of affordable apartments in Westchester. While we recognize that the existing PMU regulations do not require affordable housing, we point out that the applicant is asking for ~~substantial'~~ substantial amendments to local zoning to allow the project to move forward. We recommend that the Village consider including in the amendments a requirement for the inclusion of affordable units in new developments.

Edward Burroughs, Letter 21, September 22, 2015

But I'm saying as a resident of Port Chester, we need affordable housing, and there is no reason why there cannot be affordable housing in this development.

Richard Hyman, PH 9/08/15, p. 127

We recommend that the Village board require that the Starwood development include at least as many affordable units as they demolish on site, but in no case less than 10% affordable.

The Westchester Workforce Housing Coalition, Letter 20, September 8, 2015

And, also, I was interested in him -- that he said that it was a good project because it was stimulating housing in Port Chester for seniors and for young professionals. And it's also -- I'm not doing a very good job at saving the affordable housing that is present at 999 High Street, 134 units, that are going to be destroyed by the Starwood plan, with no plan to replace them. I'm not asking that there be more, but asking, at least, that they be replaced. A 20 percent set aside for affordable housing in the 700 units would have replaced the units that they are destroying. And I would ask that, at least, the board consider that.

Rev. Baker, PH October 5, 2015, p.54

What will Starwood do to mitigate the impact of the loss of 130 affordable homes?

Can and will the Village insist that Starwood build affordable housing as a condition for any density bonuses?

Build Up NYC, Letter 38, October 30, 2015

One part of Starwood's plan is to tear down the apartments at 999 High Street. That's going to remove 133 units of badly needed affordable housing. Is Starwood going to include at least 133 units of affordable ~~housin~~housing in the new project?

Cecilio Silvestre, Letter 6, August 27, 2015

The DEIS fails to analyze the impact of the Gateway Project on affordable housing within the redevelopment area or throughout the City and fails to develop a remediation strategy or mitigation measures to address the displacement and exclusionary affects we believe will result from the high cost, high rise development. There is no analysis of the contribution of affordable or work force housing which would be necessary for a well considered and balanced plan for a project this size.

Geoffrey Smith, Letter 37, October 30, 2015

Starwood Capital's plan is to build a 730-unit residential building catering to the empty-nesters and young people. What about people with families and children? Shouldn't there be housing for them, too? How many of the apartments will be affordable to working families? Starwood is demolishing the affordable housing at 999 High Street. Should we have at least 133 units of affordable housing in the new project?

Robert Priani, PH, August 27, 2015, p. 65

**Response:**

*~~Comment noted.~~ As noted in Section III.F of the DEIS (page III.F-35), in 2004 the Village enacted legislation to require the inclusion of moderate income housing in new development of 10 units or more in certain Village zoning districts. The Project Site was previously classified in the R2F Zoning District, which district did not require the provision of moderate income/affordable housing in new multi-family developments. The Project Site was rezoned in 2013 to the Planned Mixed Use (PMU) district. As noted in the Comprehensive Plan and the Statement of Environmental Findings on which the PMU was predicated, the Village Board specifically sought to encourage a wide range of housing types within the Village. With respect to the PMU district, the Comprehensive Plan did not recommend affordable housing, seeking instead to maximize development flexibility to achieve a mixed-use development. The planning for the Proposed Project was informed by that ~~desire~~objective of the Village Board, which is a component of the Village Board's goal of providing for a balanced of uses with the Village. In addition, as noted in DEIS Table III.F-24 Existing Affordable Housing/workforce Housing in Port Chester, and in the Response to Comment III.F51, the Village of Port Chester already has a large amount of housing in government-regulated affordability programs. In addition, Port Chester has a large share of non-regulated housing that is priced significantly lower than the area's median ownership and rental prices. As such, the Village Board, through the adoption of the PMU zoning district, sought to encourage a different type of housing in this particular area of the Village, in conjunction with a comprehensively-planned mixed-use development.*

*As noted in the AKRF Report (Appendix P) the proposed use of the PILOT program is an important economic development tool and makes the Proposed Project economically viable. -The program evaluated in the AKRF Report did not include an affordable housing component. The Applicant contends that inclusion of an affordable housing component would negatively affect project viability absent additional financial assistance, such as an increase in PILOT benefits. ~~-AKRF concurs that the inclusion of a material number of affordable units would affect the financial viability of the Proposed Project, which may in turn result in either the need for PILOT terms more favorable to the Applicant or a somewhat greater density than would otherwise be necessary to sustain the Project to offset the potentially lower return on affordable housing units.~~To illustrate the potential financial impact of affordable housing on the Project, the Applicant compared the average rent of three new rental developments in the Village (Castle, Mariner, Lighthouse) with the rental limits defined by Westchester County for housing affordable for families earning either 80% or 50% of Area Median Income (AMI) in 2016 (See Appendix X). Assuming that affordable housing units were included in the Proposed Project with the same relative unit-mix as the non-age-restricted housing (i.e., 300 lofts/studios, 100 1-bedrooms, 100 2-bedrooms), and that market rents for the Proposed Project are similar to other recent rental projects in the Village, for every five units of affordable housing, the Applicant could expect to receive $52,008 less per year if the housing was affordable for families making 80% of the AMI and $88,386 less if the housing was affordable for families making 50% of AMI. If 30 units of affordable housing were included, using the same assumptions, the Applicant could expect to receive $312,048 less per year if the housing was affordable for families making 80% of AMI, and $530,316 less per year if the housing was affordable for families making 50% of AMI.*

*There are no exclusionary impacts from the Proposed Project; the Proposed Project ~~would~~, if approved, would increase, not decrease, the number of multifamily units over that allowed by the current zoning. Thus, the ~~project~~Proposed Project does not have the effect of excluding any residents from the Village. It is further noted that the concept of exclusionary housing has generally been applied to zoning that prevents multifamily or affordable housing; the proposed zoning amendments do not do so. There is no requirement, as suggested in the comment, that a project – as opposed to a municipality – have a balanced plan for affordable or workforce housing. If there were such as requirement, every major residential development would ~~require~~be required to include affordable housing, which is not the governing law.*

*There would also be no displacement of existing Village residents, as all tenants of 999 High Street have been relocated at the Applicant's expense. ~~The Project has no effect on other residents.~~ At or about the time of the Applicant's purchase of the United Hospital property, of the 133 units at 999 High Street, approximately 57, or 43~~% %~~, were occupied[21]. At the time of submission of the DEIS document (July 2015~~))~~, 41 of the 133 units were occupied. As of November 14,- 2016, all households have moved out and relocated.*

*It is noted that the revised PMU Zoning Text, refer to FEIS Appendix L, includes a density bonus program specifically tailored to the PMU, which proposes to make use of one or more of several dedicated community improvement funds including a housing rehabilitation fund and a Village affordable housing fund. It would*

[21] Source: DHCR Web-sitehttp://www.dhcr.state.ny.us/publications/mitchell-lamaannualreport/mlhcar07onyc.htm#HCNP112

*be at the Village Board's discretion as to whether all, or a ~~porton~~portion of ~~the~~ the density bonus payment gets used for either of these two categories.*

*~~It should be noted, as~~As indicated by public comments on this EIS, there are differing opinions regarding the SEQRA impact of the Proposed Project on affordable housing within the Village~~.~~ (and within Westchester County). Opinions have been expressed that all 133 units within 999 High Street should be replaced as affordable units within the Village. Some of these opinions are based on the existence of that number of units when United Hospital was operating. However, once the Hospital stopped operating, units became vacant over the next decade and were not reoccupied. Thus, they have not served as units for Village or County residents for over a decade, and were not occupied when the Applicant acquired 999 High Street as part of its purchase of the Project Site. Other opinions have asserted that the Applicant was required to market all 133 units once it acquired the ~~Site under Mitchell-Lama housing requirement. However, the DCHR acknowledged that it did not require the Applicant to do so, given the contemplated demolition of the building. Further, even if the Applicant was required to market the units, that did not occur and the units were not occupied for a decade before the Applicant acquired 999 High Street~~Project Site under Mitchell-Lama housing requirement. However, correspondence from NYS DHCR , along with a conference call by Village special counsel with NYS DHCR, confirms that the initial creation of the housing company (UH Housing Corp.) was to provide housing for employees of United Hospital, without an income eligibility requirement (i.e., the units could have been rented to anyone affiliated with the hospital whether such person was an orderly, a doctor or an administrator). In terms of households, at least one member had to be an employee of the Hospital for the household to qualify for such housing. The subsequent creation of PC 999 High Street Corporation in 2006 as a Mitchell-Lama Housing Corporation to acquire 999 High Street was intended to maintain this eligibility provision; this was done to assure that the 57 households then residing in the building could, if desired, continue to reside in the building until dissolution of the Mitchell-Lama housing by the new owner, at which time they could have been lawfully evicted. Consequently, NYS DHCR did not require PC 999 High Street Corporation (the Applicant) to have an income eligibility requirement or to rent any unoccupied units.*

*Others have expressed the opinion that only the 57 units that were occupied at the time the Applicant acquired 999 High Street should be replaced, presumably based on the logic that these were the units occupied by Village residents at that time and thus their loss would reduce the number of affordable housing available to Village residents~~. The Westchester County Planning Board referred to the loss of 41 units. Others have opined that the Village should require that 10 percent of the units (75~~ and thus to County residents. The Westchester County Planning Board referred to the loss of 41 units (the number of units occupied at the time of the filing of the DEIS in July 2015) and noted that the loss of these units would diminish the supply of affordable apartments in the County. As noted above, while confidentiality prohibits getting into specifics regarding each households needs, the Applicant informed the Village that 26 out of the 41 households that were occupied at the time of the filing of the DEIS qualified for the utilization of Section 8 vouchers, indicating that only these 26 households were eligible for affordable housing. This means that 16 households voluntarily relocated from 999 High Street between 2006, when the Applicant acquired the building, and April 2015, when the Applicant served Notice to Quit on the remaining 41 households. There*

*is no information about the income strata of those households. However, based on the ratio that 26 of the remaining 41 units were eligible for Section 8 vouchers (63%), of the remaining 16 units occupied at the time of the Applicant's acquisition of 999 High Street, another 10 households may have qualified for the utilization of Section 8 vouchers, yielding a total of 36 households. Others have opined that the Village should require that 10 percent of the Proposed Project units (73, assuming the Proposed Project is approved as proposed) should be affordable, consistent with provision in certain residential districts within the Village. Others suggest a 20 percent set-aside (i.e., ~~150 units~~146 units, assuming the Proposed Project is approved as proposed).*

*Finally, still others believe that there is no impact on affordable housing as the building was meant and used as workforce housing for the hospital and not affordable housing ~~more specifically~~, and United Hospital closed over a decade ago.*

*The consensus of public's comments~~, therefore, as well as of the Board's professional staff and consultants,~~ is that the Proposed Project will impact affordable housing. It is the opinion of the Board's professional staff that the Project will cause the loss of at least the 26 units that, at the time of the Applicant's notice to residents of its plans to dissolve PC 999 High Street Corporation, were occupied by households that qualified for Section 8 vouchers and were thus Village households that would have qualified for affordable housing.*

*In addition to differing opinions regarding impact, there are differing opinions with regard to the need to provide additional affordable housing within the Village. Some members of the community feel that additional affordable housing options are needed within the Village. Other members of the community feel that the Village has more than enough affordable housing and is, instead, in need of market-rate housing. In this regard, see the Response to Comment F51 above.*

*Finally, the Proposed Project is not anticipated to result in a significant adverse impact owing to indirect displacement of existing Village residents outside of the Project Site. It is noted that the residential neighborhood to the north of the Project Site is well-established and is zoned for lower-density uses, which makes it unlikely to experience additional development or cause existing rents to increase and make the housing unaffordable to existing residents. Immediately to the east of the Project Site are co-ops of medium residential density. While the Proposed Project may serve as a beneficial economic force for the Village and cause property values to rise incrementally, especially immediately adjacent to the Project Site, these co-ops have large portions of owner-occupants and therefore it is not likely that the potential for increased rents would create financial hardships and potential dislocation of a significant number of occupants.*

**Comment F54:**

Starwood Capital's plan is to build 730 units residential building catering to the empty nesters and young people. What about people with families and children? Shouldn't there be housing for them too?

Robert Priani, Letter 4, August 27, 2015

**Response:**

*–As noted in DEIS Section III.A and DEIS Appendix N, excerpts from the Village's Comprehensive Plan and Environmental Findings, the proposed residential unit configuration specifically responds to the goals and objectives outlined in the Comprehensive Plan that called for smaller unit sizes (i.e., efficiencies (studios), one and two bedrooms) and configurations which generate relatively few school age children*[22].

**Comment F55:**

The Housing Conditions Study concludes that because 274 new units have been added to the housing stock in the last 10 years (an increase of 2.7%) (HCPCS, p.8) and because there is a reported aggregate vacancy rate of 5% "suggests a relatively unconstrained market." (HCPCS, p. ii) Table 1.7 at page 9 does not break down the rent level of the claimed 277 vacant units appears to justify a conclusion that Port Chester has all the affordable housing it can use.

The DEIS however concludes that ""work force housing issues in central Westchester and the Village of Port Chester relate to the fact that there is an insufficient supply of housing available in this segment of the market." PCG DEIS III.G-12 8 Workforce (Affordable) Housing. Here the HOC Housing Plan is credited with bring the recognition that "all of the County's communities need 'guidance' including recommended allocations to assist (them) in meeting a share of the need for affordable housing' (citing the Allocation Plan 2000-2015)

Geoffrey Smith, Letter 37, October 30, 2015

**Response:**

*See Response to Comment III.F-51 and III.F-52 above.*

**Comment F56:**

The Zoning Ordinance for Port Chester at §345-16 provides for a building height and floor area bonus program that is available to be applied to PMU Planned Mixed Use districts for new construction only. These bonus items are specified in three provisions at defined at §365-16 (C)(3) "Open Space", (4) "Housing Rehabilitation" and (5) "Downtown Parking" and provide for a contribution of 15% of the assessed value of the added height and density space. Only the rehabilitation bonus fund is arguably addressed to the priority need for affordable housing. The mitigation sum if applied to the Gateway Project would not have a reasonable relationship to the impact in need of remediation of the residential displacement, the replacement of work-force housing stock due to be lost and replaced by high cost construction, or contribute to offsite development of affordable housing targeted to measured need for impacted income level cohorts.

Geoffrey Smith, Letter 37, October 30, 2015

[22] The Village of Port Chester Comprehensive Plan (December 17, 2012) p. 135

**Response:**

*As noted in Section I of this FEIS, revisions to the proposed PMU zoning text have been submitted to the Village Board (see also FEIS Appendix L). Specifically, the amended PMU zoning district would create a density bonus program specifically tailored to the United Hospital site. The density bonus program would require Applicants that wish to develop the Project Site at a density ~~of~~greater than 1.~~6~~4 FAR to contribute to community benefit funds maintained by the Village: Housing Rehabilitation, Open Space, Job Training, and/or Affordable Housing. As an example, funds deposited in the Housing Rehabilitation fund would be used by the Village for the rehabilitation, and subsequent preservation, of affordably priced housing in the Village.*

**Municipal Services**

**Comment F57:**

Would solid waste collected on the sidewalks be collected by the Applicant or the Village? If the Village, what is the estimated anticipated annual cost to the Village? If the Applicant, how would solid waste be picked up and managed on-site prior to off-site disposal?

AKRF and SPR, Letter 42, November 2, 2015

**Response:**

*As indicated in Section III.F.5 of the DEIS, the Applicant would be responsible for the collection of solid waste on all sidewalks within the Project Site, including along Boston Post Road. A private vendor would be contracted through the Master Property Owners Association (MPOA). The MPOA would be the entity that would coordinate collection amongst the different tenants depending on intensity of use. The exact details of solid waste management on-site will be addressed during the detailed site plan approval process.*

**Comment F58:**

Please detail the proposed 'enhancements to pedestrian connectivity' to Abendroth Park. The proposed Overlay District requires implementation of certain, unspecified, access improvements. Would these improvements be made if the Overlay District was not enacted, but rather the PMU was amended?

AKRF and SPR, Letter 42, November 2, 2015

**Response:**

*DEIS Exhibit II-5, Public Realm and Connections provides initial concepts as to where possible connections could be made to Abendroth Park. The specific details as to the locations will be provided as part of a*

*subsequent specific site plan approval process. The Applicant will include the pedestrian enhancements regardless of which zoning approach is used to implement the Proposed Project. In addition, the Applicant has submitted revised proposed PMU zoning as part of this FEIS (refer to FEIS Appendix L. Specifically, the revised PMU would require that the Applicant implement access improvements to Abendroth Park. The Applicant no longer requests and withdraws that portion of the April 16, 2014 Petition seeking a Text Amendment to the Zoning Law (Southern Gateway Mixed Use Overlay Zone) and modification of the Village's Official Zoning Map. The Applicant only seeks to pursue and proposes a Text Amendment to the Zoning Law, which modifies Article XI of the existing Zoning Law (Section 345-62). The Applicant no longer requests the creation of the Overlay District for several reasons, including the following: after consideration of comments received, the amendments to the PMU District text better achieves its objectives than the Overlay District; given the complexities involved in the Overlay District, any such District should be considered separately and independently of the proposed amendments to the PMU District and the proposed redevelopment of the former United Hospital site; and in light of the foregoing the Overlay District is not a reasonable and practicable alternative. Accordingly, the Proposed Action in this FEIS refers to the proposed amendments to the PMU District text and the Proposed Project, and no longer includes the Overlay District. Nonetheless, this FEIS addresses all substantive comments addressed to the previously proposed Overlay District for purposes of completeness and for informational purposes.*

**Comment F59:**

The Applicant notes that parking on-site may be available for users of Abendroth Park. How does this impact the ability of the Site to accommodate necessary parking for its on-site uses?

AKRF and SPR, Letter 42, November 2, 2015

**Response:**

*There is currently nothing that would prohibit a member of the public from parking on the Project Site to access Abendroth Park. The Applicant does note that there is an existing parking lot located off of Touraine Avenue that provides patrons of Abendroth Park with a dedicated location to park. In the event that there is some parking on the Project Site used by Abendroth Park visitors, the Applicant does not anticipate that they would be in such numbers or at such times of the year as to impinge on the overall parking supply for the Proposed Project, given that the Applicant has increased the overall parking supply from 1,345 spaces to 1,453 spaces~~.~~ and that peak on-site demand for parking generally would occur during the middle of the day on weekdays and in the evening on weekends, which do not correlate with the peak time of park usage on weekend days.*

**Comment F60:**

Our EMS corporation is one of the greatest issues between our fair city and Rye Brook, and I am wondering how we are going to fund that, given all the additional people. That is definitely a concern I want to raise. They definitely are in need of funding.

Susanna Keith, PH 9/8/15, p. 93

**Response:**

*The Applicant along with a representative of the Village of Port Chester met with representatives of the Port Chester-Rye-Rye Brook Volunteer Ambulance Corps to discuss the Proposed Project. The details of the Proposed Project including the extent of the number of units was reviewed and discussed with the Ambulance Corps. The Ambulance Corps indicated that they would be able to serve the Proposed Project with existing staffing and equipment*[23].

*As noted in the DEIS*[24]*, ambulance service in the Village of Port Chester is funded partially through insurance (from calls to service), fundraising and directly by the Village; the balance is paid for by the other participating communities, the City of Rye and the Village of Rye Brook. The Ambulance Corps charges the insurance company of the individual for any call to service, and the amount charged varies based on the service provided to the individual. See Response to Comment F33 for details about the additional funding that the Proposed Project would provide to the Village of Port Chester.*

**Comment F61:**

The redevelopment of Abendroth Park should be seen as a significant contribution to the overall development of this area aligned with United Hospital. It especially can play an important part in successfully marketing the residential development of the United Hospital site as Abendroth Park will form the backdrop view of many residential units. We are asking the Mayor and the Board of Trustees to endorse the outline of this letter in both initiating the feasibility study and approving Starwood's development with the outline of this project work. We envision that the cost of the work could be covered as part of the overall United Hospital development. We request that the Board of Trustees involve representatives from the Rec Commission as well as our Park Commission, in these discussions during continued plans - - planning negotiations.

Kim Morabito, PH 9/8/15, p. 98, Letter 52

**Response:**

*The commentor submitted a letter as part of the public hearing process that outlined the potential for a feasibility study for new and upgraded sports and recreation facilities in Abendroth Park. As noted in Section I of this FEIS, revised PMU zoning text has been proposed by the Applicant. (refer also to FEIS Appendix L Specifically, the amended PMU zoning district would create a density bonus program specifically tailored to the United Hospital site. The density bonus program would require Applicants that wish to develop the Project Site at a density greater than of 1.~~6~~4 FAR to contribute to one or more*

[23] DEIS, page III.F-15
[24] United Hospital Redevelopment DEIS, page III.F-15

*community benefit funds maintained by the Village: Housing Rehabilitation, Affordable Housing, Open Space, and/or Job Training. As an example, funds deposited in the Open Space fund would be used by the Village for the enhancement or creation of open space in the Village, including Abendroth Park.*

**Comment F62:**

The police department is going to need more than two more patrolmen. They talk about $140,000. How about add another 30 percent for benefits? How about cars? How about maintenance of those cars? What about gas? What about our emergency services? They said that they can get by with what they have.

John Revis, PH October 5, 2015, p. 62

The development will likely generate a need for more emergency services and equipment, including additional resources and aid devoted to Village Hall departments, fire department, police department, DPW, etc. Funds should be allocated accordingly.

Port Chester Planning Commission, Letter 51, September 22, 2015

**Response:**

*As noted in Section III.F.3 of the DEIS, representatives of the Applicant and the Village met with the Police Chief to discuss the Proposed Project and potential impacts to the Police Department. The Police Chief stated that because of the projected population from the Proposed Project there would be an anticipated need for two additional officers. The cost in salary is estimated at $164,000 annually exclusive of benefits and pension, which is approximately 35% of the salary figure (see correspondence from the Port Chester Police Department FEIS Appendix G). It was further noted that the Applicant has proposed a PILOT to the Village amounting to approximately $920,000 in year one and increasing 2.5% annually thereafter, which the Applicant contends would far outweigh the projected costs associated with the potential addition of two new officers and additional services required by the Department. In the event the amount of PILOT to the Village is different than that proposed by the Applicant and insufficient to cover costs during any year a PILOT is in place, the Applicant has agreed to cover the difference in the projected costs identified in the DEIS related to projected municipal services increases for the term of the PILOT, refer also to Response to Comment III.F-33.*

**Comment F63:**

As the Starwood project or any proposed change in the new zoning district in the Village moves forward, the Firefighters Union requests an opportunity to have a voice at the table and be able to work collaboratively and cooperatively with all your agencies and developers so our concerns can be recognized.

Vincent Lyons, PH, August 27, 2015, p. 106

The Village's current fire equipment may not be sufficient for the height of the proposed development: the highest ladder stands ~100 feet, while the development could reach up to 115 feet. This would require purchase of new trucks and/or equipment that may pose maneuverability issues on-site and within the Village (e.g. low train trestle bridges).

Parking structures will also require specific fire safety vehicles that the Village does not currently own.

Port Chester Planning Commission, Letter 51, September 22, 2015

**Response:**

*Comment noted. As part of the preparation of the DEIS, representatives of the Applicant and the Village met with the Port Chester Fire Department to discuss the Proposed Project and its potential impact on the provision of services (refer to DEIS Section III.F4). Discussions with the Fire Department indicated that they would be able to service the Proposed Project with existing staffing and equipment. The Fire Department will be consulted during the specific site plan approval process regarding site access and circulation.*

**Demographics**

**Comment F64:**

Section III F(1) Demographics at (a.) reports that "(h]istorically, the Village has had a higher percentage of growth compared to the County at large" and that ~~;'Port;~~ "Port Chester has a significantly lower median income when compared to the County between 2000 and 2009, approximately 70%; however that the median income of the Village is projected to grow at a slightly faster rate than the County" No support is provided for this trend projection or whether this increase will be due to developments within existing Village communities or through the influx of higher income new residents.

Geoffrey Smith, Letter 37, October 30, 2015

**Response:**

*It appears that the commenter is referring to an earlier version of a DEIS for the United Hospital that was submitted to the Village of Port Chester but never accepted as complete. The reference to median income projections is not included in the accepted version of the DEIS that has been the subject of this environmental review. It is noted, however, that DEIS Table III.F-5, Number of Housing Units, notes that 274 new housing units were constructed between 2000 and 2010. DEIS Table III.F-6 Median Household Income provides a 2013 projection for median household income which may reflect newer developments within the Village such as Wellington Greene and The Mariner.*

**Comment F65:**

Section III (F) b projects, again without detailed support that the concept plan will generate approximately 1,431 new residents ( in a total of 762 total units ) in the Village of Port Chester, based on assumptions that all units of housing produced will be rented, including 10% "affordable" "across the board". While these conclusions suggest a range, there is no support or allocation to support this marketing model for studio's

and 1 & 2 bedroom units either from the existing need within Port Chester or from a population outside Port Chester representing the regional need for the housing to be built.

Geoffrey Smith, Letter 37, October 30, 2015

**Response:**

*Comment noted. The Applicant notes that it appears that the comment is related to a previous submission to the Village back in 2010 which is not the Proposed Project. The Proposed Project estimates 1,082 new residents in 730 housing units and, in the Applicant's opinion, the unit mix is consistent with what was envisioned in the Comprehensive Plan.*

**Sustainable**

**Comment F66:**

The project would be a good demonstration site for green design treatments, which would benefit Starwood Capitol's project overall. Green design applications such as described in the EPA's Green Parking Lot Resource Guide would be fitting in this scenario, and work toward retrieving the character of open space and natural landscaping.

http://nepis.epa.gov/Exe/ZyPDF.cgi/P100D97A.PDF?Dockey=P100D97A.PDF

Ivana Hildago, Letter 41

**Response:**

*DEIS Section III.F-6.c. Green Building and Sustainability Initiatives outlines the Applicant's approach to sustainable design, starting at the conceptual development planning level. These concepts include redevelopment as an urban infill project, promoting walkability in project design, incorporation of bicycle infrastructure, car share program, and incorporation of a comprehensive landscaping program. Environmentally friendly building considerations include green roof surface treatments and water efficient plumbing fixtures. The Applicant will be reviewing the proposed parking program and design with the Village as part of specific Site Plan review. The Applicant contends that it addresses several of the design considerations outlined in the EPA resource guide referenced by the commenter by providing a preliminary limit on the number of parking spaces and the use of structured parking to reduce the number of at grade parking lots.*

It is noted that to assist the reader, the written public comments submitted as part of the DEIS review and preliminary FEIS submission made to the Village in April of 2016 have been included as part of the FEIS document as well as the Appendix. The reader can go to their correspondence and look for a notation in the margin as to where in the FEIS document the response to their comment is provided.

**Comment G1:**

3.E.G.18 Natural Resources

Exhibit 3.G-4 Would like to see a more detailed landscape plan.

Michael Scarola, Letter 40, October 30, 2015

**Response:**

*A detailed landscape plan will be prepared as part of the specific Site Plan approval process. Conceptual landscaping is illustrated on FEIS Exhibit III-G1, Illustrative Landscape Plan.*

**Comment G2:**

The use of responsible construction contractors that follow proper safety procedures is especially important on this project because, according to the DEIS, an initial investigation by Starwood's engineer identified the potential that hazardous materials associated with the existing buildings was on site including suspected "asbestos-containing building materials" as well as what appeared to be "mold, PCBs, lead…possible medical waste and other biohazards associated with dead animals, animal waste, and dried blood." Given the presence of these materials, it is essential that any work at this site be done by workers trained to safely deal with these hazards through participation in a state-approved apprenticeship program.

Build Up NYC, Letter 39, October 30, 2015

**Response:**

*Workers involved in activities that include hazardous materials will be trained in accordance with OSHA requirements (i.e., 29 CFR 1910). Workers will also abide by the project-specific work plan(s) and Health and Safety Plan(s)(HASP), which will be prepared in the detailed specific Site Plan approval process and will incorporate applicable OSHA and other state and local requirements (also refer to Response to FEIS Comment III.G8). State-approved apprenticeship programs, such as the job-training fund associated with proposed PMU zoning incentives and community benefits program, represent an appropriate source of safety training for trade workers. (Also see, DEIS page III.G-18.)*

*It is noted that some commenters have suggested that the Village retain an independent consultant to oversee the Applicant's remediation.*

**Comment G3:**

The soil erosion and sediment control measures, presented on pages III.G-10 through III.G-15 will be evaluated by the Village Engineer.

AKRF and SPR, Letter 42, November 2, 2015

**Response:**

*Sediment and erosion control was discussed in both the DEIS and Stormwater Pollution Prevention Plan (SWPPP), which were submitted to the Village Engineer for review. Review comments to the SWPPP were received from the Village Engineer and revisions were incorporated into the FEIS document. The Village Engineer will provide a further review of the detailed sediment and erosion control during future specific site plan reviews.*

**Comment G4:**

The Applicant should update their request to the DEC's Natural Heritage Program as nearly five years have elapsed since the last query.

AKRF and SPR, Letter 42, November 2, 2015

**Response:**

*The Applicant's Engineer received a letter from the New York State Department of Environmental Conservation (NYSDEC) New York Natural Heritage Program (NYNHP) on March 27, 2015 indicating that the Program has no records of rare, state-listed animals or plants, or significant natural communities at the Project Site or in its immediate vicinity (FEIS Appendix G).*

**Comment G5:**

Please evaluate the potential for the presence of certain protected species of bat, particularly the Northern Long-Eared Bat, which was recently listed as a Threatened species by the US Fish and Wildlife Service (USFWS), to occur on-site. It should be noted that several bat species are known to live in abandoned buildings.

AKRF and SPR, Letter 42, November 2, 2015

**Response:**

*The Northern Long-Eared Bat (NLEB) (*Myotis septentrionalis*) is a Federal and State listed threatened species. By far the largest threat to NLEB in New York State has been the white-nose syndrome, which has resulted in a reduction of its population by approximately 98% since 2006. The U.S. Fish and Wildlife Service (USFWS) website indicates that population decline in the northeast could be as high as 99% based on hibernacula surveys*

*(http://www.fws.gov/midwest/nleb/). White-nose syndrome is caused by a fungus that infects the skin of hibernating bats and can cause bats to awaken from their winter hibernation, resulting in unnecessary burning of the fat needed for their survival over the winter season. Other threats include, in part, harvesting of forest canopies resulting in reduction of habitat, herbicides and pesticides, and commercial cave development.*

*Research documentation regarding summer roost locations or winter hibernacula in New York is limited. However, NLEB are typically associated with dense, mature interior forests and tend to avoid significant edge habitat. They forage beneath forest canopies and roost in dead or live trees under loose bark or crevices. NLEB are short-distance migrants and, like most bats, they breed in the fall and migrate to winter sites where they hibernate within cool humid caves and mines (October 1 to March 31). (Reference: NYNHP Conservation Guide – Northern Long-eared Bat, Appendix G.)*

*Since the NLEB are dense forest dwellers, short-distance migrants, the Project Site is essentially void of typical tree roosts and has no nearby dense, mature forests, it is unlikely that they would roost or hibernate within the site's abandoned buildings. Occurrences of NLEB within abandoned buildings are almost exclusively limited to abandoned agricultural buildings in close proximity to appropriate forest habitat or hibernacula.*

*U.S. Fish and Wildlife Service (USFWS), in their Final 4(d) Rule, indicates that private landowners are not required to provide surveys on their land and should consult the Natural Heritage Program inventory to inquire of the known presence of the NLEB (http://www.fws.gov/midwest/endangered/mammals/nleb/FAQsFinal4dRuleNLEB.html, included in FEIS Appendix G). In response to the Applicant's inquiry, a letter dated March 27, 2015 from the NYSDEC New York Natural Heritage Program indicated that their database contained no known rare or State-listed animals in the vicinity of the Site (see Response to FEIS Comment G4). Therefore, no Site survey is required and since there are no known maternity tree roosts or hibernation sites in the site vicinity, there are no restrictions to tree removal or building demolition.*

**Comment G6:**

The DEIS indicates that the cut/fill plan includes approximately 70,000 cubic yards of soil and 30,000 cubic yards of bedrock being excavated during development. Please clarify that excavated fill would be properly characterized in accordance with all local, State (including 6NYCRR Part 360) and Federal regulations (which should be identified) and that non-hazardous historic fill and contaminated soil taken off-site would be handled, at minimum, as a Municipal Solid Waste per 6NYCRR Part 360-1.2.

AKRF and SPR, Letter 42, November 2, 2015

**Response:**

*Disposal of excess soil and rock will be performed in accordance with 6 NYCRR Part 360 Solid Waste Management Facilities, Part 370 Hazardous Waste Management System-General, Part 371 Identification and Listing of Hazardous Wastes, Part 372 Hazardous Waste Manifest System and Related Standards for Generators, Transporters and Facilities, and Part 374 Management of Specific Hazardous Waste. In addition, federal regulations at 40 Code of Federal Regulations (CFR) Parts 260 through 273 will be followed.*

*It is the intent of the Applicant, to the extent practicable, to manage excess soils and rock consistent with the Pre-Determined Beneficial Use Determinations [6 NYCRR Part 360-1.15(b)]. Subject to approval by the Village Engineer, materials subject to beneficial use may include, but not be limited to:*

- *Uncontaminated soil which has been excavated as part of a construction project, and which is being used as a fill material, in place of soil native to the site of disposition;*
- *Nonhazardous petroleum contaminated soil which has been decontaminated to the satisfaction of NYSDEC and is being used in a manner acceptable to NYSDEC; and,*
- *Recognizable, uncontaminated concrete and concrete products, asphalt pavement, brick, glass, soil and rock placed in commerce for service as a substitute for conventional aggregate.*

*Soil and rock that is not subject to beneficial use will be disposed in a permitted treatment, storage or disposal facility or recycled off-site at a NYSDEC-registered construction and demolition debris processing facility.*

*Consistent with NYSDEC, Division of Environmental Remediation's document entitled "DER-10 Technical Guidance for Site Investigation and Remediation", excavated bedrock containing less than 10% by weight material which would pass through a size 80 mesh sieve will typically not be subject to sampling and analytical testing for reuse or disposal.*

**Comment G7:**

The DEIS indicates that only "low level" contamination exists, and the potential impacts to workers and the community are "controllable". While this may be the case, this conclusion cannot be substantiated without further characterization of the areas of concern identified in the Phase I report or further explanation of how these materials would be addressed consistent with public health and safety. The Phase I ESA identified Recognized Environmental Conditions (RECs), including several USTs, as well as C&D piles, dry wells, and a history of hazardous waste generation. The Phase I ESA also documented that the property historically contained coal storage and an incinerator that was associated with a boiler house. It is unknown how coal or incinerator ash was disposed, and it could be present within the on-site fill material. In each of these cases, the environmental status is assumed based on limited data and several areas were not able to be inspected due to safety concerns. The Applicant should clarify how it plans to more completely characterize the environmental conditions on the site or otherwise address the potential for contaminated materials.

AKRF and SPR, Letter 42, November 2, 2015

**Response:**

*The Phase I ESA identified Recognized Environmental Conditions (RECs) and Historic Recognized Environmental Conditions (HRECs) associated with several closed in place USTs, as well as other noted issues including C&D piles, possible former septic fields and/or dry wells, and a history of hazardous waste generation associated with the day-to-day operations of the former hospital The Phase I ESA also documented that a portion of the United Hospital property historically contained coal storage and an incinerator that was associated with a boiler house. It is unknown how coal or incinerator ash was disposed, and thus it could be present within the on-site fill material.*

*Impacts and/or potential impacts associated with the items documented in the Phase I ESA include:*

- *Known petroleum contaminated soil in the vicinity of the USTs, and potential petroleum contaminated soil in building areas, including elevator pits, which are unable to be accessed prior to decommissioning and demolition of existing structures.*
- *It is currently unknown if petroleum, solvent, metals, and polychlorinated biphenyl (PCB) contaminated soil within/below any former septic system and/or dry well discharge areas are present on site given that there are no known records of how sewage was treated prior to 1930 when it is believed by the Applicant that municipal sewer service was provided to the Project Site[1]. Due to the size of the site and site conditions, it is currently impractical to identify locations of any possible former septic systems and/or dry well discharge areas prior to site excavation following decommissioning and demolition of the existing structures.*
- *It is currently unknown if coal ash or incinerator ash are present in the fill material on site. Due to the size of the site and site conditions, it is currently impractical to identify locations of any possible coal ash or incinerator ash in the fill material prior to site excavation following decommissioning and demolition of the existing structures.*
- *It is currently unknown if hazardous waste (aromatic and halogenated VOCs, acids, and/or metals compounds) in the subsurface (e.g., soil) associated with any inappropriate handling and/or on-site disposal of chemicals documented by the RCRA Large Quantity Generator (LQG) status are present on site. Due to the size of the site and site conditions, it is currently impractical to identify locations of any possible hazardous waste in the subsurface prior to site excavation following decommissioning and demolition of the existing structures.*

*The scope of subsurface remediation is generally anticipated to involve excavation and off-site disposal of soil exhibiting concentrations of compounds above the New York State Department of Environmental Conservation (NYSDEC) Restricted Residential, if not Unrestricted Use, Soil*

[1] Sewer System Evaluation Survey Port Chester Sanitary Sewer District, URS Consultants, Inc., January 1995

*Cleanup Objectives (SCOs); establishing institutional controls (e.g., deed restrictions) and engineering controls (i.e., site cover systems of impervious surfaces, maintained lawn and/or landscaping) consistent with the proposed uses of the site; and periodic environmental monitoring and reporting. The excavation and disposal of contaminants in soil is an accepted and common remediation, and does not require unusual techniques to complete. If warranted by the subsurface conditions associated with the areas noted above, a Phase II Environmental Site Investigation (ESI) will be performed to facilitate any necessary remediation. The basic protective measures that will be taken during any such removal are described in the response to Comment G8, and include air monitoring, a construction health and safety plan, and dust suppression measures. If known contaminated materials will remain after remediation that require deed restrictions, the Applicant would file a deed restriction or similar document that will incorporate such restriction and engineering controls, will run with the land, and be enforceable by the Village.*

*The site-specific subsurface geotechnical investigation encountered groundwater, that appeared perched, in only 2 of the 25 test borings at depths of 9 and 12 feet below the existing ground surface. Groundwater treatment, either in-situ (i.e., treating the contaminated media in place in the subsurface) or ex-situ (i.e., treating the contaminated media at the ground surface following removal), may be performed if there is an indication of contamination.*

*Based on the results of the Phase I ESA, the following scope of work would be completed during the initial phase of Project construction to mitigate the potential impacts at the Project Site:*

- *Waste characterization, removal, and disposal of C&D piles in accordance with disposal facility requirements.*
- *The active 4,000-gallon No. 4 fuel oil AST currently serving the apartment building at 999 High Street will be formally closed at the appropriate time, by removal and deregistration in accordance with NYSDEC and WCDH rules and regulations. Additionally, the closed-in-place UST that formerly served the 999 High Street will be removed and disposed as a part of the redevelopment. UST closure will include removal of soil that exhibits evidence of petroleum contamination, and collection of post- excavation endpoint soil samples to confirm that petroleum contamination has been effectively mitigated. Removal of USTs that were closed in place will include collection of soil samples from beneath the tanks to confirm that the soil meets the SCOs.*
- *During the closure and removal in March 2013 of two 25,000-gallon underground storage tanks (USTs) that had stored No. 6 fuel oil, impacted soil was observed, excavated and soil samples were collected. The tanks (along with a nearby 2,000 above ground storage tanks (ASTs) that had stored No. 2 fuel oil) were located in close proximity to the east side of the Power House. Review of files provided by the Village of Port Chester in response to a request for records during the Phase I ESA indicates that five of the 18 post-excavation samples taken had exceedances of the NYSDEC Unrestricted Soil Cleanup Objectives ("SCO"). Removal and off-site disposal or beneficial reuse off-site in New York (in accordance with NYSDEC Part 360 or analogous requirements for States outside of New York) of petroleum-impacted soil containing compounds above the Unrestricted Use SCO*

*associated with this, and, if it becomes known, other historic UST areas noted in the Phase I ESA, will be undertaken.*

- *In the event that the possible former septic fields and/or dry wells and/or the potential areas for ash disposal are discovered during excavation, the area(s) will be investigated. The investigation will include the collection of continuous soil samples through the zone of potential contamination, and laboratory analysis of soil samples for VOCs, SVOCs PCBs, Pesticides, and Metals 8270 to verify the completion of the removal. If ash is observed, the ash will be excavated and disposed of and post-excavation samples for RCRA 8 metals and semi volatile organic compounds (EPA Method 8270) and waste characterization data for disposal off-site. Based on the investigation results, the Applicant will excavate soils that exceed the Restricted Residential SCOs, provide for proper disposal of those soils, and collect of post-excavation endpoint samples consistent with NYSDEC's DER-10 to confirm that the contamination area was appropriately mitigated.*

- *The Applicant will develop a written contingency plan to address unknown conditions (undocumented USTs and/or areas of unknown soil contamination) encountered during redevelopment. The contingency plan will generally identify procedures to be followed by the parties implementing the Project for such scenarios, for the purpose of managing full resolution in a timely and comprehensive manner.*

- *An environmental professional will be present during all excavation work.*

- *If encountered, abandoned septic systems(s) or cesspool(s) associated with former liquid waste management practices prior to the presence of the municipal sanitary sewer system, will be removed, along with any soil that exhibits evidence [staining, odors, detection of VOCs with a photoionization detector (PID)] of contamination. Post- excavation endpoint soil samples will be collected to confirm that the concentration of any remaining contaminants are below the Restricted Residential Use, if not Unrestricted Use, SCOs.*

*Remedial investigations and actions will be subject to a HASP which, at a minimum, will address the following items:*

- *Provide safety and health risk or hazard analysis for each site task and operation.*
- *Identify key personnel responsible for site safety, including name and qualifications of the Safety Officer.*
- *Address personal protection equipment to be employed during work.*
- *Designate work area exclusion zone(s) and decontamination zone(s) as defined by OSHA.*
- *Provide procedures for decontamination of personnel materials and equipment.*
- *State the frequency and types of air monitoring, personnel monitoring, and environmental sampling techniques and instrumentation to be used, including methods of maintenance and calibration.*
- *Establish site emergency procedures and describe emergency equipment to be made available on site.*
- *Identify, provide location of, and list arrangements with the nearest medical facility.*

*Remedial actions will either be self-implemented or be performed under NYSDEC and/or WCDOH oversight should the applicant encounter a condition that requires reporting to one or both of these agencies. Self-implemented remedial actions, to the extent known to be required prior to construction, will be described in a remedial work plan that would be reviewed and approved by the Village prior to implementation. Remediation completed under NYSDEC and/or WCDOH oversight would include preparation and implementation of the specific investigation and remedial work plans required by State program. Remedial actions will be planned and conducted in accordance with relevant NYSDEC rules, regulations, and guidance including; but not limited to, the DER-10 Technical Guidance for Site Investigation and Remediation, 6 NYCRR 360, 6 NYCRR Part 364, 6 NYCRR Part 371, 6 NYCRR Part 374, and 6 NYCRR 375.*

**Comment G8:**

The Applicant should further specify the ways in which the health and safety of the surrounding community and those working on the site during construction would be protected, and this should be coordinated with the potential for contaminated fill noted above and any further characterization of such. Additional detail on the safety plans and inspections proposed in the DEIS should be provided, particularly with regard to dust-control measures, and the approving authority for those plans should be detailed.

AKRF and SPR, Letter 42, November 2, 2015

**Response:**

*The Applicant will prepare and implement a Community Air Monitoring Program (CAMP) protective of the public during contaminated soil disturbing activities, including remediation. General earth moving and utility installation activities will only be subject to CAMP if contamination is known to be present or indicated by field observation or measurements. The CAMP will, at a minimum, be prepared in accordance with the New York State Department of Health (NYSDOH) generic CAMP requirements (see NYSDEC DER-10). The CAMP will be subject to review and approval of the Village of Port Chester, unless the Site is in a NYSDEC program that provides direct oversight. If a NYSDEC program is implemented, it would not override the Village of Port Chester's enforcement authority, although the Village understands that it would have limited involvement with the remediation of hazardous materials that would be under the NYSDEC authority. CAMP activities will include real-time dust monitoring. The dust monitoring will take the form of background and down-wind particulate matter of 10 microns in diameter or smaller ($PM_{10}$) monitoring, on a 15-minute time weighted average basis, utilizing calibrated field-monitoring equipment. The results of CAMP monitoring will be made available to the public via the Internet in a timely fashion. If the pre-determined CAMP response levels are exceeded, the CAMP will include a response and mitigation program that will include an instruction to stop work and re-evaluate both dust suppression measures and the CAMP and to report such occurrences to the Village Engineer. Finally, the CAMP document will include a provision requiring the monitoring program to be upgraded should conditions warrant.*

*In the case of the abatement of asbestos-containing materials (ACM) associated with the Site, activities will be performed in accordance with federal, state, and local rules and requirements. In particular, particulate monitoring for ACM fibers outside the work areas will be performed in accordance with 12 NYCRR Part 56. This monitoring typically consists of air sampling, with laboratory analysis of samples, at multiple perimeter locations such as entrances to work areas and any HEPA exhaust locations. This air monitoring will be subject to oversight by the NYSDOH.*

*Workers involved in activities involving hazardous materials will be required to have appropriate training in accordance with federal, state, and local laws, in conjunction with the implementation of project-specific work plan(s) and Health and Safety Plan(s), which would be subject to approval by the Village of Port Chester. Worker health and safety procedures will comply with OSHA requirements. (See also response to FEIS Comments IIIG2 and IIIG7.)*

*A dust control plan, subject to review and approval by the Village of Port Chester's Village Engineer, and potentially the WCHD and NYSDOH; will be prepared. Dust management during soil disturbing work will include, at a minimum, the items listed below:*

- *Keeping construction vehicle speed to 5 mph to reduce dust suspension;*
- *Covering trucks carrying soils and other dry materials;*
- *Covering exposed stockpiles of soil and gravel to eliminate wind-driven dust suspension, and possibly also minimizing the height of these piles;*
- *Periodic wetting of paved surfaces during dry periods as a means to suppress dust suspension;*
- *Applying water, as necessary, during concrete slab removal and crushing;*
- *The application of water on stockpiles and unpaved roads during dry periods as a means to suppress dust suspension; watering will be provided by the use of a dedicated onsite water truck (or equivalent) equipped with a water cannon and/or sprayer system;*
- *Wetting shall also be used to control dust where drilling, grinding, compacting, crushing, or other similar construction activities occur, as well as at non-enclosed transfer points such as conveyors and chutes;*
- *The wheels of all trucks shall be washed as they exit from the site. A wheel washing station shall be constructed at each truck exit, whereby truck wheels shall be washed, and the water shall be contained to avoid tracking mud out of the construction site and recycled if practicable;*
- *Final grading and landscaping of exposed areas as soon as possible;*
- *Truck cleaning pads; and*
- *Decontamination zone*

**Comment G9:**

The DEIS indicated that petroleum contaminated soil near the power house would be removed, and that NYSDEC would be engaged about using restricted use Soil Cleanup Objectives and engineering/institutional controls for any contamination that is not able to be removed. The DEIS

also states that no remediation is mandated for petroleum compounds documented at the site, and any remaining petroleum contamination would be addressed by methods consistent with the established State cleanup programs.

NYSDEC manages sites that have entered a State remedial program (i.e., Brownfield Cleanup Program) or sites that are subject to enforcement (i.e., Spills, Superfund). It is not feasible to assume that, in the course of excavating petroleum contaminated soil, one could enter an NYSDEC program in the middle of development in order to utilize engineering and institutional controls and restricted use Soil Cleanup Objectives under a NYSDEC program. The Applicant should further describe their approach to addressing contaminated soil. This may include entering a State program or developing its own remediation plan consistent with state regulations, including the filing of a deed restriction that is comparable to the Environmental Easement required by NYSDEC in certain of its programs to assure continued protection of health and safety after the completion of a cleanup. In either case, additional description of the approach is necessary.

AKRF and SPR, Letter 42, November 2, 2015

**Response:**

*The decision to self-implement remediation or perform remediation under NYSDEC oversight will be determined based on information, including the magnitude of the required remediation, which will be determined based on the results of the work performed as described in Comment G7 above, as well as project schedule and cost factors. If unanticipated contamination is discovered, its presence will be reported to the Village (as well as NYSDEC or WCDOH, if required), along with an anticipated schedule for remediation.*

It is noted that to assist the reader, the written public comments submitted as part of the DEIS review and preliminary FEIS submitted to the Village in April of 2016 have been included as part of the FEIS document as well as the Appendix. The reader can go to their correspondence and look for a notation in the margin as to where in the FEIS document the response to their comment is provided.

**Comment H1:**

The FEIS should clarify whether the replica of the mile marker is considered to be a potential architectural resource—that is, is it likely eligible for the S/NR—based on correspondence from the SHPO.

AKRF and SPR, Letter 42, November 2, 2015

**Response:**

*The replica mile marker is not listed on the New York State and National Registers of Historic Places (S/NR) and SHPO has made no determination of its eligibility on the same. Since the mile marker is not original, it is not considered to be potentially eligible for S/NR listing. Given the mile marker is a replica, is not S/NR listed, and is not considered to be potentially eligible for S/NR listing, its relocation would not be considered a significant adverse impact on historic and cultural resources.*

**Comment H2:**

Please clarify the Study Area used to evaluate the impacts of the Project on architectural, as opposed to archaeological, resources, and what was the basis for its selection?

AKRF and SPR, Letter 42, November 2, 2015

**Response:**

*As noted in the Phase 1A Literature Review and Sensitivity Analysis prepared for the project (see Appendix H of the DEIS ), for the purposes of the analysis, the area of potential effect (APE) for archaeological resources is considered to be the entire Project Site. The APE for architectural resources is larger to evaluate the potential for visual/contextual impacts, as well as direct/physical impacts. The Phase 1A does not specifically define an APE for architectural resources; however, it broadly refers to resources within one mile of the project site. As depicted in Exhibit III.B-3 of the DEIS (Surrounding Views), the Project Site is generally visible from within ¼ mile of the site boundaries, with the exception of the area between High Street and Hillside Road, west of I-287. Therefore, for the purposes of this analysis, the APE for architectural resources is considered to be the Project Site and the area within ¼ mile of the site boundaries.*

**Comment H3:**

The Phase 1A does not specifically identify the known architectural resources that are reportedly within the (not geographically defined) study area. Please provide the list of County or municipally identified properties within the study area for architectural resources. Using this list, evaluate the potential for the Project to have a significant adverse impact on any of these resources.

AKRF and SPR, Letter 42, November 2, 2015

**Response:**

*There are no S/NR-listed structures, structures determined to be eligible for S/NR listing, or sites listed on the Westchester County Inventory of Historic Places within the APE for architectural resources. As noted above, the Phase 1A broadly refers to resources within one mile of the project site; however, any such listed resources, including any in the City of Rye, are located outside the project site and the surrounding ¼-mile radius. Therefore, the proposed project would not have any significant adverse direct/physical or visual/contextual impacts on historic architectural resources. There are no S/NR listed or eligible structures, structures on the Westchester Inventory, or structures designated as Protected Sites and Structures by the City of Rye adjacent to any roads that are expected to have substantial additional Project-generated traffic. The closest such structure is the Rye Post Office on Purdy Avenue, as shown on Exhibit III.H-3. The Applicant's traffic engineer has indicated that an estimated peak hour total of 20/16/23 (approx. 1 vehicle every 3 minutes) during the Peak AM/PM/SAT hours traveling south on BPR past Peck Avenue. The Applicant anticipates that very few, if any, of those vehicles would turn right onto Purdy Avenue and circulate past the Post Office.*

It is noted that to assist the reader, the written public comments submitted as part of the DEIS review and preliminary FEIS submitted to the Village in April of 2016 have been included as part of the FEIS document as well as the Appendix. The reader can go to their correspondence and look for a notation in the margin as to where in the FEIS document the response to their comment is provided.

The screening analyses performed to determine the potential of significant adverse impacts to air quality as a result of increases in traffic on the roadway network were updated for this FEIS as a result of the updates to the traffic study (see FEIS Chapter III.E). As noted in the Technical Memorandum at the end of this Chapter and in Appendix I, the updated screening analyses continue to show that the increases in traffic will not cause a significant adverse air quality impact.

**Comment I1:**

Please include the following input parameters for each of the AERSCREEN model runs: Estimated Project Emission Rates; Stack Height; Stack Diameter; Exhaust Temperature; Exhaust Flowrate/Exit Velocity; Elevated Receptor Flagpole Height.

AKRF and SPR, Letter 42, November 2, 2015

**Response:**

*The detailed stack emissions and exhaust parameters were previously provided in Appendix B of the Air Quality Impact Study (DEIS Appendix I). Those parameters are summarized below:*

***Table I1: Stack Emissions***

| Building | Emission Rates (lb/hr) | | | |
|---|---|---|---|---|
| | $NO_X$ | CO | $SO_2$ | PM/PM-10/PM-2.5 |
| Senior Residential | 0.35 | 0.30 | 0.03 | 0.03 |
| Market-Rate Housing - 2 HVAC Units | 0.75 | 0.63 | 0.05 | 0.06 |
| Hotel | 0.16 | 0.13 | 0.01 | 0.01 |
| Office/Retail | 0.27 | 0.23 | 0.02 | 0.02 |

***Table I1a: Stack Exhaust Parameters***

| Building | Stack Exhaust Height[a] (m) | Stack Exhaust Diameter (m) | Stack Exit Flow (ACFM) | Stack Exit Temperature (K) | Stack Exit Velocity (m/sec) |
|---|---|---|---|---|---|
| Senior Residential | 25.91 | 0.23 | 1667 | 394 | 19.17 |
| Market-Rate Housing - 2 HVAC Units | 25.91 | 0.23 | 1772 | 394 | 20.37 |
| Hotel | 21.34 | 0.23 | 746 | 394 | 8.58 |
| Office/Retail | 36.58 | 0.23 | 1292 | 394 | 14.86 |

[a]*Based upon the current Project architectural site plan (September 28, 2015)*

*The revised elevated flagpole receptor grid, based on the FEIS concept site plan (per comment I4), includes receptors placed at each of the following heights:*

- *Millennial Residential Buildings: 20 feet, 31 feet, 42 feet, 53 feet, 64 feet, 75 feet;*
- *Senior Residential Buildings: 20 feet, 31 feet, 42 feet, 53 feet, 64 feet, 75 feet; and*
- *Hotel: 20 feet, 30 feet, 40 feet, 50 feet, 60 feet.*

**Comment I2:**

Please provide explanations for the above input parameters for each model run.

AKRF and SPR, Letter 42, November 2, 2015

**Response:**

*The basis for the stack emissions and exhaust parameters is provided in Sections 4.6.1 and 4.6.2 of the DEIS and the emission calculations in Appendix B of the Air Quality Impact Study (DEIS Appendix I). Potential criteria pollutant emissions from the Proposed Project are based upon natural gas combustion in the boilers and upon U.S. EPA's AP-42 document, Section 1.4, "Natural Gas Combustion" in the External Combustion Sources chapter, and the calculated energy requirements for operation of the heat and hot-water systems for the Proposed Project. The stack exhaust heights are based upon a design stack height of 10 feet above the roof elevation of each Proposed Project component utilizing a representative stack exhaust diameter for boilers in the commercial/residential sector.*

*The modeled elevated receptors are based upon the current architectural site concept plan for the Proposed Project and are placed at the heights of each of the balconies and rooftops of the residential and hotel buildings.*

**Comment I3:**

Each model run used the same stack height, and building height. Please explain why the Hotel, Millennial, or Senior model runs were not run with a lower height.

AKRF and SPR, Letter 42, November 2, 2015

**Response:**

*Each of the DEIS AERSCREEN model runs utilized the same stack height and building height for all Proposed Project buildings based upon the maximum building height of 85 feet for all uses per the originally proposed alternative text amendment to the zoning law, which involves the replacement of Article XI of the existing Zoning Law (Section 345-62). Please refer to Comment III.I4 for revised air quality modeling analyses based upon the current FEIS architectural concept site plan discussed in Comment III.I1 and III.I2.*

**Comment I4:**

In order to ensure that worst-case elevated receptor concentrations were considered, the AERSCREEN model should be run with flagpole heights between ground level and rooftop heights to assess the potential for impacts on balconies on receptor buildings.

AKRF and SPR, Letter 42, November 2, 2015

**Response:**

*A revised modeling analysis was conducted with the U.S. EPA AERMOD refined dispersion modeling for calculating worst-case modeled impacts at ground-level and at publicly accessible rooftops and open balconies. The modeling assessment was conducted utilizing the stack emissions, stack exhaust parameters, and receptor locations identified in Responses to FEIS Comments III.I1 through III.I2. The NYSDEC provided five years (2010-2014) of AERMOD ready meteorological data from the nearest representative National Weather Service meteorological station, which is located in White Plains, New York.*

*The results of the AERMOD modeling are presented below:*

***Table I4: Heating and Hot-Water Systems Air Quality Modeling Results***

| | ***Maximum Modeled Concentration[a] (ug/m$^3$)*** | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | ***CO*** | | ***$SO_2$*** | | ***$PM_{10}$*** | ***$PM_{2.5}$*** | | ***$NO_2$*** | |
| | ***1-Hour*** | ***8-Hour*** | ***1-Hour*** | ***Annual*** | ***24-Hour*** | ***24-Hour*** | ***Annual*** | ***1-Hour*** | ***Annual*** |
| *Maximum Total Boilers' Concentration* | *31* | *27* | *2.7* | *2.6* | *2.1* | *2.1* | *0.4* | *29.4* | *4.3* |
| *Background Concentration[b]* | *2,185* | *1,495* | *81.0* | *12.2* | *36.0* | *24.2* | *10.2* | *112.0* | *39.0* |
| *Total Project Concentration[c]* | *2,216* | *1,522* | *84* | *15* | *38* | *26* | *10.6* | *141* | *43* |
| *NAAQS* | *40,000* | *10,000* | *197* | *80* | *150* | *35* | *12* | *188* | *100* |

*[a]Maximum AERMOD modeled pollutant-specific concentration based on the overall maximum of the modeled ground-level and flagpole receptors.*
*[b]Background CO concentrations represent the calculated 2018 CO background concentrations. Background $SO_2$, $PM_{10}$, $PM_{2.5}$, and $NO_2$ concentrations reflect the maximum monitored concentrations.*
*[c]Total Project Concentration = Total Boilers' Concentration + Background Concentration.*

*As shown in Table I4, the maximum-modeled boiler concentrations, including the background concentrations, are less than the associated NAAQS.*

**Comment I5**:

Please provide worst case unitary concentrations used in the calculation of the concentrations reported in Table 4-6 of Appendix I.

AKRF and SPR, Letter 42, November 2, 2015

**Response:**

*The following table provides the worst-case modeled unitary concentrations utilized in developing the pollutant-specific maximum modeled concentration in DEIS Table 4-6 of Appendix I.*

***Table I5: Maximum Modeled Unitary Concentrations***

| Project Component | Maximum Modeled Unitized Concentration (ug/m$^3$ per g/s) | | | |
|---|---|---|---|---|
| | 1-Hour | 8-Hour | 24-Hour | Annual |
| Senior Residential | 386.1 | 347.5 | 231.7 | 38.6 |
| Millennial Residential | 225.6 | 203.0 | 135.4 | 22.6 |
| Hotel | 586.1 | 527.5 | 351.7 | 58.6 |
| Office/Retail | 438.8 | 394.9 | 263.3 | 43.9 |

*The Applicant's Air Quality Consultant offers the following explanation to help the reader understand the purpose of "Unitary Concentrations": It is a common practice within the air quality assessment community to run the atmospheric dispersion model with all parameters set to the physical emission conditions of the source, but to enter a unitary emission rate (i.e., 1 gram per second). When this is done, the resulting model output concentration is called a unitary concentration or a relative concentration (C over Q), where C is the atmospheric concentration and Q is the source emission rate. The modeled concentration of a given pollutant can then be calculated by multiplying the relative concentration times the actual pollutant emission rate of the source. Because there is often more than one pollutant emitted from a single point, running the model once to obtain the relative concentration and then multiplying that value by the various pollutant emission rates saves the analyst a considerable amount of computer time (and real time) in actually running the air quality dispersion model. It is also important to note that relative concentrations are only valid for a single source, or a group of sources that have identical emission parameters, i.e., the same stack height, exhaust flow and exit velocity, and exhaust temperature.*

**Comment I6:**

NYSDOT volume thresholds for Intersections 1, 9, & 16 should be revised to refer to the appropriate vehicle volume threshold for the emission factor of 10.0 g/mi (the listed MOVES factor is greater than the 7.5 g/mi value used).

AKRF and SPR, Letter 42, November 2, 2015

**Response:**

*The NYSDOT volume thresholds for intersections 1, 9, and 16 were revised in the following Table I6 (DEIS Table III.I-4) to reflect an emission factor of 10.0 g/mi.*

***Table I6: Projected 2018 Peak Hour Traffic Volumes and NYSDOT Volume Thresholds***

| ID | Intersection | Movement | NYSDOT Volume Threshold (veh/hr) | Projected Peak Hour Traffic Volume (veh/hr) | | |
|---|---|---|---|---|---|---|
| | | | | Peak AM | Peak PM | Peak Saturday |
| 1 | High Street and Site Driveway (unsignalized) | EB | 5,845 | NA | NA | 217 |
| | | WB | 5,845 | NA | NA | 201 |
| | | SB | 8,000 | NA | NA | 183 |
| 9 | Route 1 and Hillside Road (unsignalized) | EB | 8,000 | 71 | NA | 40 |
| | | NB | 5,845 | 430 | NA | 689 |
| | | SB | 5,845 | 973 | NA | 874 |
| 16 | Purchase Street and Hillside Road/Wappanoca Avenue (unsignalized) | EB | 5,845 | 21 | 38 | NA |
| | | NB | 5,845 | 291 | 452 | NA |
| | | WB | 5,845 | 62 | 68 | NA |
| | | SB | 5,845 | 463 | 501 | NA |

**Comment I7:**

NYSDOT volume thresholds for Intersection 9 should be revised for the NB/SB approaches to refer to two-way free flow sites, and the EB approach to refer to one-way free flow sites.

AKRF and SPR, Letter 42, November 2, 2015

**Response:**

*Please refer to Table I6 that provides the revised NYSDOT volume thresholds for Intersection 9 based upon two-way free flow sites for the NB/SB approaches and one-way free flow sites for the EB approach.*

**Comment I8:**

Per the updated 2014 CEQR Technical Manual, from which guidance was taken by the Applicant to analyze the air quality impacts of the parking facilities, impacts associated with particulate matter should be analyzed.

AKRF and SPR, Letter 42, November 2, 2015

**Response:**

*Air quality impacts associated with the proposed aboveground parking garages at the Proposed Project were studied for CO and PM-2.5 resulting from large concentrations of vehicles at those locations. A six-level naturally ventilated parking garage for the residential component will have approximately 461 spaces and will serve the majority of the market rate residential units. A separate 6 level naturally ventilated parking garage will have approximately 645 spaces and will primarily service the wellness/medical offices.*[1]

*The air quality analysis for the parking facilities was conducted following the guidance provided in the New York City Environmental Quality Review (CEQR) Technical Manual: Appendices (CEQR, 2014). It was conservatively assumed that vehicles entering and exiting the parking facilities would idle for one minute on each parking level and travel at 5 miles per hour (mph) through the parking areas. The idling time accounts for individuals warming up their vehicle during cold weather and other traffic/parking queues while entering and exiting the parking facilities. Engines of the vehicles entering the parking facilities were assumed to be in hot stabilized mode (warm or hot engines), while the vehicles exiting the parking facilities were assumed to be in cold stabilized mode (cold engines).*

*Although most vehicles will only travel one or two portions of a parking level before locating a parking space, it was conservatively assumed that all vehicles would travel ½ the width and 2/3 the length of each level in addition to the length of the ramps connecting each level before locating a parking space and/or leaving the parking facility consistent with CEQR guidance.*

*Emissions of CO and PM-2.5 for vehicles in the parking garages were calculated using the U.S. EPA MOVES mobile source emission factor model. Model inputs pertaining to inspection/maintenance, anti-tampering programs, age distribution, etc., were obtained from the NYSDEC. Model inputs pertaining to vehicle operating modes and ambient conditions were based upon CEQR Guidance. The equations used to calculate the maximum CO and PM-2.5 concentrations due to the parking garages yield maximum 1-hour CO and PM-2.5 concentrations. To convert the maximum 1-hour CO concentration to a maximum 8-hour concentration the NYSDOT and U.S. EPA recommended conversion factor of 0.7 was applied. To convert the maximum modeled 1-hour PM-2.5 concentration to a 24-hour concentration utilized the NYSDOT and U.S. EPA recommended conversion factor of 0.6.*

*Results of calculating the maximum 1-hour and 8-hour CO and 24-hour PM-2.5 concentrations due to the Proposed Project parking garages indicates that the 1-hour and 8-hour CO NAAQS and 24-hour PM-2.5 NAAQS will not be threatened or exceeded. Table I8 presents the maximum*

[1] The air quality analyses that included the parking garage sources referenced in this Chapter were done with a project that included only 550 spaces in the medical/wellness parking garage. Subsequent to the analyses, the project was modified so that this garage now includes 645 spaces on an additional level of parking. While the additional level of parking would result in potentially longer travel distances, there should not be a substantial change in pollutant concentrations due to the garage being naturally ventilated. In addition, as the additional travel distances would occur at the top of the structure, the effect of the additional travel would be minor compared to the activity at the receptors located at base of the structure.

*calculated 1-hour and 8-hour CO and 24-hour PM-2.5 concentrations from each parking garage including the background concentrations. Calculations, along with the assumptions, variable inputs, and emission rates, for the parking garage air quality analyses are shown in the attached Parking Garage Air Quality Modeling Assessment Appendix I1.*

***Table I8***

***Parking Garage Maximum CO and PM-2.5 Concentrations***

| ***Source*** | ***CO Concentration (ppm)*** |
|---|---|
| *1-Hour CO Concentration (ppm)* | |
| *Project Parking Garage (Office Deck D)* | *0.9* |
| *Project Parking Garage (Residential Deck C)* | *1.1* |
| *Calculated 2018 Background* | *2.9* |
| *Garage Total*[a] | *4.6* |
| *NAAQS* | *35.0* |
| *8-Hour CO Concentration (ppm)* | |
| *Project Parking Garage (Office Deck D)* | *0.6* |
| *Project Parking Garage (Residential Deck C)* | *0.8* |
| *Calculated 2018 Background* | *2.0* |
| *Garage Total*[a] | *3.4* |
| *NAAQS* | *9.0* |
| *24-Hour PM-2.5 Concentration (ug/m$^3$)* | |
| *Project Parking Garage (Office Deck D)* | *0.69* |
| *Project Parking Garage (Residential Deck C)* | *0.59* |
| *Monitored Background* | *24.2* |
| *Garage Total*[a] | *25.5* |
| *NAAQS* | *35.0* |

[a]*Garage Total = Project Parking Garages + 2018 Background Concentration*

**Comment I9:**

Per CEQR guidance, utilized by the Applicant to analyze the air quality impacts of the parking facilities, a cumulative analysis of emissions from both the parking garages and on-street traffic for appropriate receptors is required. Emissions from on-street sources should be included in the parking analysis.

AKRF and SPR, Letter 42, November 2, 2015

**Response:**

*The maximum modeled concentrations of adjacent street traffic for CO and PM-2.5 was modeled per guidance in the CEQR Technical Manual (CEQR, 2014). The Route 1 and Kohl's site driveway traffic was conservatively modeled to occur directly adjacent to the sidewalks of both parking garages to determine maximum modeled cumulative impacts of the parking garages and adjacent street traffic. The maximum impacts from the two parking garages were added to the maximum impacts from the adjacent street traffic. This methodology results in a very conservative estimate of cumulative impacts as there is no credit being taken for the horizontal separation between the parking garages and adjacent street traffic. The peak period intersection traffic for the peak PM time period was modeled with the CEQR Technical Manual Guidance and emissions for adjacent vehicle traffic per the MOVES model. The resulting maximum modeled 1-hour and 8-hour CO impacts are 0.5 ppm and 0.4 ppm, respectively. The maximum modeled 24-hour PM-2.5 impacts for the adjacent street traffic is 0.78 ug/m$^3$. With the addition of the contributions of adjacent street traffic to the modeled concentrations from the parking garages and monitored background concentrations the maximum cumulative impacts are 5.1 ppm for 1-hour CO, 3.8 ppm for 8-hour CO, and 25.9 ug/m$^3$ for 24-hour PM-2.5. All of these cumulative concentrations are well below the respective NAAQS.*

*Thus, the cumulative impact of the proposed parking garages, adjacent street traffic, and background CO and PM-2.5 concentrations will not exceed the CO and PM-2.5 NAAQS.*

**Comment I10:**

Please provide calculations for the determination of Total Hot Start 5 mph CO Emission Factor. The MOVES output database presents an emissions factor of 6.28 g/mi for Link 3 (vehicle travel link with an average speed of 5 mph).

AKRF and SPR, Letter 42, November 2, 2015

**Response:**

*The Total Hot Start CO emission factor presented in the DEIS conservatively included CO emissions from portions of the vehicle drive cycle that would occur prior to vehicles entering the parking garage. The revised parking garage air quality assessment presented in Response to FEIS Comment III.I9 is based upon a hot start emission factor of 6.28 g/mi to be consistent with the MOVES output for vehicles traveling at an average speed of 5 mph within the parking garage.*

**Comment I11:**

CO backgrounds of 3.0 and 1.7 are listed in Table III.I-1 for the 1-hour and 8-hour time periods, respectively. Please provide calculations/source for future CO background concentrations used in the Parking analysis.

AKRF and SPR, Letter 42, November 2, 2015

**Response:**

*The future year 2018 CO background calculations used in the revised parking garage assessment are provided below.*

***Table I11: 2018 CO Background Concentrations***

| Year | Averaging Time[3] | Background CO Concentration (ppm) |
|---|---|---|
| 2013[1] | 1-Hour | 3.00 |
| | 8-Hour | 2.10 |
| 2018[2] | 1-Hour | 2.88 |
| | 8-Hour | 2.01 |

[1] Based upon Table 8 from Chapter 1.1 of the NYSDOT Environmental Procedures Manual.

[2] Based upon Year 2013 Background CO Concentrations and the rollback method described in Chapter 1.1 of the NYSDOT Environmental Procedures Manual.

[3] 8-Hour concentrations developed by multiplying 1-Hour concentrations by the 8-hour persistence factor of 0.70 for Westchester County.

***2018 Background CO Concentration Calculation***

***1-Hour Averaging Time***

$C_{future}=C_{base} * (0.2 + ((EF_{future} * G)/EF_{base}) * 0.8)$

| | | | |
|---|---|---|---|
| where: | $C_{future}$ = | 2.88 | 2018 background CO concentration (ppm) |
| | $C_{base}$ = | 3.00 | 2013 background CO concentration (ppm) |
| | $EF_{future}$ = | 2.71 | 2018 CO emission factor (grams/mi)* |
| | $EF_{base}$ = | 3.14 | 2013 CO emission factor (grams/mi)* |
| | G = | 1.1 | Ratio of Year 2018 traffic volume to Year 2013 traffic volume |

[4] Determined using the NYSDOT's CO Emission Factor Table EF1 for an average vehicle speed of 25 mph and urban collector/local roadway type.

$G = 1 + (GR/100) * N$

| | | | |
|---|---|---|---|
| where: | GR = | 2.00 | Growth rate (%) |
| | N = | 5 | Number of years from 2013 to 2018 |

**Comment I12:**

An assessment of the air quality impacts of the on-site operation of construction equipment, especially potential peak short-term impacts, should be performed. It is unclear that the construction activities associated with the Proposed Project would not have a potential for significant impact. Please provide reasoning, including factors such as total construction duration, individual location, construction duration, estimated construction activity (i.e., equipment types and engine size), proximity to nearby receptors (including sensitive receptors), and any particular project commitments (ie. exclusive use of Tier 4 equipment).

AKRF and SPR, Letter 42, November 2, 2015

**Response:**

*The CEQR Technical Manual (CEQR, 2014) lists several factors for consideration in determining whether a quantified on-site construction impact assessment for air quality is appropriate. For on-site assessment, these factors include the duration and intensity of construction activities, the location of nearby sensitive receptors, and the use of emission control measures. The nearest sensitive receptors to the Proposed Project are the residential Co-Ops along South Regent Street to the east of the Project Site and the nursing home along High Street west of the Project Site, with minimum distances of approximately 50 feet, to the Project Site.*

*In order to minimize impacts from construction vehicles, the following emissions control measures would be implemented. The measures would be enforced as described in the Response to Comment III.K-9:*

- *Diesel Equipment Reduction. Construction of the Proposed Project would minimize the use of diesel engines and use electric engines, to the extent practicable, subject to Village approval. This would reduce the need for on-site generators, and require the use of electric engines in lieu of diesel where practicable.*
- *Clean Fuel. Ultra-low sulfur diesel (ULSD) would be used exclusively for all diesel engines throughout the construction site.*
- *Best Available Tailpipe Reduction Technologies. Non-road diesel engines with a power rating of 50 horsepower (hp) or greater and controlled truck fleets (i.e., truck fleets under long-term contract, such as concrete mixing and pumping trucks) would utilize the best available tailpipe (BAT) technology for reducing diesel particulate matter (DPM) emissions to the extent practicable, subject to Village approval. Diesel particulate filters (DPFs) are the tailpipe technology currently proven to have the highest reduction capability. Construction contracts would specify that all diesel non-road engines rated at 50 hp or greater would utilize DPFs, either installed by the original equipment manufacturer (OEM) or a retrofit DPF verified by the United States Environmental Protection Agency (USEPA) or the California Air Resources Board, and may include active DPFs,[2] if necessary; or other technology proven to achieve an equivalent reduction.*

[2] There are two types of DPFs currently in use: passive and active. Most DPFs currently in use are the "passive" type, which means that the heat from the exhaust is used to regenerate (burn off) the PM to eliminate the buildup of PM

- *Utilization of New Equipment. EPA's Tier 3 and 4 standards for non-road engines regulate the emission of criteria pollutants from new engines, including PM, CO, NOx, and hydrocarbons (HC). All non-road construction equipment with a power rating of 50 hp or greater would meet at least the Tier 3 and 4 emissions standards, to the extent practicable, subject to Village approval.*
- *Idle Restriction. In addition to adhering to the local law restricting unnecessary idling on roadways, on-site vehicle idle time will also be restricted to five minutes for all equipment and vehicles that are not using their engines to operate a loading, unloading, or processing device (e.g., concrete mixing trucks) or otherwise required for the proper operation of the engine.*

*The Proposed Project's general progression of construction will include site preparation, building demolition including remediation, site demolition including remediation (Table III.K6, Stage 1), and site construction in a single phase that is projected to last upwards of 22 months (Table III.K6, Stages 2 to 5). While overall construction is anticipated to last 36 months, the most concentrated construction activities in terms of air pollutant emissions would be during earthwork and demolition operations, which are anticipated to occur during a period of 18 to 24 months (Table III.K6 Stages 2, 3 and 4, with some overlap into Stages 1 and 5). These construction activities include demolition, excavation, and foundations tasks where large non-road diesel engine driven construction equipment (i.e., dozers, excavators) would be used.*

*Construction activities that would produce the greatest air quality impact include the demolition, excavation, and foundations tasks, where a number of large non-road diesel engines (i.e., excavators) would be utilized and when the potential to generate fugitive dust is greatest. Construction equipment would be expected to operate intermittently, move throughout the site, and spread across a large area (approximately 15 acres). Therefore, emissions from multiple engine exhausts are not expected to occur at the same location for extended periods of time but would be more dispersed in nature compared to a stationary point source (i.e., a boiler exhaust). In addition, to the extent practicable and where logistics allow, large emissions sources and activities such as concrete trucks and pumps shall be located away from sensitive receptors.*

*Fugitive Dust*

*A number of measures will be employed during construction activities to ensure that dust suspension is kept low. These measures will be applied in light of dust suspension resulting from construction as well as from demolition activities and in response to potentially hazardous materials present on the site. These include:*

- *Keeping construction vehicle speed to 5 mph to reduce dust suspension;*
- *Covering trucks carrying soils and other dry materials;*
- *Stabilizing (seed, mulch or cover as appropriate) exposed stockpiles of soil and gravel to eliminate wind-driven dust suspension,;*

in the filter. Some engines do not maintain temperatures high enough for passive regeneration. In such cases, "active" DPFs can be used (i.e., DPFs that are heated either by an electrical connection from the engine, by plugging in during periods of inactivity, or by removal of the filter for external regeneration).

- *Periodic wetting of paved surfaces during dry periods as a means to suppress dust suspension;*
- *Applying water, as necessary, during concrete slab removal and crushing;*
- *The application of water on stockpiles and unpaved roads during dry periods as a means to suppress dust suspension; watering will be provided by the use of a dedicated onsite water truck (or equivalent) equipped with a water cannon;*
- *Wetting shall also be used to control dust where drilling, grinding, compacting, crushing, or other similar construction activities occur, as well as at non-enclosed transfer points such as conveyors and chutes;*
- *The wheels of all trucks shall be washed as they exit from the site. A wheel washing station shall be constructed at each truck exit, whereby truck wheels shall be washed, and the water shall be contained to avoid tracking mud out of the construction site and recycled if practicable;*
- *Final grading and landscaping of exposed areas as soon as possible;*
- *Truck cleaning pads; and*
- *Decontamination zone*

*A Fugitive Dust Control Plan will be prepared by the Contractor and submitted to the Village of Port Chester's Building Department for review and approval as part of the application for a building permit for a specific approved Site Plan. The Contractor will follow the Plan and the Applicant will be required to ensure the contractor's compliance during construction. (also refer to Response to FEIS Comment III.K9). Based on the use of previously stated measures to control dust suspension, fugitive dust-related air quality impacts associated with the Proposed Project will be minimized to ensure the health and safety of the construction workers and the surrounding community.*

*Conclusions*

*As detailed above, an emissions control program would be implemented to minimize potential construction-period effects on air quality. Overall, this emissions control program is expected to significantly reduce DPM emissions by a similar reduction level that would be achieved by applying currently defined best available control technologies. Air emissions generated by construction activities would be greatly dispersed before reaching offsite public receptors, and with the implementation of the emissions control measures described above the construction activities are not expected to result in air quality concentrations significantly above the existing background air quality concentrations in the area. Therefore, the construction of the proposed project would not result in any significant adverse impact on air quality.*

It is noted that to assist the reader, the written public comments submitted as part of the DEIS ~~review~~ review and preliminary FEIS submitted to the Village in April of 2016, have been included as part of the FEIS document as well as the Appendix. The reader can go to their correspondence and look for a notation in the margin as to where in the FEIS document the response to their comment is provided.

The analyses performed in the DEIS to determine the potential of significant adverse impacts from noise at proximate receptors as a result of increases in traffic on the roadway network were not updated for this FEIS. As shown in the DEIS, the greatest calculated increase in noise owing to Project traffic was at the Boston Post Road intersection with the Kohl's driveway at an increment of 1.5 dBA. While the traffic study has been updated in this FEIS (see FEIS Chapter III.E), only two intersections experienced traffic volume increases of more than 15% during any peak hour as compared to the volumes used to estimate noise level increases in the DEIS. As a point of reference, a 25% change in traffic volumes would be expected to result in a change of approximately 1.0 dBA.

- High Street and the Existing Site Driveway West experiences a 16.5% increase in volumes during the peak PM hour from what was analyzed in the DEIS. In the DEIS, the estimated impact of the noise attributable to Proposed Project-generated traffic at that intersection during the peak PM hour was 0.6 dBA.
- High Street and Proposed Site Driveway Middle during the AM, PM, and Saturday peak hours experiences volume increases from the traffic study in the DEIS of 20.5%, 26.2%, and 30.9%, respectively. In the DEIS, the estimated impact of the noise attributable to the Proposed Project-generated traffic at that intersection during the AM, PM, and Saturday peak hours was 0.4 dBA, 0.6 dBA, and 0.2 dBA.

Therefore, the conclusion of the DEIS with respect to there being no significant adverse impacts from traffic remains valid.

**Comment J1:**

The DEIS contains a study of possible construction noise pollution in a number of neighborhoods, including ours. Unfortunately, they picked a location in our neighborhood that is a high ambient noise from I-287 and is not representative of the rest of the neighborhood. The study should be re-done using more representative test locations.

Michael Caponiti, PH 9/8/15, p. 81

**Response:**

*Comment noted. The monitoring location that the commenter is referencing is Cope Circle. The Commenter's residence is on Evergreen Avenue. The Cope Circle location was selected for analysis during the public scoping process because of its proximity to the Project Site (approximately 650 feet from the nearest Project property line) within a nearby residential neighborhood. Noise monitoring was also conducted at seven additional locations surrounding the Project Site. While it is likely that ambient sound levels in the vicinity of the Evergreen Avenue*

*area will be somewhat lower due to the increased distance from I-287, construction related sound levels from the Project Site will also be lower at that location, again due to the increased distance (approximately 1,500 feet from the nearest Project Site property line). For example, the additional distance of Evergreen Avenue (over Cope Circle) from the Project Site would afford an additional almost 8 dBA reduction in construction noise compared to what Cope Circle would experience. The Evergreen Avenue location is approximately 1,300 feet away from I-287. Traffic noise from I-287 (a line source) will decay at a lesser rate than construction noise (about 3 dBA per doubling of distance) resulting in an approximate 7 dBA lower level of I-287 traffic noise at Evergreen Avenue than at Cope Circle.*

**Comment J2:**

NOISE—Problem: The limited requirements of the Port Chester Noise ordinance, if adhered to, are totally inadequate for a project of this size (1 million square feet and 3 years of construction). The current ordinance permits construction between 8:00 am and 8:00 pm on weekdays and between 10:00 am and 7:00 pm on weekends and holidays. Adjacent neighborhoods would have to live with the "roar" of construction, rock chipping and/or blasting 7 days a week, 8---12 hours a day for up to three years. The DEIS indicates some of the rock chipping equipment will produce in excess of 90 dB of noise. Current research indicates health damage can occur from noise above 70 dB – particularly in children------ The "Transformation of this Pile of Rocks" [as one Starwood representative called it] requires a dramatic decrease in the permissible time periods for general construction noise and very specific limits on rock chipping and blasting which are not addressed in either the PC ordinance or the Starwood DEIS

a) Solutions:

   i) For this project, Port Chester should adopt construction periods of no more than 7 hours per day 5 days per week and adopt the recently enacted Rye ordinance limiting the times and duration of rock chipping and blasting. The Rye ordinance was adopted after much discussion by residents and contractors as a reasonable compromise between developers' and contractors' economic and operational needs and nearby residents' rights to peace and quiet.

   ii) NYS DOT should build Sound barriers on 287 and 95 to reduce the noise created by both by the construction process and the additional traffic generated by the project.

   Once again, we respectfully request that the Board give these proposals your serious consideration. The size and density of the Starwood project and the proposed overlay re---zoning could easily turn our neighborhood and other residential neighborhoods in Rye, Port Chester and Rye Brook into islands overrun by traffic from adjoining commercial, office and high---rise multi---family housing. We believe that one of the main attractions of the UH site to developers is its proximity and easy access to two major Interstate highways permitting people who don't live

> in Rye, Port Chester and Rye Brook to have easy access to Port Chester's businesses. We urge you to insist that any approval of the United Hospital site zoning and development proposals restricts the pre--- construction and post--- construction traffic these developments will generate to the interstates and away from the residential neighborhoods surrounding the site. We also urge you to insist that developers and contractors, who also don't live near their construction sites, be required to conduct construction in a manner that does not result in nightmares for the surrounding residents.

As noted above, we and our neighbors stand ready to work with the Board and Starwood to satisfactorily address these issues. Please don't hesitate to contact any of us with questions or comments.

Rye Park Steering Committee, Letter 32, October 30, 2015

**Response:**

*Comment noted. FEIS Section III.K – Construction responds to construction related issues raised as part of the DEIS, specifically Response to Comment K-6 including Table III.K-6 Proposed Construction Sequencing and FEIS Exhibits III.6 through III.6d detail proposed construction activities and proposed mitigation. Construction activities do not occur continuously for the 12 hours per day, seven days a week as may be permitted by the Village Code, Chapter 224-2C(5 (included below).*

> *"Construction work, including but not limited to building, repairing or alteration, excavation, leveling, tree removal or trimming and other site work between the hours of 8:00 p.m. and 8:00 a.m. the following day on weekdays, and between the hours of 7:00 p.m. and 10:00 a.m. the following day on weekends and legal holidays,"*

*Typical construction operations start in the morning around 7:45 AM as workers arrive to the site and typically wind down in the late afternoon as the majority of the construction workers leave the job site (workers are typically gone before the PM Peak Hour), however construction hours are permitted to extend to the time references noted in the Village Code above.. (Also refer to FEIS Response III.K3 for further discussion related to construction traffic). FEIS Table III.K-6 notes that the first two months are related to preparation of staging and parking area setup which includes more benign construction activities related to establishing field office(s) trailers, installing fencing, preparing parking and storage areas and implementing erosion control measures. The following 12 months includes activities related to on-site remediation and building and site demolition in which noise associated with demolition would generally be intermittent. Proposed construction stages 2, 3 and 4, which are projected to last approximately **18 to 24** months in the construction sequencing, involves the construction of the internal roadway network, site grading and infrastructure. It is during this timeframe that rock removal and heavy earthwork operations would occur.*

*The Applicant notes that reducing construction hours would result in an extended construction duration beyond the three year anticipated schedule as described DEIS Table III.K-1 and FEIS Table III.K-6. According to Village of Port Chester Noise Ordinance (Chapter 224-2C(5)), construction noise would be permitted to occur approximately 4,000 hours per year. The suggested limitation described in the Comment would limit construction to approximately 1800 hours per year or 45% of the permitted time. Therefore, the estimated 3-year duration of construction (under the limitations of the Village Code) would be more than doubled (under the suggested limitations) to more than 6-years.*

*The Applicant proposes limiting construction to the times allowed by the Village Code. Although the Applicant does not propose amending the referenced Code to be consistent with the City of Rye's regarding rock removal, blasting will, however, be limited to weekdays (refer to FEIS Response III.J6). Also refer to Responses to FEIS Comments III.K1 and III.J6.. Specifically, additional proposed noise mitigation measures to reduce the impact of construction noise are provided in the FEIS Response to Comment III.J6. It is noted that Section 224-3.1 provides the Village Board with the authority to enlarge or reduce subject time limitations.*

*The exact list of types and number of construction equipment to be utilized are not available at this conceptual stage of project development, and as such, a detailed analysis of the reductions in noise levels that can be afforded by specific noise mitigation measures such as those proposed in the Response to Comment J6 cannot be quantified. This level of detailed analysis could be provided as part of a future specific site plan submittal.*

*The traffic noise analysis revealed that additional traffic generated by the Proposed Project would result in negligible increases in traffic related noise on local roads and I-287 on and off ramps. Accordingly, Project related vehicular traffic increases on I-287 would also be negligible. As such, construction of sound barriers adjacent to I-287 and I-95 would not be warranted by the Proposed Project.*

*The Applicant has conducted an analysis of the potential noise increase at residences in the City of Rye from the widening of the I-287 Eastbound off-ramp at Boston Post Road. The analysis, included at the end of this Chapter and in Appendix J, indicates that the combined effects of increased traffic for the AM peak hour condition, new off-ramp lane, and minor restriping would increase noise on the order of 0 to 0.5 dBA at homes on Hillside Road and Cope Circle. Increases of this magnitude would be extremely difficult to detect for traffic noise. This result is consistent with the analysis conducted for the Draft EIS which only examined the noise increase from the change in traffic volumes. Furthermore, as the existing noise environment measured in 2010 at Cope Circle during the late afternoon was on the order of 58 dBA, it is not feasible that the Build condition noise would approach the NYSDOT noise abatement threshold of 67 dBA, and no noise abatement analysis would be required.*

*The amount of additional traffic generated by the Proposed Project, in the Applicant's opinion, would be adequately accommodated on the roadway network with implementation of the mitigation measures set forth in DEIS and FEIS Sections III.E. With the interstate highways being in immediate proximity to the Project Site, these interstates will provide convenient access for*

*movement of construction materials to and from the Project Site, as well as arrival/departure of construction workers. .*

*Construction truck traffic is anticipated to access the Project Site from nearby Interstate highways I-95 and I-287. With the Project Site's close proximity to these highways, minimal use of local streets by truck traffic is anticipated and therefore impact to surrounding neighborhoods is not expected to be significant. Site access to and from I-287 and I-95 south is within ¼ mile of the Site and is accessed via the Boston Post Road. Access to and from I-95 north is within 1.5 miles of the Project Site and can be accessed utilizing the Boston Post Road, Midland Avenue and Peck Avenue. These access routes are primarily in commercial areas and therefore significant impact to surrounding residential neighborhoods and local roads will be minimal. The Applicant shall implement and enforce a construction traffic management plan (CMP) that will limit and restrict construction vehicles of two axles or more to travel to and from the Project Site using major highways, arterials, and connector roadways only. The Applicant shall make compliance with the CMP a condition of, and shall attach the CMP as an exhibit to every contract for the construction of the Proposed Project, and shall make, or require the general contractor(s) to make compliance with the CMP a condition of, and attach the CMP as an Exhibit to every sub-contract. Enforcement of the CMP is discussed in the Response to Comment K9.*

**Comment J3:**

The HVAC noise discussion compares HVAC noise to measured ambient noise, but the measured ambient noise does not include levels measured during late-night hours. Because the HVAC equipment would have the potential to operate during those hours, the comparison of noise levels is incomplete, and larger potential noise level increases could occur during the quieter night-time hours, when sensitivity to noise is typically greatest. Night-time noise level measurements should be conducted at Gilbert Place and South Regent Street. HVAC noise levels should be logarithmically added to the night-time baseline noise levels and the arithmetic difference between the measured existing nighttime noise level and the sum of HVAC and existing noise should be compared to NYSDEC impact criteria. Additionally, a source for the 52 dBA SPL at 50 feet should be provided; either a description of noise measurements conducted and the equipment measured, or a manufacturer's spec for specific equipment.

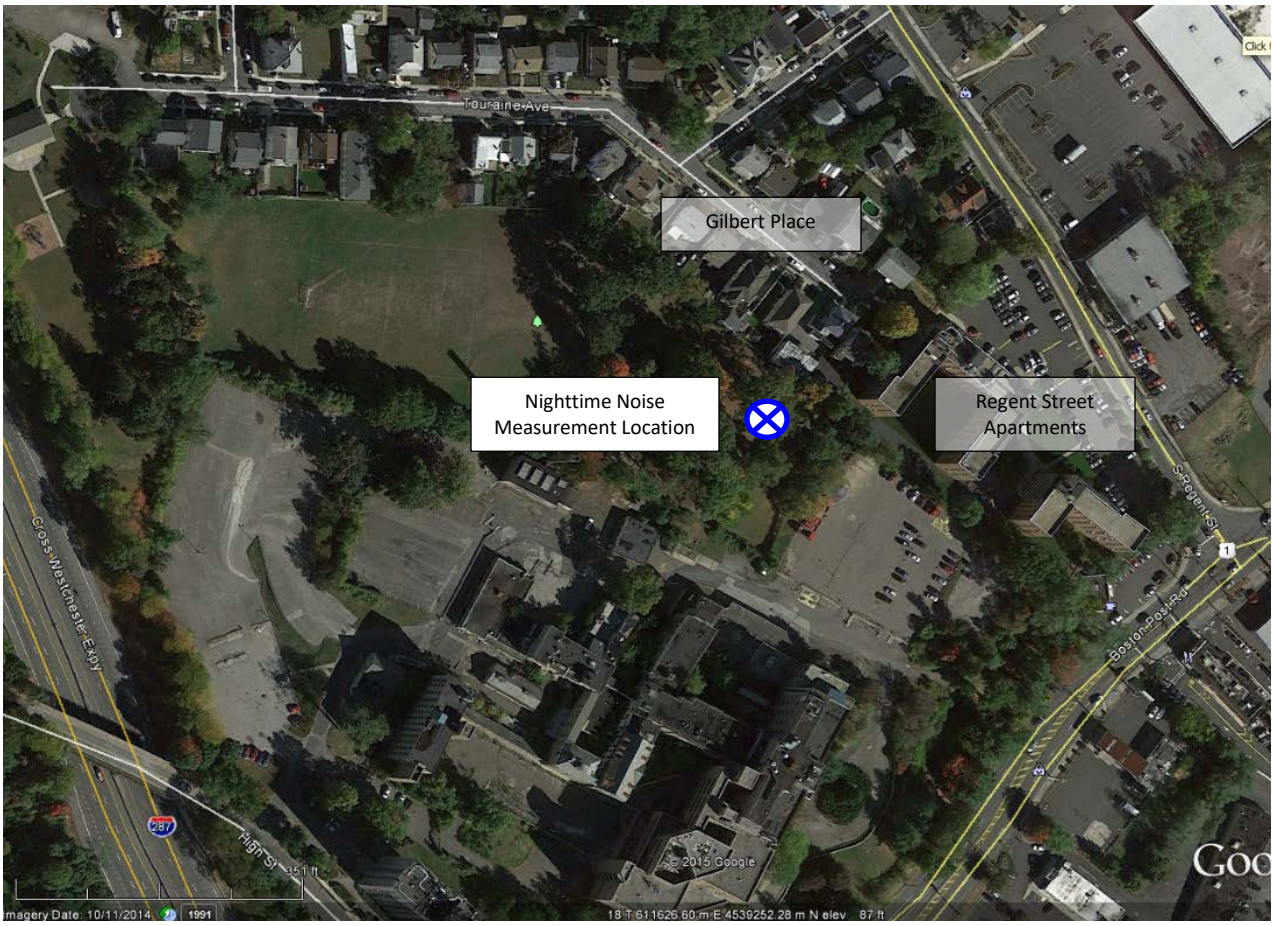
AKRF and SPR, Letter 42, November 2, 2015

**Response:**

*A nighttime ambient noise monitoring program was conducted during the period from September 20, 2015 through September 25, 2015, covering a total of five nights. A RION NL-21 integrating sound level meter was utilized for monitoring. The meter meets the requirements for ANSI S1.4-1983 Type 2 sound level meters. A Bruel & Kjaer 4231 calibrator was used for field calibration.*

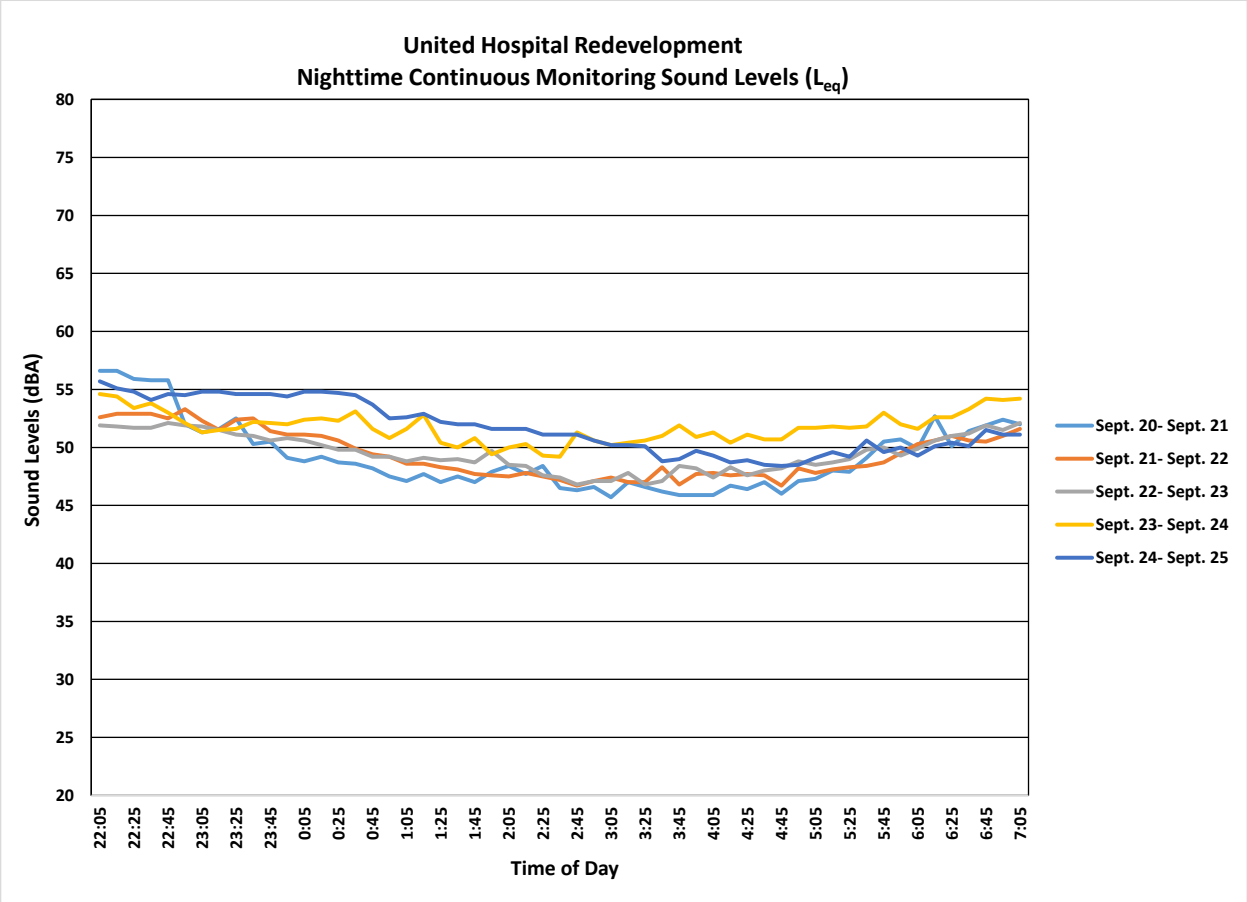
*Both the meter and calibrator were laboratory calibrated within one year of the measurement program. The meter microphone was fitted with a windscreen in order to reduce wind generated noise, and mounted on a small pole in the wooded area of Abendroth Park approximately 50 feet south of residences on Gilbert Place and approximately 200 feet southeast of the Regent Street Apartments (see Exhibit III.J3 below).*

Exhibit J3




*The meter was programmed to measure and store the ambient $L_{eq}$ sound level during the nighttime hours (10 pm to 7 am) on a continuous basis. The data summary from this monitoring program is presented graphically in Figure J3a below.*

Exhibit J3a




*The graphed data reveal that existing nighttime ambient $L_{eq\ (10min)}$ noise levels range from about 46 dBA up to about 57 dBA during the 9 hour nighttime period. Minimum nighttime levels each night were consistent, in the range of about 46 dBA to 50 dBA.*

*Details regarding the specific HVAC systems and their potential locations on the Project Site are not available at this time. Thus, an analysis was conducted assuming a typical HVAC unit (Trane Model 4TTA3030A3/4). Vendor sound level data for this unit (included in FEIS Appendix J) indicate a sound power level of 78 dBA, which corresponds to a sound pressure level of 46 dBA at a distance of 50 feet. The worst case scenario would entail an HVAC unit placed on the ground level and located at the approximate distance to the nearest residence from any of the proposed buildings. The nearest residences are the Regent Street Cooperative Apartments, located at Gilbert Place and South Regent Street. This multi-story structure would be as close as 50 feet from a ground level HVAC unit. At this distance, the sound level from the HVAC unit experienced at the residences would also be approximately 46 dBA.*

*The aforementioned nighttime ambient noise monitoring program revealed that the lowest ambient nighttime noise level was 46 dBA. This worst case scenario (an HVAC unit as close as possible to the existing residences, and the minimum measured nighttime ambient noise level) would result in an increase in of about 3 dBA over existing minimum nighttime noise levels. A summary is provided in Table J3, HVAC Related Noise Levels (dBA) below.*

**Table III.J3: HVAC Related Noise Levels (dBA)**

| Location | Minimum Measured Ambient Nighttime Noise Level (dBA) | Projected HVAC Noise Level at 50 Feet | Total Future Noise Level | Increase Over Existing Minimum Nighttime Noise Level |
|---|---|---|---|---|
| Gilbert Place / Regent Street Coops | 46 | 46 | 49 | 3 |

Source: TRC Engineering, Inc.

*As provided in Table J3, increases in noise over the minimum measured nighttime sound levels would be on the order of 3 dBA, below the NYSDEC noise impact criterion of 6 dBA. It is the Applicant's opinion that the Proposed Project HVAC systems would therefore not result in any significant impacts to offsite residents and as a result does not require mitigation.*

**Comment J4:**

While the construction sources for the Excavation phase of construction included in the BBN 1971 report on which the construction noise analysis is based included a "Rock Drill," the noise analysis does not address the impacts caused by the use of blasting or hydraulic hammers during construction. As the Applicant, states that both methods are considered likely in Chapter III.K, the impacts of these methods must be considered. Hydraulic hammers and blasting have the potential to result in substantially higher noise levels than rock drilling.

AKRF and SPR, Letter 42, November 2, 2015

**Response:**

*Hydraulic hammers (hoe ram) and blasting have been added to the analysis. Please see Response to FEIS Comment III.J5.*

**Comment J5:**

Construction noise was calculated at each receptor location by assuming the total construction noise from the project site as a point source at the center of the site. This would tend to result in an under- estimate of construction noise at the receptors, particularly those that are relatively close to the project site, such as Abendroth Park, South Regent Street, and the Port Chester Nursing Home and Rehabilitation Center, located at distances approximately 120 to 500 feet from the project site. For a construction site on an approximately 450 foot by 350 foot area, with noise sources spread throughout the area, distances from each receptor to each individual noise source would vary widely, and assuming a site-total noise level at the center point of the project site under-estimates noise from sources close to the site boundary, which includes many construction noise sources, such as concrete trucks, concrete pumps, cranes, and dump trucks. Furthermore, the site boundaries are long compared to the distance to the adjacent receptors, and assuming a 6 dBA decrease in noise level per doubling of distance from the source (assuming 50 dBA as a reference

distance) is appropriate for a point source, i.e., a source whose size is small compared to the distance between source and receptor. The noise chapter does point out that the size is large and that construction activity would move throughout the site during the construction period. However, during excavation and foundation work, which is when the heaviest construction equipment occurs, only limited pieces of equipment operate within the excavation area. Additionally, the BBN 1971 report, from which the reference site-total noise levels are taken, assumed the loudest construction noise source at a distance of 50 feet, and all other sources at a distance of 200 feet. Using 50 feet as a reference distance, as the construction noise analysis in the DEIS does, would result in an under- estimate of the noise levels at the identified receptors. If contributions from individual construction noise source cannot be computed individually and a site-total noise level is to be used, a more conservative method to calculate noise levels at adjacent receptors would be to assume a 3 dBA decrease in the site-total noise level per doubling of distance from the nearest point to the receptor along the site boundary.

AKRF and SPR, Letter 42, November 2, 2015

**Response:**

*The Applicant contends that the BBN 1971 average construction sound levels presented in the DEIS (Table III.J-3, Typical Site Average Noise Levels by Construction Activity) are valid. Specifically, the BBN average sound level during excavation was provided as a level of 89 dBA at 50 feet. To confirm these values, additional analysis was conducted by utilizing construction equipment noise data as provided in the Federal Highway Administration's Roadway Construction Noise Model (RCNM). The RCNM also provides usage factors for each piece of equipment. Usage factors account for the fact that equipment are not always operated at full throttle conditions, and are not used for an entire workday. The exact equipment to be utilized has not been determined. However the highest sound levels will likely occur during the excavation phase. DEIS Table III.J-2, Noise Levels of Major Construction Equipment, provided a list of potential construction equipment. That list was modified to reflect the equipment likely to be utilized during excavation. The construction equipment, along with the RCNM sound level data and usage factors, and the sound level adjusted for a typical workday (based on the usage factors), are provided in FEIS Table J5, Noise Levels of Major Construction Equipment - Excavation. The RCNM model was designed as a screening tool, and therefore uses conservative usage factor data which results in the calculation of reasonable construction related sound levels.*

***Table J5: Noise Levels of Major Construction Equipment - Excavation***

| ***Equipment Type*** | ***Instantaneous Maximum Noise Level ($L_{max}$) at 50 Feet (dBA)*** | ***Usage Factor (Hourly Percentage of Maximum Power Output)*** | ***Average Noise Level ($L_{eq}$) at 50 Feet (dBA)*** |
|---|---|---|---|
| *Backhoe* | *78* | *40* | *74* |
| *Clam Shovel* | *87* | *20* | *80* |
| *Cement Mixer* | *79* | *40* | *75* |
| *Dozer* | *82* | *40* | *78* |
| *Dump Truck* | *77* | *40* | *73* |
| *Excavator* | *81* | *40* | *77* |
| *Loader* | *79* | *40* | *75* |
| *Grader* | *85* | *40* | *81* |
| *Hoe Ram* | *90* | *20* | *83* |
| *Rock Drill* | *81* | *20* | *74* |
| *Blasting* | *94* | *1* | *74* |
| | ***Sum Total Sound Level:*** | | ***88*** |

*Sources: FHWA, 2006*

*The data in FEIS Table J5, even accounting for usage factors, is conservative in that it assumes that all of the equipment are utilized (including blasting), and that all equipment are in the same physical space, which is not possible. Also provided in the FEIS Table J5 is the sound level of all the sources added together (88 dBA at 50 feet). This level is almost identical to the aforementioned 89 dBA at 50 foot level, which supports the Applicant's claim that the BBN data are valid.*

*Further, calculating construction noise levels at distances from the Project Site by treating the sources as point sources (i.e., 6 dBA reduction with doubling of distance) is also valid, in that the dimensions of the equipment pieces in relation to the distances to the receivers are more than sufficiently large enough that the equipment do in fact behave as point sources of sound.*

*In addition to the above, additional analysis was conducted as requested in the comment to calculate construction sound levels not only from the center of the Project Site, but also at the nearest approaches to each receiver, and the furthest distance that equipment may be from each receiver. The calculated levels (using the BBN 1971 levels as a base) are also compared to the measured existing average and $L_{max}$ sound levels. That analysis is summarized in FEIS Table J5a, Construction Sound Levels Compared to Ambient Conditions –From Closest Approach To Project Site and FEIS Table J5b, Construction Sound Levels Compared to Ambient Conditions – From Furthest Distance To Project Site.*

***Table J5a: Construction Sound Levels Compared to Ambient Conditions – From Closest Approach To Project Site***

| ***Location*** | ***Closest Approach To Construction Distance(ft)*** | ***Average Measured Ambient Leq Sound Level (dBA)*** | ***Maximum Measured Ambient Sound Level (dBA)*** | ***Demolition (dBA)*** | ***Excavation (dBA)*** | ***Foundations (dBA)*** | ***Building Construction (dBA)*** | ***Restoration/ Finishing (dBA)*** |
|---|---|---|---|---|---|---|---|---|
| *Cope Circle* | *650* | *57* | *69* | *49-64* | *48-66* | *54-55* | *49-64* | *51-66* |
| *89 Inwood Avenue* | *800* | *50* | *71* | *46-61* | *45-63* | *51-52* | *46-61* | *48-63* |
| *77 Touraine Avenue* | *300* | *55* | *81* | *56-71* | *55-73* | *61-62* | *56-71* | *58-73* |
| *Abendroth Park 1* | *100* | *59* | *74* | *66-81* | *65-83* | *71-72* | *66-81* | *68-83* |
| *Abendroth Park 2* | *100* | *55* | *67* | *66-81* | *65-83* | *71-72* | *66-81* | *68-83* |
| *33 Gilbert Place* | *200* | *52* | *75* | *60-75* | *59-77* | *65-66* | *60-75* | *62-77* |
| *South Regent Street* | *100* | *57* | *73* | *66-81* | *65-83* | *71-72* | *66-81* | *68-83* |
| *Nursing Home* | *50* | *62* | *82* | *72-87* | *71-89* | *77-78* | *72-87* | *74-89* |

*Source: TRC Engineering, Inc*

***Table J5b: Construction Sound Levels Compared to Ambient Conditions – From Furthest Distance To Project Site***

| *Location* | *Furthest Approach From Construction (ft)* | *Average Measured Ambient Leq Sound Level (dBA)* | *Maximum Measured Ambient Sound Level (dBA)* | *Demolition (dBA)* | *Excavation (dBA)* | *Foundations (dBA)* | *Building Construction (dBA)* | *Restoration/ Finishing (dBA)* |
|---|---|---|---|---|---|---|---|---|
| *Cope Circle* | *1,500* | *57* | *69* | *40-55* | *39-57* | *45-46* | *40-55* | *42-57* |
| *89 Inwood Avenue* | *1,700* | *50* | *71* | *38-53* | *37-55* | *43-44* | *38-53* | *40-55* |
| *77 Touraine Avenue* | *1,400* | *55* | *81* | *41-56* | *40-58* | *46-47* | *41-56* | *43-58* |
| *Abendroth Park 1* | *1,200* | *59* | *74* | *42-57* | *41-59* | *47-48* | *42-57* | *44-59* |
| *Abendroth Park 2* | *1,000* | *55* | *67* | *44-59* | *43-61* | *49-50* | *44-59* | *46-61* |
| *33 Gilbert Place* | *1,100* | *52* | *75* | *43-58* | *42-60* | *48-49* | *43-58* | *45-60* |
| *South Regent Street* | *1,100* | *57* | *73* | *43-58* | *42-60* | *48-49* | *43-58* | *45-60* |
| *Nursing Home* | *1,000* | *62* | *82* | *44-59* | *43-61* | *49-50* | *44-59* | *46-61* |

*Source: TRC Engineering, Inc*

*A review of the data in FEIS Table J5a and FEIS Table J5b reveals that when construction equipment is at the closest approach to any receiver, construction noise levels will exceed average ambient conditions when the maximum equipment are in use. Please see the response to Comment J6 for a discussion of factors that reduce the potential significance of any impacts that may occur from the increase in noise.*

*However, when the minimum equipment is in use, construction sound levels will be below ambient conditions for the receivers further from the Project Site. FEIS Exhibits III.K-6 through 6d Construction Stage illustrate how construction activities are proposed to commence and work their way around the Project Site. It is noted that for the majority of the building construction process, Block E, located across the street from the nursing home, will be used as a staging area which will include field office, contractor parking and material staging area, thereby minimizing the noise impacts on the nursing home.*

*The analysis for when equipment is furthest from any receivers reveals that construction noise levels when the maximum equipment is in use will generally be below existing average sound levels, and will be below average existing conditions at all locations when the minimum equipment are in use.*

**Comment J6:**

The construction noise levels should be logarithmically added to the existing noise levels to determine total noise levels during the construction period and the incremental change in noise levels during the construction period should be shown. This incremental change should be compared to NYSDEC impact criteria. The duration of any potential exceedances of NYSDEC impact criteria should be estimated.

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**Response:**

*Provided in the tables below (FEIS Table J6, Construction Noise Levels Compared Added to Existing Ambient Conditions –Equipment at Center of Project Site, FEIS Table J6a, Construction Noise Levels Compared Added to Existing Ambient Conditions – Equipment at Closest Approach, and FEIS Table J6b, Construction Noise Levels Compared Added to Existing Ambient Conditions –Equipment At Furthest Distance ) are the calculated construction noise levels from the center of the Project Site, from the closest approach to any receiver, and from the furthest distance to any receiver added logarithmically to the average measured ambient sound level, and the incremental change in sound. FEIS Exhibits IIIJ, Ja and Jb Distance Between NSA and Project Site – Closest Approach, Distance Between NSA and Project Site – Furthest Approach, and Distance Between NSA and Project Site – Center of Site, depict the approximate distances from each receptor to each construction location and are provided at the end of this Section.*

***Table J6: Construction Noise Levels Compared Added to Existing Ambient Conditions –Equipment at Center of Project Site***

| ***Location*** | ***Average Measured Ambient Leq Sound Level (dBA)*** | ***Demolition (dBA)*** | | | ***Excavation (dBA)*** | | | ***Foundations (dBA)*** | | | ***Building Construction (dBA)*** | | | ***Restoration/ Finishing (dBA)*** | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | ***Demo-lition*** | ***Added to Ambient*** | ***Inc*** | ***Excava-tion*** | ***Added to Ambient*** | ***Inc*** | ***Found-ation*** | ***Added to Ambient*** | ***Inc*** | ***Constr-uction*** | ***Added to Ambient*** | ***Inc*** | ***Restor-ation*** | ***Added to Ambient*** | ***Inc*** |
| *Cope Circle* | *57* | *44-59* | *57-61* | *0-4* | *43-61* | *57-62* | *0-5* | *49-50* | *58-58* | *1* | *44-59* | *57-61* | *0-4* | *46-61* | *57-62* | *0-5* |
| *89 Inwood Avenue* | *50* | *42-57* | *51-58* | *1-8* | *41-59* | *51-60* | *1-10* | *47-48* | *52-52* | *2* | *42-57* | *51-58* | *1-8* | *44-59* | *51-60* | *1-10* |
| *77 Touraine Avenue* | *55* | *45-60* | *55-61* | *0-6* | *44-62* | *55-63* | *0-8* | *50-51* | *56-56* | *1* | *45-60* | *55-61* | *0-6* | *47-62* | *56-63* | *1-8* |
| *Abendroth Park 1* | *59* | *47-62* | *59-64* | *0-5* | *46-64* | *59-65* | *0-6* | *52-53* | *60-60* | *1* | *47-62* | *59-64* | *0-5* | *49-64* | *59-65* | *0-6* |
| *Abendroth Park 2* | *55* | *51-66* | *56-66* | *1-11* | *50-68* | *56-68* | *1-13* | *56-57* | *59-59* | *4* | *51-66* | *56-66* | *1-11* | *53-68* | *57-68* | *2-13* |
| *33 Gilbert Place* | *52* | *51-66* | *55-66* | *3-14* | *50-68* | *54-68* | *2-16* | *56-57* | *57-58* | *5-6* | *51-66* | *55-66* | *3-14* | *53-68* | *56-68* | *4-16* |
| *South Regent Street* | *57* | *51-66* | *58-67* | *1-10* | *50-68* | *58-69* | *1-12* | *56-57* | *60-60* | *3* | *51-66* | *58-67* | *1-10* | *53-68* | *58-68* | *1-11* |
| *Nursing Home* | *62* | *53-68* | *63-69* | *1-7* | *52-70* | *62-71* | *0-9* | *58-59* | *63-64* | *1-2* | *53-68* | *63-69* | *1-7* | *55-70* | *63-71* | *1-9* |

***Table J6a: Construction Noise Levels Compared Added to Existing Ambient Conditions – Equipment at Closest Approach***

| ***Location*** | ***Average Measured Ambient Leq Sound Level (dBA)*** | ***Demolition (dBA)*** | | | ***Excavation (dBA)*** | | | ***Foundations (dBA)*** | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | ***Demolition*** | ***Added to Ambient*** | ***Increase*** | ***Excavation*** | ***Added to Ambient*** | ***Increase*** | ***Foundations*** | ***Added to Ambient*** | ***Increase*** |
| *Cope Circle* | *57* | *49-64* | *58-65* | *1-8* | *48-66* | *58-67* | *1-10* | *54-55* | *59-59* | *2* |
| *89 Inwood Avenue* | *50* | *46-61* | *51-61* | *1-11* | *45-63* | *51-63* | *1-13* | *51-52* | *54-54* | *4* |
| *77 Touraine Avenue* | *55* | *56-71* | *59-71* | *4-16* | *55-73* | *58-73* | *3-18* | *61-62* | *62-63* | *7-8* |
| *Abendroth Park 1* | *59* | *66-81* | *67-81* | *8-22* | *65-83* | *66-83* | *7-24* | *71-72* | *71-72* | *12-13* |
| *Abendroth Park 2* | *55* | *66-81* | *66-81* | *11-26* | *65-83* | *65-83* | *10-28* | *71-72* | *71-72* | *16-17* |
| *33 Gilbert Place* | *52* | *60-75* | *61-75* | *9-23* | *59-77* | *60-77* | *8-25* | *65-66* | *65-66* | *13-14* |
| *South Regent Street* | *57* | *66-81* | *67-81* | *10-24* | *65-83* | *66-83* | *9-26* | *71-72* | *71-72* | *14-15* |
| *Nursing Home* | *62* | *72-87* | *72-87* | *10-25* | *71-89* | *72-89* | *10-27* | *77-78* | *77-78* | *15-16* |

***Table J6a (cont): Construction Noise Levels Compared Added to Existing Ambient Conditions – Equipment at Closest Approach (cont.)***

| ***Location*** | ***Average Measured Ambient Leq Sound Level (dBA)*** | ***Building Construction (dBA)*** | | | ***Restoration/ Finishing (dBA)*** | | |
|---|---|---|---|---|---|---|---|
| | | ***Building Construction*** | ***Added to Ambient*** | ***Increase*** | ***Restoration/Finishing*** | ***Added to Ambient*** | ***Increase*** |
| *Cope Circle* | *57* | *49-64* | *58-65* | *1-8* | *51-66* | *58-67* | *1-10* |
| *89 Inwood Avenue* | *50* | *46-61* | *51-61* | *1-11* | *48-63* | *52-63* | *2-13* |
| *77 Touraine Avenue* | *55* | *56-71* | *59-71* | *4-16* | *58-73* | *60-73* | *5-18* |
| *Abendroth Park 1* | *59* | *66-81* | *67-81* | *8-22* | *68-83* | *69-83* | *10-24* |
| *Abendroth Park 2* | *55* | *66-81* | *66-81* | *11-26* | *68-83* | *68-83* | *13-28* |
| *33 Gilbert Place* | *52* | *60-75* | *61-75* | *9-23* | *62-77* | *62-77* | *10-25* |
| *South Regent Street* | *57* | *66-81* | *67-81* | *10-24* | *68-83* | *68-83* | *11-26* |
| *Nursing Home* | *62* | *72-87* | *72-87* | *10-25* | *74-89* | *74-89* | *12-27* |

*Source: TRC Engineering, Inc.*

***Table J6b: Construction Noise Levels Compared Added to Existing Ambient Conditions – Equipment At Furthest Distance***

| ***Location*** | ***Average Measured Ambient Leq Sound Level (dBA)*** | ***Demolition (dBA)*** | | | ***Excavation (dBA)*** | | | ***Foundations (dBA)*** | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | ***Demolition*** | ***Added to Ambient*** | ***Increase*** | ***Excavation*** | ***Added to Ambient*** | ***Increase*** | ***Foundations*** | ***Added to Ambient*** | ***Increase*** |
| *Cope Circle* | *57* | *40-55* | *57-59* | *0-2* | *39-57* | *57-60* | *0-3* | *45-46* | *57-57* | *0* |
| *89 Inwood Avenue* | *50* | *38-53* | *50-55* | *0-5* | *37-55* | *50-56* | *0-6* | *43-44* | *51-51* | *1* |
| *77 Touraine Avenue* | *55* | *41-56* | *55-59* | *0-4* | *40-58* | *55-60* | *0-5* | *46-47* | *56-56* | *1* |
| *Abendroth Park 1* | *59* | *42-57* | *59-61* | *0-2* | *41-59* | *59-62* | *0-3* | *47-48* | *59-59* | *0* |
| *Abendroth Park 2* | *55* | *44-59* | *55-60* | *0-5* | *43-61* | *55-62* | *0-7* | *49-50* | *56-56* | *1* |
| *33 Gilbert Place* | *52* | *43-58* | *53-59* | *1-7* | *42-60* | *52-61* | *0-9* | *48-49* | *53-54* | *1-2* |
| *South Regent Street* | *57* | *43-58* | *57-61* | *0-4* | *42-60* | *57-62* | *0-5* | *48-49* | *58-58* | *1* |
| *Nursing Home* | *62* | *44-59* | *62-64* | *0-2* | *43-61* | *62-65* | *0-3* | *49-50* | *62-62* | *0* |

***Table J6b (cont).: Construction Noise Levels Compared Added to Existing Ambient Conditions –***
***Equipment At Furthest Distance (cont.)***

| ***Location*** | ***Average Measured Ambient Leq Sound Level (dBA)*** | ***Building Construction (dBA)*** | | | ***Restoration/ Finishing (dBA)*** | | |
|---|---|---|---|---|---|---|---|
| | | ***Building Construction*** | ***Added to Ambient*** | ***Increase*** | ***Restoration/Finishing*** | ***Added to Ambient*** | ***Increase*** |
| *Cope Circle* | *57* | *40-55* | *57-59* | *0-2* | *42-57* | *57-60* | *0-3* |
| *89 Inwood Avenue* | *50* | *38-53* | *50-55* | *0-5* | *40-55* | *50-56* | *0-6* |
| *77 Touraine Avenue* | *55* | *41-56* | *55-59* | *0-4* | *43-58* | *55-60* | *0-5* |
| *Abendroth Park 1* | *59* | *42-57* | *59-61* | *0-2* | *44-59* | *59-62* | *0-3* |
| *Abendroth Park 2* | *55* | *44-59* | *55-60* | *0-5* | *46-61* | *56-62* | *1-7* |
| *33 Gilbert Place* | *52* | *43-58* | *53-59* | *1-7* | *45-60* | *53-61* | *1-9* |
| *South Regent Street* | *57* | *43-58* | *57-61* | *0-4* | *45-60* | *57-62* | *0-5* |
| *Nursing Home* | *62* | *44-59* | *62-64* | *0-2* | *46-61* | *62-65* | *0-3* |

*Source: TRC Engineering, Inc.*

*There are no federal or state regulations that define what a significant noise impact is for construction activities. Construction noise is considered to be an unavoidable and temporary aspect of this type of project. Construction noise differs from typical operational noise (e.g., HVAC noise) in that it has a limited duration, it is variable in magnitude depending on the construction phase in progress and equipment in use, and the sound level at any discrete receptor will vary as construction occurs in different parts of the Site. The NYSDEC noise policy considers an increase in noise of 6 dBA or more as having the potential for causing impact from continuous (i.e., operational) noise. The noise policy considers an increase in noise of 10 dBA or more as being very noticeable. In general, a change of 3 dBA or less is considered to be barely perceptible, an increase of 5 dBA is readily noticeable and an increase of 10 dBA is perceived as a doubling of the sound. NYSDEC also provides suggestions for construction noise mitigation that includes use of "appropriate mufflers" and limiting the hours of construction (i.e., Village of Port Chester noise ordinance, Chapter 224 of the Port Chester Code).*

*This analysis is based on the current conceptual site plan. Project construction is currently estimated to occur for 36 months. Of that period, earth moving (heavy equipment use) is estimated to occur for 18-24 months (the duration of Construction Stages 2, 3 and 4 with some overlap into Stages 1 and 5 (refer to FEIS Table III.K6). It is noted that construction activities such as those described in Table III.K6 do not occur continuously throughout the day, and there will be periodic breaks to mobilize and set up equipment. Construction will occur throughout the Project Site. For purposes of analysis, it is further estimated that construction will occur for a shorter period of time for the worst case assessment (3 months) when construction equipment is as close as possible to any one receptor, and approximately 3 months when construction is occurring as far as possible from any one receptor. Based on typical construction practices, the three month estimates are believed to be representative as the durations of the 'best' and 'worst' case scenarios. The remaining 12 months are estimated as an average for the equipment at the center of the site.*

*As shown in the above tables (III.J-6, III.J-6a and III.J-6b), construction related sound levels will vary depending on the construction phase, and where construction is taking place within the Project Site. Notably, the construction sound levels do not take into account any noise mitigation measures that will be employed (portable noise barriers), any shielding that will be provided by topography, existing buildings, and proposed buildings as they are constructed. Therefore, actual noise levels may be less than shown.*

*The analysis for when equipment is as far as possible from any receivers shows that increases in sound would be less than 10 dBA regardless of whether the minimum or maximum equipment are in use, and, coupled with the limited duration of construction (3 months), would not constitute a significant impact.*

*The analysis for when construction equipment is at the center of the Project Site shows that increases over ambient conditions would be below 10 dBA when the minimum equipment are in use, and generally below 10 dBA when the maximum equipment are in use (with the exception of the Abendroth Park area). The approximate duration for when construction is at the approximate*

*center of the site is estimated to be approximately 12 months. Increases of 10 dBA and more do have the potential to result in significant impacts if they were to occur on a continuous basis. However, increases of 10 dBA or more are only projected when the maximum equipment are in operation (i.e., the increase will not occur for the entire estimated 12 months of this scenario). Regardless of the amount of equipment in operation, construction will be of a limited nature (12 months) and will also be limited to the allowable hours in the Village of Port Chester noise ordinance (8 am to 8 pm on weekdays and 10 pm to 7 am on weekends).*

*The analysis for when equipment is at the closest possible approach to any receiver indicates much larger increases in sound of up to 27 dBA. Increases of this magnitude would result in significant noise impacts if they were to occur on a continuous basis. As presented in DEIS Section III.K, construction noise levels presented above are those that would be experienced for people outdoors. A building (house) will provide significant attenuation for those who are indoors. Sound levels can be expected to be up to 27 dBA lower indoors with the windows closed. Even in homes with the windows open, indoor sound levels can be reduced by up to 17 dBA (USEPA, 1978).*

*As noted above, this potential scenario would likely occur for approximately 3 months, and would further be limited to the allowable hours per the Village of Port Chester Noise Ordinance. The aforementioned increases in sound of up to 27 dBA are associated with exterior construction noise levels of up to 89 dBA when construction is at its closest approach to the nursing home location. The nursing home can be considered a special sensitive receptor in that residents are typically in the nursing home during the day when construction activities will be occurring.*

*The nursing home contains old, single pane windows and through the wall air conditioner units for each resident room. Both of these features would tend to allow for less attenuation of exterior noise levels than solid walls or double pane windows, and it is possible that the exterior to interior noise reduction is even less than the maximum USEPA windows-open estimate of 17 dBA attenuation from exterior noise. Interior noise levels could therefore be greater than 70 dBA at times during this 3 month period when construction is located closest to the nursing home. To minimize the potential for noise impacts to the nursing home residents, therefore, the Applicant is proposing to install two forms of noise mitigation directly onto the interior of each nursing home resident room that has a direct line of sight to the construction site as follow:*

- *Air Conditioner Covers – Covers will be installed on the faces of air conditioners. The covers will be built of a material that has a density of at least 2 pounds per square foot (e.g., ¾ inch plywood). The covers act to reduce transmission of exterior noise, and will be removable for times when the air conditioners are being operated. When the covers are removed and air conditioners operated, the sound generated by the air conditioner units will mask the additional exterior sound transmitted through the units.*
- *Acoustical Storm Windows – Acoustical storm windows will be installed on the interior of resident rooms. The storm windows will be fitted over the existing windows (the existing windows will not be replaced).*

*The use of these mitigation measures is anticipated to be very effective in reducing construction noise levels inside of each resident room at the nursing home. It is estimated that through application of these measures, the USEPA estimated 27 dBA attenuation of exterior noise would be achieved and likely exceeded. This would reduce the highest calculated exterior noise level of 87 dBA to 62 dBA or lower inside any nursing home room. The Applicant has initiated discussions with the nursing home administrator regarding the ~~indicated that they have not discussed the~~ feasibility of installing air conditioner covers and storm windows within the nursing home ~~with the nursing home's owner or operator~~. The Village and its reviewing consultants contend that ~~I~~if the nursing home owner or operator determines that installing the air conditioner covers and/or storm windows is not feasible, or will not be authorized, then the Proposed Project c~~w~~ould have an unmitigated significant adverse impact on the nursing home population from construction noise.*

*While large increases are also shown at the Gilbert Place and Regent Street Coops locations, exterior construction sound levels are lower (83 dBA) than those that are projected for the nursing home. The buildings (including windows) at these locations are better constructed than the nursing home, and the attenuation provided will be greater, and with windows closed, the USEPA 27 dBA attenuation would also be expected to be achieved or exceeded. Interior levels are therefore anticipated to be 56 dBA or lower inside these residences for the few months that construction is closest to these locations. Further, residents often work and many would be anticipated to be away during the daytime hours when construction is occurring. As such, no additional mitigation measures (other than the site specific measures presented below) would be warranted for these locations.*

*Construction noise is an unavoidable and temporary feature of the Proposed Project. Even though the analyses conducted indicate that the NYSDEC 10 dBA criterion for evaluating mitigation is not always reached, the Applicant is committed to minimizing potential noise impacts as practical. In addition to the mitigation measures proposed for the nursing home, the following additional onsite measures will be utilized during construction (also refer to FEIS Response III.K9 for enforcement). Implementation of these measures is expected to reduce noise levels and increases over existing conditions beyond the levels presented in the above tables.*

- *Utilizing backup beepers that self-adjust to a level of 5 dBA above the existing ambient levels;*
- *Use of low noise generators;*
- *Installation of temporary or portable noise barriers during rock splitting when in close proximity (within 200 feet) to residential receivers; and*
- *The Applicant shall implement and enforce a construction management plan (CMP) that will require contractors to employ functional mufflers on equipment. The Applicant shall make compliance with the CMP a condition of, and shall attach the CMP as an exhibit to, every contract for the construction of the Proposed Project, and shall make, or require the*

*general contractor(s) to make, compliance with the CMP a condition of, and attach the CMP as an Exhibit to, every sub-contract.*

- *Blasting will be limited to non-holiday weekdays;*

- *Construction activities within 200 feet of the nursing home and South Regent Street Co-ops will be prohibited on Sundays.*

**Comment J7:**

Even accepting the construction noise analysis assumptions and methodology used in this report, the analysis predicts noise level increments at several receptors that approach or exceed 10 dB(A), which the NYSDEC impact criteria state "deserves consideration of avoidance and mitigation in most cases." If the Applicant believes such noise level increments would be infrequent and of short duration, the noise report should explicitly state as much and back up this assertion using information from the construction schedule.

AKRF and SPR, Letter 42, November 2, 2015

**Response:**

*Refer to Response to FEIS Comment III.J6. The Applicant acknowledges that large increases in noise of greater than 10 dBA are anticipated to occur when construction occurs in close proximity to noise sensitive areas, and that increases of this magnitude would result in significant noise impacts although the increases would not occur on a continuous basis. However, as also provided in that response, the most significant increases would occur for shorter durations (3 months) at any one receptor location, and would be further limited to the allowable hours in the Village of Port Chester noise ordinance. The Applicant has also committed to implementing special mitigation measures directly to the nursing home building and additional site specific noise mitigation measures, as described in Response to Comment III.J-6, the effects of which are not included in the sound levels presented herein.*

**Comment J8:**

The traffic noise screening analysis does not include all of the receptor locations at which existing noise level measurements were conducted. Potential increases in traffic on Inwood Avenue, Touraine Avenue, and Gilbert Place should be examined. If there is no potential for the Proposed Project to result a doubling of traffic, which is the minimum increase in traffic necessary to result in a potentially significant increase in noise on these roads, this should be stated.

AKRF and SPR, Letter 42, November 2, 2015

**Response:**

*The Applicant's Traffic Engineer projects virtually no new Proposed Project related traffic to occur on Inwood Avenue, Touraine Avenue and Gilbert Place (refer to DEIS/FEIS Traffic*

*analyses). Since no new traffic is projected for these roads, no increase in traffic related noise will result from the Proposed Project and, therefore, no noise screening analysis is warranted.*

**Comment J9:**

If the Applicant is considering construction on the weekends, as allowed by the Noise Ordinance, the construction noise analysis should consider this separately, as ambient baseline noise levels on the weekend may be different from the weekday noise levels measured as part of the existing conditions noise survey. If the Applicant believes that the construction noise analysis is representative of weekday and weekend conditions because weekend baseline noise levels are the same as or lower than weekday baseline noise levels, this should be explicitly stated, and the reason for this belief should be explained.

AKRF and SPR, Letter 42, November 2, 2015

**Response:**

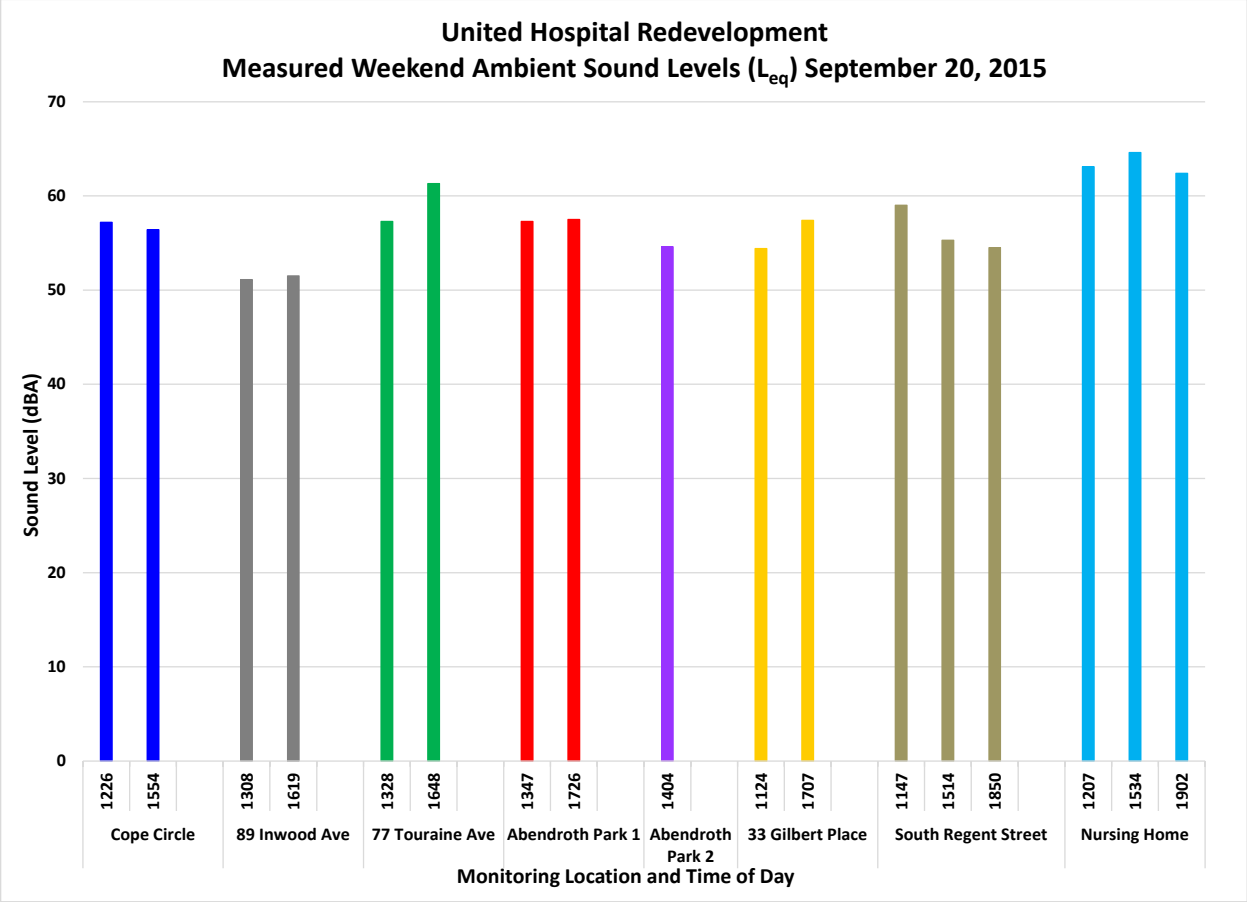
*Weekend construction activities may occur as permitted by the Code, and as requested, a weekend ambient noise monitoring program was conducted. Daytime ambient noise level measurements were conducted at the same seven locations as provided in the DEIS (Exhibit III.J-1). The same methodology for measuring ambient noise levels was utilized, except that a Type 1 Rion NL-52 sound level meter was used for measurements. Measurements were conducted on September 20, 2015 (Sunday). The existing weekend noise environment was found to be similar to the weekday environment, dominated by vehicular traffic sounds (including from I-287 and local roads), aircraft, natural sounds, and activity at Abendroth Park. A summary of the A-weighted $L_{eq}$ sound levels measured at all locations from both the May 2010 and September 2015 ambient measurement programs is presented in FEIS Table J9 United Hospital Redevelopment Measured Weekend Ambient Sound Levels and Figure J9 below.*

*Table J9*

| United Hospital Redevelopment<br>Measured Ambient Sound Levels (dBA) | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | September 20, 2015<br>Weekend Measurements | | | May 7, 2010<br>Weekday Measurements | | | |
| Cope Circle | Measurement Period | 1226 - 1241 | 1554 - 1609 | --- | 0747 - 0802 | 1045 - 1100 | 1412 - 1427 | 1616 - 1631 |
| | Leq | 57.2 | 56.4 | --- | 55.1 | 55.4 | 58.3 | 58.1 |
| 89 Inwood Ave | Measurement Period | 1308 - 1323 | 1619 - 1634 | --- | 0812 - 0827 | 1107 - 1122 | 1437 - 1452 | 1732 - 1747 |
| | Leq | 51.1 | 51.5 | --- | 48.1 | 48.4 | 48.7 | 53.6 |
| 77 Touraine Ave | Measurement Period | 1328 - 1343 | 1648 - 1703 | --- | 0840 - 0855 | 1127 - 1142 | 1535 - 1550 | 1752 - 1807 |
| | Leq | 57.3 | 61.3 | --- | 55.0 | 55.7 | 55.1 | 55.4 |
| Abendroth Park 1 | Measurement Period | 1347 - 1402 | 1726 - 1739 | --- | 0859 - 0914 | 1144 - 1159 | 1500 - 1515 | 1810 - 1825 |
| | Leq | 57.3 | 57.5 | --- | 57.4 | 57.0 | 60.5 | 61.0 |
| Abendroth Park 2 | Measurement Period | 1404 - 1419 | --- | --- | 0916 - 0931 | 1202 - 1217 | 1517 - 1532 | --- |
| | Leq | 54.6 | --- | --- | 54.5 | 53.8 | 55.8 | --- |
| 33 Gilbert Place | Measurement Period | 1124 - 1139 | 1707 - 1722 | --- | 0947 - 1002 | 1300 - 1315 | 1555 - 1610 | 1833 - 1848 |
| | Leq | 54.4 | 57.4 | --- | 50.2 | 50.0 | 52.3 | 53.1 |
| South Regent Street | Measurement Period | 1147 - 1202 | 1514 - 1529 | 1850 - 1857 | 1006 - 1021 | 1319 - 1334 | 1658 - 1713 | 1946 - 1956 |
| | Leq | 59.0 | 55.3 | 54.5 | 57.0 | 57.7 | 56.3 | 58.1 |
| Nursing Home | Measurement Period | 1207 - 1222 | 1534 - 1549 | 1902 - 1909 | 1025 - 1040 | 1339 - 1354 | 1637 - 1652 | 1932 - 1942 |
| | Leq | 63.1 | 64.6 | 62.1 | 63.6 | 61.1 | 63.5 | 60.7 |

*Source: TRC Engineering, Inc.*

*Figure J9*




*The data reveal that, similar to the weekday program summarized in the DEIS, the highest ambient sound levels were measured at the Nursing Home location. Measured noise levels at each location were very consistent, varying by only few dBA between measurements. Overall, measured noise levels at all locations ranged from 51 dBA to 65 dBA, very similar to the 48 dBA to 64 dBA range found during the weekday monitoring program.*

*Given that the weekend ambient noise levels are nearly identical to the weekday levels, the conclusions for the weekday construction analysis would not differ for the possible weekend analysis.*

It is noted that to assist the reader, the written public comments submitted as part of the DEIS and preliminary FEIS document submitted in April of 2016 review have been included as part of the FEIS document as well as the Appendix. The reader can go to their correspondence and look for a notation in the margin as to where in the FEIS document the response to their comment is provided.

**Comment K 1:**

The DEIS indicates that blasting in CoCoRaHS [sic], which are jackhammers, and rock chippers will be used during construction.

Does that mean for three years there will be blasting, rock chipping and drilling, constant use of heavy excavators, bulldozers, and other heavy equipment? What is the applicant's plan to mitigate that construction, quote, "roar"?

The DEIS indicates that construction will comply with Port Chester Noise Ordinances, but the ordinance permits construction between 8:00 A.M. and 8:00 P.M. on the weekdays, and between 10:00 A.M. and 7:00 P.M. on the weekends and holidays.

That is, we may have to live with, the quote, "roar" seven days a week, eight to 12 hours a day for three years.

Michael Caponiti, PH 9/8/15, p. 80

**Response:**

*As noted in DEIS Table III.K-1 (updated in FEIS Response III.K6), construction of the Proposed Project will occur over a three year period. Prior to actual site construction, the process will involve several tasks including site preparation, site remediation and site demolition (Stage 1, Table III.K6) during which the referenced noise generating equipment (blasting, rock chipping, and drilling) will not generally be utilized. Excavators and bulldozers may be used to excavate foundations and move demolition debris; however, these operations are generally performed on more intermittent basis and therefore don't generate continuous noise as during later stages of construction (stages 2, 3, 4 and a portion of 5). Demolition also involves many tasks in which items are removed manually on an item by item basis without the use of heavy equipment. Demolition generally generates noise at lower decibel levels than during heavy construction.*

*Heavy earthmoving equipment (e.g. excavators, bulldozers) and rock excavation and blasting will occur at various locations around the Project Site and at various times during the construction project. Rock splitting, which typically is associated with having the highest noise levels will likely occur at times within an 18 to 24 month time frame (refer to FEIS Table III.K6 Stages 2, 3 and 4 with some overlap into Stages 1 and 5).*

*Since much of the noise generated during construction is typically exhaust noise from diesel engines that power equipment, functioning mufflers will be maintained to the maximum extent practicable, as detailed in Response to Comment III.K-9.*

*Regarding rock removal, power equipment such as jackhammers and rock chippers will be employed where productive. When this approach is shown to be slow and unproductive, blasting will be utilized to increase efficiency. By comparison, blasting noise is short while rock chipping is generally extended. Blasting will be utilized as deemed appropriate by the Contractor and Geotechnical Engineer during construction to increase productivity, which will result in shorter time to remove the rock and a shorter duration of noise impacts. Refer also to Appendix K, Blasting Protocols, for a description of the proposed process and procedures for rock removal by blasting, which will be finalized by the Project's Geotechnical Engineer. as part of the site plan approval process. The Blasting Protocol will be subject to review and approval by the Village Engineer during Site Plan review.*

*Also refer to Responses to Comments III.K9, III.J2, III.J5, III.J6 and DEIS Section III.J. Proposed noise mitigation measures are specifically listed in the response to Comment III.J6. Enforcement of such construction noise reduction protocol is discussed in Response to FEIS Comment III.K9.*

*The Applicant will abide by the Village Code, which limits construction to certain specified times. Chapter 224-2C(5), Noise, limits noise resulting from construction to weekdays between the hours of 8 A.M. and 8 P.M. and on weekends between the hours of 10 A.M. and 7 P.M. While the Code permits construction activities to occur seven days per week, the Applicant proposes limiting certain construction activities described as follows:*

- *Blasting will be limited to weekdays;*
- *Construction activities within 200 feet of sensitive receptors (nursing home on High Street and Co-Ops on South Regent Street) will be prohibited on Sundays.*
- *Construction activities in Boston Post Road and High Street will be limited to typical NYSDOT protocol as described in Response to Comment III.K3.*

**Comment K2:**

The third issue with the construction phase is the air pollution. Asbestos dust, mud, rock dust, diesel fumes' emissions, and emissions from blasting chemicals are all identified by the DEIS as possible air pollutants arising from the project.

The applicant indicates that they will employ good housekeeping throughout the construction period to contain or reduce such pollutants, and the Board should devise a way to verify compliance with that commitment.

Michael Caponiti, PH 9/8/15, p. 80

**Response:**

*Standard emissions mitigation measures listed below and in Response to FEIS Comment K9, as required by the Applicant will be implemented by the Contractor to minimize potential air quality impacts in accordance with all applicable laws, regulations, and building codes. All construction equipment will be required to comply with applicable EPA air quality regulations. To minimize fugitive dust emissions, vehicles on-site will be limited to a speed of 5 mph, and water and/or*

*surfactants will be used to wet working surfaces. Storage piles will be covered and/or treated with surfactants or binding agents. Exposed areas will be stabilized after disturbance to minimize dust. Tracking pads will be established at construction exits to minimize dirt from being tracked onto roadways. Dust associated with demolition activities will be controlled with water misting systems or an alternative equivalent control method. Construction areas will be surrounded by perimeter fencing that will help contain fugitive dust emissions. Emission reduction and related construction best management measures will be included in the specifications of the construction contracts.*

*A preliminary Fugitive Dust Control Plan is included in Appendix K. The sample fugitive dust control plan provides recommended control measures and enforcement of those measures. A Fugitive Dust Control Plan specific to the Proposed Project, which will include at a minimum the control measures discussed above, would be prepared and submitted to the Village for review and approval in conjunction with a specific Site Plan application.*

*With regard to potential hazardous conditions such as dust from asbestos, refer to Response to FEIS Comment III.G8.*

*The mechanism by which the Village would enforce these provisions is discussed in the Response to Comment III.K-9.*

**Comment K3:**

An additional environmental impact that must be addressed as the applicant prepares more in-depth analyses is the maintenance and protection of traffic during construction. Specifically, detours, lane closures, etc. must be discussed with regards to the installation of utilities in Boston Post Road.

Dolph Rotfeld Engineering, Letter 43, 2015, p.4

The maintenance and protection of traffic during construction must be more fully analyzed. Specifically, detours, lane closures, etc. must be discussed with regards to the installation of utilities in Boston Post Road as well as the roadwork (re-alignment) being proposed.

AKRF and SPR, Letter 42, November 2, 2015

**Response:**

*In the Applicant's opinion, significant traffic impacts are not anticipated, due to the temporary condition of construction workers arriving and departing the Project Site. The bulk of contractor related traffic will primarily occur at the beginning and end of each work day. Since the Noise ordinance limits construction noise until after 8:00 AM., workers will generally access the site at the beginning of their work day at around 7:45 AM and depart after their eight-hour shift around 3:45 PM. While the bulk of the workers will be leaving at the referenced time, some workers may remain on site until around 7 PM since the noise ordinance permits construction related noise until 7 PM. While the AM arrival will slightly overlap with the Peak AM Roadway Hour (7:30 AM to 8:30 AM) the overlap will be for an abbreviated period of the Peak Hour. Additionally,*

*construction employee traffic arriving during the Peak AM Hour will be traveling in the opposite direction of the primary flow of traffic during this time period. The afternoon departure time for the contractors will be around 3:45 PM, which is well in advance of the Peak PM Hour (5:15 PM to 6:15 PM). The Applicant notes that should shift work be required, it also would typically be during off-peak traffic hours, thereby minimizing traffic impact from contractor traffic.*

*Within the introductory portion of FEIS III.E under "Mass Transit Credit", it is noted that the Applicant proposes to coordinate transportation services to and from the Project Site at the commencement of construction to accommodate construction workers who will be working at the Project Site. Such services may include, but are not limited to, local taxi services, coordinated car pools, and/or van services to and from the local train station. These services shall continue during peak hours upon project opening until formal jitney service is implemented. Based on the foregoing, it is the Applicant's opinion that no additional mitigation is necessary to offset potential traffic impacts associated with the temporary construction traffic.*

*Boston Post Road (Route 1) in the Village of Port Chester is under the jurisdiction of the NYS Department of Transportation. All construction activities within its right-of-way will require a Highway Work Permit and must be performed in accordance with the NYS DOT Standards and Specifications. Construction activities, will comply with the applicable provisions of the National Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD) 2009 Edition; 17 NYCRR Chapter V (New York Supplement 2010 Edition, effective March 16, 2011) and the New York State Department of Transportation (NYSDOT) Work Zone Traffic Control Manual. High Street, where adjacent to the Project Site, is a Village of Port Chester Road. Construction activities within the High Street right-of-way will also be performed in accordance with the referenced standards. NYSDOT standard work zone traffic control diagrams, which will be applied during roadway utility construction. are included in FEIS Appendix K.*

*Development of the Proposed Project will require utility work within both the Boston Post Road and High Street rights-of-way. Utility work will include connections of proposed site utility services to existing services located within the referenced roadway rights-of-ways. Utility connections will include storm, sanitary, water, natural gas and telecommunications. Utility construction would typically be classified by NYS DOT standards as "Short-Term Stationary", which means that construction would occur for a period greater than one (1) hour within a single daylight period and traffic flow would be restored at the end of each day. Due to the limited number of required utility connections as listed, utility work will be intermittent and would be constructed over an approximately 2-month period. Temporary intermittent and short-term lane closures along High Street are expected during the installation of the referenced utility connections. Lane closures would be temporary, open trenches would be covered by traffic plates and lanes would be reopened at the end of each work day prior to the peak roadway PM hour. Short term lane closures would be scheduled to avoid peak roadway AM and PM hours. Traffic would likely be controlled with the aid of temporary cones, flaggers and signs.*

*Roadway construction within the Boston Post Road will be performed along the site frontage extending to immediately south of High Street and will include but not be limited to: road widening to construct the additional travel lane; raised traffic control medians; paving; traffic signal improvements; sidewalk; relocation of drainage inlets, hydrants, light poles, signal pole and signs; and miscellaneous work including such items as adjustments to utility surface covers and pavement markings. Roadway widening and related work will be constructed on the west side of Boston Post Road which will require a southbound lane closure. Construction of the raised median islands will require closure of adjacent northbound and southbound lanes. Construction of utilities crossing the road will be performed on a lane by lane basis to minimize traffic impact. Traffic markings and lane lines will be installed and will require short term single lane closures on a moving basis. It can be expected that there would be a single lane closure (lanes varying) throughout the roadway construction period, which is anticipated to occur over an approximate 6-month time-frame. Road construction will be staged to minimize lane closures to the maximum extent practicable, however, lane closures will be necessary.*

*Narrowing of lanes and temporary closure of lanes will tend to slow traffic through the work zone, however, signs and flaggers will be provided to direct traffic and ease delays. Active construction will be scheduled to minimize impact to peak traffic periods. Although the Applicant's engineer believes that the roadway improvements can be performed without the need to detour traffic to alternate routes, this will ultimately be determined by the DOT during the Highway Work Permit review and approval process.*

*Boston Post Road, in the vicinity of the Proposed Project's proposed improvements, meets the NYS DOT classification for a low speed (30-40 mph) urban roadway. Construction of the proposed improvements are classified as short term. The NYS DOT Work Zone Traffic Control Manual includes the work zone traffic control measures that would apply to the Proposed Project. The appropriate maintenance and protection of traffic details are listed in FEIS Table III.K3, Short Term Operations (Low Speed Urban Conditions). Corresponding Application Figures illustrating the appropriate maintenance and protection measures are included in FEIS Appendix K. During preparation of detailed engineering plans for the highway improvements, project-specific Maintenance and Protection of Traffic Plans (MPT) will be developed for Village and NYS DOT review and approval.*

| ***Table K3*** ***SHORT TERM OPERATIONS*** ***(Low Speed Urban Conditions)*** | | |
|---|---|---|
| ***Typical Application No.*** | ***Title*** | ***Roadway Type*** |
| *TAST-C1UL* | *Lane Closure w/ Flaggers* | *Conventional Highway Low Speed Urban (30-40 mph)* |
| *TAST-C2UL* | *Lane Closure Prior to an Intersection w/ Flagger Control* | *Conventional Highway Low Speed Urban (30-40 mph)* |
| *TAST-C3UL* | *Lane Closure with 2 Automated Flagger Devices* | *Conventional Highway Low Speed Urban (30-40 mph)* |
| *TAST-C4U* | *Shoulder Closure (Paved Shoulder 8 Ft. or Wider)* | *Conventional Highway Urban* |
| *TAST-C5UL* | *Right Lane Closure (Paved Shoulder Less than 8 Ft.)* | *Conventional Highway Low Speed Urban (30-40 mph)* |
| *TAST-C6UL* | *Right Two Lane Closure* | *Conventional Highway Low Speed Urban (30-40 mph)* |
| *TAST-C7UL* | *Two-Way Left Turn Lane Closure* | *Conventional Highway Low Speed Urban (30-40 mph)* |
| *TAST-C8UL* | *Right Lane Closure Thru Intersection* | *Conventional Highway Low Speed Urban (30-40 mph)* |
| *Source: New York State Department of Transportation (NYSDOT) Work Zone Traffic Control Manual* | | |

*The Contractor will be required to perform all work in accordance with the NYS DOT typical permit conditions. Based on other projects of similar scope, the Applicant's Engineer believes that typical NYS DOT permit conditions would include "Time Restrictions" and "Work Restriction for Holidays and Other Events". Typical time restrictions would include avoidance of travel lane closures to the maximum extent practicable during the peak a.m. and p.m. travel hours for the roadway. During holiday periods, the Contractor would not typically be allowed to perform any work that would be disruptive to traffic, including, but not limited to, lane closures. Lane closures would typically not be permitted during the Easter Weekend; Memorial Day Weekend; July 4th; Labor Day; Columbus Day; Thanksgiving Day; Christmas Day and New Year's Day. The Applicant agrees with the DOT's typical protocol and will implement these restrictions as part of the Proposed Project.*

*The NYS DOT may also preclude lane closures during periods of inclement weather, wet or icy pavement, reduced visibility, traffic accidents or any other emergencies. The NYS DOT may also alter any lane closures should traffic conditions or other unforeseen circumstances arise which would adversely affect the traffic flow.*

**Comment K4:**

Please provide the anticipated distribution of construction truck traffic associated with the removal of demolition and excavation debris (estimated at 65 trucks per day) throughout that phase of construction? What is the number of peak truck trips associated with the removal of demolition and excavation debris? What routes would they take and what would the impact be on traffic and local roadways?

AKRF and SPR, Letter 42, November 2, 2015

**Response:**

*The DEIS, refer to page III.K-6, described the anticipated truck traffic resulting from construction based on the estimated volume of excess excavation material plus building and site demolition material. The DEIS estimated excess general excavation to be 40,000 cubic yards and demolition material to be 125,000 cubic yards, which yielded approximately 65 truckloads per day occurring over an approximately 6-month period.*

*Since submitting the DEIS, the Applicant obtained architectural drawings of the existing buildings and prepared a more detailed floor by floor analysis of the actual building material that would be demolished. In addition, the Applicant modified the Conceptual Site Plan for the FEIS by raising bottom floor elevations of the proposed parking decks to reduce the amount of required earth and rock excavation. With the reduced excavation, the excess material to be exported from the Project Site is also reduced. The computed demolition material and general earth excavation that must be exported from the Project Site is revised and summarized as follows:*

- *Building demolition equals 40,000± cubic yards;*
- *Site demolition (e.g. pavements, curbs, etc.) equals 10,000± cubic yards (includes minor excavation for site remediation);*
- *Total building and site demolition to be exported from the Site equals 50,000± cubic yards;*
- *Excess general earth excavation to be exported from the Site equals 30,000± cubic yards.*

*Building and site demolition will be performed in Stages 1b and 1c over a 12-month period, as reflected on FEIS Table III.K6, Construction Sequencing (for Conceptual Site Plan). Major earth excavation will be performed mainly in Stages 2, 3 and 4 over an 18 to 24 month period (with some overlap into Stages 1 and 5), as reflected on FEIS Table III.K6, Construction Sequencing (for Conceptual Site Plan). For purposes of calculating the number of potential truck trips, the calculations assume the following: exporting will be performed evenly distributed over the referenced time period; trucks with 20 cubic yard capacity will be used; and hauling will be performed 5-days per week (understanding and reserving the right that construction and exportation is permitted by Village Code, Chapter 224, every day of the week). Based on the aforementioned assumptions, the number of truckloads exporting demolition and excess excavation is calculated as follows.*

- *Site and Building Demolition: (50,000 cubic yards) / (5 days per week for 52 weeks) / (20 cubic yards per truckload) = approximately 10 truckloads or 20 trips per day*

- *Excess Earth Excavation: (30,000 cubic yards) / (5 days per week for 78 weeks) / (20 cubic yards per truckload) = approximately 4 truckloads or 8 trips per day.*

*Since demolition and general excavation are separate tasks and demolition would be accomplished prior to general excavation, the truck traffic for these separate tasks would not be cumulative. Although removal of material would likely be consistent over the anticipated timeframe, some degree of fluctuation could be expected. Some material may be stockpiled prior to removal allowing truck trips to be more condensed. The Applicant's engineer estimates a 50% increase during peak times. Therefore, the estimated peak number of truckloads of demolition debris would be approximately 15 truckloads or 30 trips per day; while the estimated peak number of truckloads of general earth excavation would be 6 truckloads or 12 trips per day.*

~~*Construction truck traffic is anticipated to access the Project Site from nearby Interstate highways I-95 and I-287. With the Project Site's close proximity to these highways, minimal use of local streets by truck traffic is anticipated and therefore impact to surrounding neighborhoods is not expected to be significant.*~~ *Site access to and from I-287 and I-95 south is within ¼ mile of the Site and is accessed via the Boston Post Road. Access to and from I-95 north is within 1.5 miles of the Project Site and can be accessed utilizing the Boston Post Road, Midland Avenue and Peck Avenue.* *With the Project Site's close proximity to these highways, minimal use of local streets by truck traffic is anticipated and therefore impact to surrounding neighborhoods is not expected to be significant.* *These access routes are primarily in commercial areas and therefore significant impact to surrounding residential neighborhoods and local roads will be minimal. The Applicant shall implement and enforce a construction traffic management plan (CMP) that will limit and restrict construction vehicles of two axles or more to travel to and from the Project Site using major highways, arterials, and connector roadways only. The Applicant shall make compliance with the CMP a condition of, and shall attach the CMP as an exhibit to every contract for the construction of the Proposed Project, and shall make, or require the general contractor(s) to make, compliance with the CMP a condition of, and attach the CMP as an Exhibit to, every sub-contract.*

**Comment K5:**

Reserved

**Response:**

*Reserved.*

**Comment K6:**

More detail needs to be provided regarding the availability of parking for construction workers throughout the various stages of development. The general outline is presented on page III.K-5; however, the adequacy of the plans cannot be evaluated without more detail as to the timing of the need for various parking facilities and the nature of the facilities that would be utilized. III.K-1

states that a portion of the parking area at the rear of the Project Site would be preserved to provide adequate parking for construction vehicles, staging, storage of construction materials and placement of the construction field office/trailer." This area should be quantified and illustrated and the adequacy of the space should be verified using the approximate number of construction vehicles (private vehicles, equipment, trailers) during various stages of construction.

AKRF and SPR, Letter 42, November 2, 2015

**Response:**

*A more detailed analysis of the sequence of construction has been prepared as described in FEIS Table K6. FEIS Exhibits K6a to K6e, illustrate the conceptual construction staging. Construction-related facilities, such as construction field office, contractor parking, locations of site ingress and egress, construction material staging areas, limit of disturbance, and sequence of construction, etc. are illustrated on the referenced figures.*

*As noted in response to FEIS III.K3, in order to minimize construction traffic and onsite parking impacts, the Applicant proposes to coordinate transportation services to and from the Project Site at the commencement of construction to accommodate construction workers who will be working at the Project Site.*

**Table III.K6**
**Proposed Construction Sequencing (for Conceptual Site Plan)**

Stage 1 - Remediation and Demolition
Under this stage of construction, activities include but are not limited to establishing a staging area and construction worker vehicle parking lot within the existing parking lot in Block A; remediation of potential site and building contamination; building and site demolition; and site preparation.

| Stage | Description | Time Frame |
|---|---|---|
| 1A | Staging and parking area setup<br>• Establish field office(s), install project sign, sanitary facilities, construction and worker vehicle entrances and implement site safety measures.<br>• Install perimeter site construction fence.<br>• Implement initial erosion control measures including silt fence and stabilized construction entrance(s).<br>• Establish construction worker parking for 135± vehicles for this stage within the limits of the existing parking area. This is the maximum number of construction worker parking spaces required on-site during this stage.<br>• Prepare construction equipment storage and lay down yard.<br>• Implement pest and rodent remediation procedures within the existing building(s) and any other areas of refuge identified onsite. | 2 months |
| 1B | Building and Site Abatement and Remediation<br>• Identification of regulated materials and abatement within the existing building(s) and onsite.<br>• Closure and removal of aboveground storage tank (AST) and/or underground storage tank (UST); remediation of soil contamination if necessary due to potential leaking UST's.<br>• If any other contaminated soil is encountered during demolition, remediation of that soil.<br>• If ash is encountered, remediation of any ash contamination. | 12 months |

| **Table III.K6**<br>**Proposed Construction Sequencing (for Conceptual Site Plan)** | | |
|---|---|---|
| | • If abandoned underground structures are encountered, e.g., septic systems, cesspools, grease traps, remediation of any associated contamination.<br>• Any other remediation which may be required prior to demolition of buildings.<br>• Removal and disposal of existing onsite construction and demolition debris piles. | |
| 1C | Building and Site Demolition<br>• Building decommissioning including termination of existing utility service connections and relocation of the existing telecommunications antennas from the rooftops.<br>• Establish and maintain applicable erosion and sediment control measures.<br>• Demolition of the above referenced buildings after remediation.<br>• Controlled demolition (per 12 NYCRR 56-11.5) for those buildings condemned by the Building Inspector.<br>• Remediation and removal of contamination if found after/during building and site demolition. Applies to all stages of demolition and construction.<br>• Export/dispose of building and site demolition debris, contaminated soil and potential hazardous materials to approved offsite landfills, appropriate disposal and treatment sites, and recycling facilities.<br>• Remove existing site pavement, sidewalks, curbs, drainage and sewer systems, structures, tree removal, topsoil stockpiling and vegetation.<br>• Stabilize disturbed areas. | |
| Stage 2 – Block A and Internal Road Network Construction<br>Under this stage of construction, activities include but are not limited to the establishment of a staging area within Block E; decommissioning of the Block A staging area; demolition and site preparation within Block A; rough grading within Blocks A and C and along the internal road network; construction of the internal road network; Block A infrastructure, road and building construction. | | |
| | • Establish and maintain erosion and sediment control measures.<br>• Relocation of staging area and parking from Block A to Block E; Establish construction worker parking for 155± vehicles for this stage. This is the maximum number of construction worker parking spaces required on-site during this stage.<br>• Complete site demolition within Block A (removal of pavement, utilities and structures).<br>• Remediation and removal of contaminated soil if found during construction.<br>• Rough grading within Block E and Block C.<br>• Establish subgrade elevations within Block A using material obtained from Block C.<br>• Export demolition debris and related wastes to approved offsite facilities;<br>• Strip and stockpile topsoil.<br>• Establish and maintain rock crushing facility.<br>• Excavate to establish rough subgrade and remove existing site utilities during site excavation.<br>• Fill and compact to subgrade.<br>• Export excess cut material.<br>• Establish building pad, pavement subgrades and stabilize with aggregate base. | 6 months |

| **Table III.K6**<br>**Proposed Construction Sequencing (for Conceptual Site Plan)** | | |
|---|---|---|
| | • Begin construction of site infrastructure.<br>• Construct Block A.<br>• Stabilize disturbed areas including cuts, fills and stockpiles. | |
| Stage 3 – Block C Construction<br>Under this stage of construction, activities include but are not limited to Block C infrastructure, road and building construction. | | |
| | • Establish and maintain erosion and sediment control measures.<br>• Maintain staging area in Block E; Establish construction worker parking for 232± vehicles for this stage (150± vehicles can be parked within Block E and the established parking area within Block A will be used to provide supplemental parking (82± vehicles) which may not be accommodated within Block E). This is the maximum number of construction worker parking spaces required on-site during this stage.<br>• Complete rough grading operations.<br>• Remediation and removal of contaminated soil if found during construction.<br>• Establish final subgrade elevations.<br>• Establish building pad, pavement subgrades and stabilize with aggregate base.<br>• Construct Block C.<br>• Stabilize all disturbed areas and install landscaping. | 6 months |
| Stage 4 – Block B and D Construction<br>Under this stage of construction, activities include but are not limited to Block B and D infrastructure, road and building construction. | | |
| | • Establish and maintain erosion and sediment control measures.<br>• Maintain staging area in Block E; Establish construction worker parking for 259± vehicles for this stage (This is the maximum number of construction worker parking spaces required on-site during this stage.); the established parking area within Block A will be used to provide supplemental parking which may not be accommodated within Block E.<br>• Complete rough grading operations.<br>• Remediation and removal of contaminated soil if found during construction.<br>• Establish final subgrade elevations.<br>• Establish building pad, pavement subgrades and stabilize with aggregate base.<br>• Construct Block B and D.<br>• Stabilize all disturbed areas.<br>• Construct/install site amenities.<br>• Install permanent soil erosion control practices.<br>• Install landscaping. | 6 months |
| Stage 5 – Block E Construction<br>Under this stage of construction, activities include but are not limited to Block E infrastructure, road and building construction. | | |
| | • Establish and maintain erosion and sediment control measures.<br>• Maintain staging area in Block E; Establish construction worker parking for 95 vehicles for this stage within Blocks B and/or D. (This is the maximum | 4 months |

| Table III.K6<br>Proposed Construction Sequencing (for Conceptual Site Plan) | | |
|---|---|---|
| | number of construction worker parking spaces required on-site during this stage.)<br>• Complete fine grading operations.<br>• Remediation and removal of contaminated soil if found during construction.<br>• Establish final subgrade elevations.<br>• Establish building pad, pavement subgrades and stabilize with aggregate base.<br>• Construct Block E.<br>• Stabilize all disturbed areas.<br>• Construct/install site amenities.<br>• Install permanent soil erosion control practices.<br>• Install landscaping. | |
| Total | | 36 months |
| Note: Number of construction workers for each phase is calculated based on: Sacramento Metropolitan Air Quality Management District analysis of SMAQMD Building Construction Worker and Vendor trip rates. A 15% allowance for car pooling and mass transit is applied based on the "American Community Survey Westchester County-Commuting_2008-2012". | | |

**Comment K7:**

Table III.K-3 uses the word "identify" several times. Please clarify that these areas would not be 'identified' during this construction period; rather that they would be staked out by a licensed surveyor according to previously approved site plans. This applies to parking and staging areas, limits of disturbance, and limit of construction.

AKRF and SPR, Letter 42, November 2, 2015

**Response:**

*DEIS Table III.K-1 on page III.K-3 states that the construction "parking and staging areas" as well as the "limit of construction" shall be "identified". As indicated in the Comment, the referenced areas shall be staked by a licensed surveyor based on detailed site plans as part of the specific Site Plan submittal. FEIS Table K6 has been prepared to reflect greater detail and is intended to accompany the Conceptual Construction Staging Exhibits K6a to K6e that are included at the end of this section. Refer also to Response to FEIS Comment K6.*

**Comment K8:**

The "Construction Management Plans" referenced on page III.K-8 should be more fully explained. What would the contents of the plan include? Who would approve the plans? How would the plans be enforced?

AKRF and SPR, Letter 42, November 2, 2015

**Response:**

*The term "Construction Management Plan" can be synonymous with "construction staging or phasing plan(s)"which would be prepared and submitted to the Building Department as part of the specific Site Plan application for its approval. The Plans (FEIS Exhibits K6a to K6e) are intended to accompany FEIS Table K6 and illustrate the sequence in which site construction is planned to proceed. The Plans show construction related items such as construction field office, contractor parking, locations of site ingress and egress, construction material staging areas, limit of disturbance, and sequence in which construction is intended to occur. As construction proceeds, there will be a need to relocate construction parking, staging and site access points. The relocated elements are shown in conjunction with the advancement of construction (refer to Responses to FEIS Comments III.K6 and III.K7).*

*In addition, the Construction Management Plan would include but not be limited to: the General Contractor's (GC) safety protocol, intended schedule of construction events, coordination with Village Officials, establishment of GC/Village regular coordination meetings to be held throughout the duration of construction, and establishment of inspection protocol to provide oversight, to identify and resolve issues as they arise*

**Comment K9:**

The impact of construction on the vulnerable population residing at the Port Chester Nursing Home and Rehabilitation Center has not been adequately discussed. Temporary impacts caused by the noise and vibration of construction on this population, and on the building, must be analyzed as well as the temporary air quality impacts that would occur from construction equipment and fugitive dust.

AKRF and SPR, Letter 42, November 2, 2015

**Response:**

*Air Quality*

*The Applicant contends that the impacts from construction vehicles are expected to be minimal through the implementation of the following emissions control measures: diesel equipment reduction though electrification where practicable, commitment to the use of newer construction equipment meeting EPA's Tier 4 emissions standards where available, the use best available tailpipe reduction control technologies, proper maintenance of construction equipment, use of ultra-low sulfur diesel fuel exclusively, controlling unnecessary idling of equipment, and following a Fugitive Dust Control Plan.*

- *Diesel Equipment Reduction. Construction of the proposed project would minimize the use of diesel engines and use electric engines, to the extent practicable. This would reduce the need*

*for on-site generators, and require the use of electric engines in lieu of diesel where practicable.*

- *Clean Fuel. Ultra-low sulfur diesel (ULSD) would be used exclusively for all diesel engines throughout the construction site.*
- *Best Available Tailpipe Reduction Technologies. Nonroad diesel engines with a power rating of 50 horsepower (hp) or greater and controlled truck fleets (i.e., truck fleets under long-term contract, such as concrete mixing and pumping trucks) would utilize the best available tailpipe (BAT) technology for reducing diesel particulate matter (DPM) emissions to the extent practicable. Diesel particulate filters (DPFs) are the tailpipe technology currently proven to have the highest reduction capability. Construction contracts would specify that all diesel nonroad engines rated at 50 hp or greater would utilize DPFs, either installed by the original equipment manufacturer (OEM) or a retrofit DPF verified by the United States Environmental Protection Agency (USEPA) or the California Air Resources Board, and may include active DPFs,[1] if necessary; or other technology proven to achieve an equivalent reduction.*
- *Utilization of New Equipment. EPA's Tier 3 and 4 standards for nonroad engines regulate the emission of criteria pollutants from new engines, including PM, CO, NOx, and hydrocarbons (HC). All non-road construction equipment with a power rating of 50 hp or greater would meet at least the Tier 3 and 4 emissions standards, to the extent practicable.*
- *Idle Restriction. In addition to adhering to the local law restricting unnecessary idling on roadways, on-site vehicle idle time will also be restricted to five minutes for all equipment and vehicles that are not using their engines to operate a loading, unloading, or processing device (e.g., concrete mixing trucks) or otherwise required for the proper operation of the engine.*

*The Proposed Project's general progression of construction will include site preparation, building demolition including remediation, site demolition including remediation (Table III.K6, Stage 1), and site construction in a single phase that is projected to last upwards of 22 months (Table III.K6, Stages 2 to 5). While the overall construction is anticipated to last 36 months, the most intense construction activities in terms of air pollutant emissions would be during earthwork operations over approximately 18 to 24 months (Table III.K6 Stages 2, 3 and 4, with some overlap into Stages 1 and 5). These construction activities would include: demolition, excavation, and foundations tasks where large non-road diesel engine driven construction equipment (i.e., dozers, excavators) would be used.*

*Construction activities that would produce the greatest air quality impact include the demolition, excavation, and foundations tasks, where a number of large non-road diesel engines (i.e., excavators) would be utilized and when the potential to generate fugitive dusts is greatest. Construction equipment would be expected to operate intermittently, move throughout the site, and spread across a large area (approximately 15 acres). Therefore, emissions from multiple*

[1] There are two types of DPFs currently in use: passive and active. Most DPFs currently in use are the "passive" type, which means that the heat from the exhaust is used to regenerate (burn off) the PM to eliminate the buildup of PM in the filter. Some engines do not maintain temperatures high enough for passive regeneration. In such cases, "active" DPFs can be used (i.e., DPFs that are heated either by an electrical connection from the engine, by plugging in during periods of inactivity, or by removal of the filter for external regeneration).

*engine exhausts are not expected to occur at the same location for extended periods of time but would be more dispersed in nature compared to a stationary point source (i.e., a boiler exhaust). In addition, to the extent practicable and where logistics allow, large emissions sources and activities such as concrete trucks and pumps shall be located away from sensitive receptors.*

*Fugitive Dust*

*Several measures will be employed during construction activities to ensure that dust suspension is kept low. These measures will be applied in light of dust suspension resulting from construction as well as from demolition activities and in response to potentially hazardous materials present on the site. These include:*

- *Keeping construction vehicle speed to 5 mph to reduce dust suspension;*
- *Covering trucks carrying soils and other dry materials;*
- *Covering exposed stockpiles of soil and gravel to eliminate wind-driven dust Stabilizing (seed, mulch or cover as appropriate) exposed stockpiles of soil and gravel to eliminate wind-driven dust suspension,;*
- *Periodic washing of paved surfaces during dry periods as a means to suppress dust suspension;*
- *Applying water, as necessary, during concrete slab removal and crushing;*
- *The application of water on stockpiles and unpaved roads during dry periods as a means to suppress dust suspension; watering will be provided by the use of a dedicated onsite water truck (or equivalent) equipped with a water cannon and/or sprayer system;*
- *Wetting shall also be used to control dust where drilling, grinding, compacting, crushing, or other similar construction activities occur, as well as at non-enclosed transfer points such as conveyors and chutes;*
- *The wheels of all trucks shall be washed as they exit from the site. A wheel washing station shall be constructed at each truck exit, whereby truck wheels shall be washed, and the water shall be contained to avoid tracking mud out of the construction site and recycled if practicable;*
- *Final grading and landscaping of exposed areas as soon as possible.*
- *Truck cleaning pads; and*
- *Decontamination zone*

*A Fugitive Dust Control Plan will be prepared and submitted to the Building Department for review and approval as part of the application for a building permit for a specific approved Site Plan. A sample Fugitive Dust Control plan for the Proposed Project is included in Appendix K. A Fugitive Dust Control Plan specific to the Proposed Project, which will include at a minimum the control measures discussed above, would be prepared and submitted to the Village for review and approval in conjunction with a specific Site Plan application. Also refer to Responses to FEIS Comments III.K2 and III.I12.*

*Conclusions*

*As detailed above, an emissions control program would be implemented to minimize potential construction-period effects on air quality. Overall, this emissions control program is expected to significantly reduce DPM emissions by a similar reduction level that would be achieved by applying currently defined best available control technologies. Air emissions generated by construction activities would be greatly dispersed before reaching offsite public receptors, and with the implementation of the emissions control measures described above the construction activities are not expected to result in air quality concentrations above the existing background air quality concentrations in the area. Therefore, emissions from private and construction vehicles will be minimal. (Also refer to Response to Comment I12.)*

*Based on low expected incidence of heavy construction activities, the good maintenance of the construction vehicles, and the use of previously stated measures to control dust suspension, construction-related air quality impacts associated with the Proposed Project will be minimized to ensure the health and safety of the construction workers and the surrounding community, including the Port Chester Nursing Home and Rehabilitation Center.*

*Noise*

*The additional noise analyses conducted (see Response to FEIS Comments III.J5 and III.J6) reveal that construction related sound levels will vary depending on the construction phase, and where construction is taking place within the Project Site. Similarly, increases in noise over existing conditions will be variable. Specifically for the nursing home location, increases over ambient conditions of greater than 10 dBA would be expected to occur when construction is occurring in close proximity to the nursing home. Construction nearest these receptors would occur during construction of Blocks C, D and E, as described in FEIS Table III.K6 and depicted on Exhibits III.K6c and III.K6d. Construction of Block C (Stages 2 and 3) will occur during a 12-month period after site demolition, Block D (Stage 4) will occur during a 6-month period approximately 22 months into the 36-month construction project. Construction of Block E will occur intermittently over a 10-month period during Stages 2 (6 months) when the area will be graded to establish it as a staging area, and during Stage 5 (4 months) when final construction will occur. When construction takes place further away in other areas of the Project Site however, increases over ambient would be much smaller at these receptors, and at times, no increases over ambient will occur.*

*Construction noise is an unavoidable temporary feature of the Proposed Project. Even though the analyses conducted indicate that the NYSDEC 10 dBA criterion for evaluating mitigation is not always reached at the nursing home, the Applicant is committed to minimizing potential noise impacts as is practical. The following measures will therefore be utilized during construction when the noisiest activities would occur and could present a disturbance to the nursing home residents. Implementation of these measures is expected to reduce noise levels and increases over existing conditions beyond the levels presented in the tables presented in Response to FEIS Comment III.J6.*

- *Limiting blasting to non-holiday weekdays;*
- *Prohibiting construction activities within 200 feet of sensitive receptors (nursing home*

*on High Street and Co-Ops on South Regent Street) on Sundays.*

- *Utilizing backup beepers that self-adjust to a level of 5 dBA above the existing ambient levels;*
- *Use of low noise generators;*
- *Installation of temporary or portable noise barriers around rock splitting activities when in close proximity (within 200 feet) to residential receivers; and*
- *Requiring contractors to use appropriate functional mufflers on equipment.*

- *In addition to these site specific measures, mitigation will be implemented directly onto the nursing home building as discussed in the response to FEIS III.J.6. To minimize the potential for noise impacts to the nursing home residents, the Applicant is proposing to install two forms of noise mitigation directly onto the interior of each nursing home resident room that has a direct line of sight to the construction site as ~~follow~~follows:Air Conditioner Covers – Covers will be installed on the faces of air conditioners. The covers will be built of a material that has a density of at least 2 pounds per square foot (e.g., ¾ inch plywood). The covers act to reduce transmission of exterior noise, and will be removable for times when the air conditioners are being operated. When the covers are removed and air conditioners operated, the sound generated by the air conditioner units will mask the additional exterior sound transmitted through the units.*
- *Acoustical Storm Windows – Acoustical storm windows will be installed on the interior of resident rooms. The storm windows will be fitted over the existing windows (the existing windows will not be replaced).*

*The Applicant has initiated discussions with the nursing home administrator regarding the ~~indicated that they have not discussed the~~ feasibility of installing air conditioner covers and storm windows within the nursing home ~~with the nursing home's owner or operator~~. The Village and it's reviewing consultants contend that ~~I~~if the nursing home owner or operator determines that installing the air conditioner covers and/or storm windows is not feasible, or will not be authorized, then the Proposed Project ~~wc~~could have an unmitigated significant adverse impact on the nursing home population from construction noise.*

*Proposed noise mitigation measures are also discussed in the response to Comment III.J6.*

*Implementation of such measures as those listed above that are intended to minimize air and noise impacts, will be enforced. A Construction Management Plan (CMP) will be prepared as part of the specific site plan approval. The CMP will be submitted to the Village during the site plan review process for their review, input and approval and it is anticipated that the Village will make ~~conromance to~~conformance with the CMP a condition of site plan approval enforced by the Village Building Department~~..~~. The Applicant shall make compliance with the approved CMP a condition of, and shall attach the CMP as an exhibit to every contract for the construction of the Proposed Project, and shall make, or require the general contractor(s) to make, compliance with the CMP a condition of, and attach the CMP as an Exhibit to, every sub-contract.*

**Comment K10:**

The adequacy of the sediment and erosion control measures proposed on page III.K-8 and 9 will be evaluated by the Village Engineer.

AKRF and SPR, Letter 42, November 2, 2015

**Response:**

*Sediment and erosion control was discussed in the DEIS and Stormwater Pollution Prevention Plan (SWPPP), which were submitted to the Village Engineer for review. Review comments to the SWPPP were received from the Village Engineer and revisions were incorporated into the FEIS document. The Village Engineer will provide a further review of sediment and erosion control during future specific site plan reviews.*

**Comment K11:**

Page III.I-24 states that a Fugitive Dust Control Plan is expected to be developed and utilized by the contractor. What would this plan include? Who would approve the plan? How would the plan be enforced?

AKRF and SPR, Letter 42, November 2, 2015

**Response:**

*A Fugitive Dust Control Plan will be and submitted to the Village of Port Chester's Building Department for review and approval as part of the application for a building permit for a specific approved Site Plan. A sample fugitive dust control is included in Appendix K. A Fugitive Dust Control Plan specific to the Project, which will include at a minimum the control measures discussed above, would be prepared and submitted to the Village for review and approval in conjunction with a specific Site Plan application. Also refer to Response to FEIS Comment III.K9.*

**Comment K12:**

If the Village of Port Chester does not have a local law regarding blasting, please describe the mechanism for requiring contractors to obtain a permit from the Village prior to commencement on on-Site blasting activities?

AKRF and SPR, Letter 42, November 2, 2015

**Response:**

*Blasting permits are typically authorized by the Building Inspector of the local governing municipality. For the Proposed Project, the Applicant proposes to submit the request for blasting permits to the Village of Port Chester Building Inspector. Prior to construction, the Contractor would have a blasting professional prepare a Blasting Plan and submit it with an application to permit blasting to the Village of Port Chester Building Department for review and approval. A Controlled Blasting Specification (Section 02311) is provided in FEIS Appendix K in which*

*Sections 1.4.B and 3.1.G specifies the Contractor's responsibility to submit a Blasting Plan and obtain a blasting permit from the Village. The Blasting Specification identifies contents that must be included in the Blasting Plan. Such subjects include but are not limited to the following: qualification of blasting specialist, description of blasting method, explosive types, blasting mats, pre- and post- blasting surveys, vibration and air-blast monitoring, vibration limits, record keeping and final report.*

**Comment K13:**

Allowing blasting at all times when normal construction activity is allowed (8am – 8pm during the week and 10a – 7pm on weekends and holidays) has the potential to create a significant impact on neighboring residents. The Applicant should consider the potential to reduce the impacts from blasting by restricting the times of its use.

AKRF and SPR, Letter 42, November 2, 2015

**Response:**

*Review of other municipal codes indicates that timeframes for which blasting may be permitted vary widely but timeframes typically range from 8 a.m. through 7 p.m. on Monday through Friday. The times in which blasting will be permitted can be resolved in the permitting process with the Village Building Inspector. The Applicant will limit blasting activities to Weekdays.*

**Comment K14:**

Please clarify the 'appropriate advance notification' to the Village and adjacent property owners that is alluded to on Page III.K-11?

AKRF and SPR, Letter 42, November 2, 2015

**Response:**

*Prior to blasting, the Contractor will provide the Village, and neighboring property owners and residents within a defined radius that is approved by Village, with advance notification of the blasting schedule for approval. Advance notice of each scheduled blast shall typically be no less than 24 hours. Section 02311, part 3.1 of the Controlled Blasting Specification (FEIS Appendix K) requires formal discussions between the blasting professional and property owners within the defined radius (minimum 300 feet). During that interview, methods and timing of notification will be discussed. The method of notification as well as the advance period of notification prior to blasting will be finalized in the permitting process with the Village Building Inspector. Also refer to Responses to FEIS Comment III.K12.*

**Comment K15:**

How was 300 feet determined as the appropriate extent of, the pre- and post-blast surveys? Would these surveys and the daily noise and vibration reports be provided to the property owners and the Village for verification?

AKRF and SPR, Letter 42, November 2, 2015

**Response:**

*A Controlled Blasting Specification is included in Appendix K of this FEIS. Part 3.1 of the Specification requires the Contractor to conduct pre- and post-blast surveys within a radius of at least 300 feet ~~radius~~ around any blasting operation. This ~~minimum~~actual radius required for each blast will be confirmed by a Geotechnical Engineer and Blasting Sepcialist based upon site-specific conditions. The distance for which pre- and post- blast surveys will be required will include those property owners within the sphere of potential impact. This limit, in part, is a function of subsurface geologic characteristics, as well as the anticipated size and frequency of explosive charges that will be used. A Blasting Plan will be prepared by a licensed, experienced and insured blasting professional. The Plan will include such details as confirming the radius around the Project Site in which the pre- and post-blast survey must be prepared. The Plan will also include but not be limited to noise and vibration reports as described in a Controlled Blasting Specification. (Also refer to Response to FEIS Comment III.K12).*

*The size of explosive charges will be limited, as practical, to effectively manage the extent (distance) of impact. Based on site conditions, the blasting professional will be responsible to determine the extent of the pre-and post-blast survey. The Village Building Department will confirm the Applicant's proposed survey radius. The Plan will be presented to the Village for review and approval as part of the application process for a building permit relative to a specific approved Site Plan.*

**Comment K16:**

Please clarify which roadways need to be closed during the blasting activities?

AKRF and SPR, Letter 42, November 2, 2015

**Response:**

*When blasting on the Project Site is proposed in close proximity to adjacent roads, Boston Post Road and High Street, adequate safety precautions will be taken to avoid impacting offsite pedestrian and vehicular traffic. Adjacent automotive and pedestrian traffic could be temporarily stopped, if necessitated due to proximity of the blast site, resulting in temporary traffic delays typically lasting a few minutes. In order to protect health and safety of adjacent traffic and minimize traffic delays, several precautions will be employed but not limited to the following: sound alarm in advance of the blast to alert nearby traffic; limit size and frequency of explosive charges to reduce the sphere and duration of potential impact; employ blasting mats to reduce potential hazard; control traffic with signs and flaggers; avoid times of anticipated high volume traffic; and resume traffic flow immediately after the blast. The time, duration and extent of any*

*traffic control would be determined by the blasting professional and coordinated with and approved by the Village Building Inspector.*

It is noted that to assist the reader, the written public comments submitted as part of the DEIS review and preliminary FEIS submitted to the Village in April of 2016 have been included as part of the FEIS document as well as the Appendix. The reader can go to their correspondence and look for a notation in the margin as to where in the FEIS document the response to their comment is provided.

The Applicant no longer requests and withdraws that portion of the April 16, 2014 Petition seeking a Text Amendment to the Zoning Law (Southern Gateway Mixed Use Overlay Zone) and modification of the Village's Official Zoning Map. The Applicant only seeks to pursue and proposes a Text Amendment to the Zoning Law, which modifies Article XI of the existing Zoning Law (Section 345-62). The Applicant no longer requests the creation of the Overlay District for several reasons, including the following: after consideration of comments received, the amendments to the PMU District text better achieves its objectives than the Overlay District; given the complexities involved in the Overlay District, any such District should be considered separately and independently of the proposed amendments to the PMU District and the proposed redevelopment of the former United Hospital site; and in light of the foregoing the Overlay District is not a reasonable and practicable alternative. Accordingly, the Proposed Action in this FEIS refers to the proposed amendments to the PMU District text and the Proposed Project, and no longer includes the Overlay District. Nonetheless, this FEIS addresses all substantive comments addressed to the previously proposed Overlay District for purposes of completeness and for informational purposes.

**Comment L1:**

The proposed Overlay zoning text appears to allow a maximum FAR of 1.7. However, the DEIS only analyzes a program with a density of 1.6 and a maximum height of 8 stories or 115 feet.

AKRF and SPR, Letter 42, November 2, 2015

**Response:**

*The Applicant analyzed a development program consistent with the Proposed Project at an FAR of approximately 1.6 and did not include the additional 0.1 FAR. The purpose of having a not to exceed number is to limit the overall amount of development program on any one particular site. The Applicant did include a preliminary analysis of the development potential of applying a 1.7 FAR to the redevelopment of the Kohl's Shopping Center Site, which was analyzed in DEIS Section III.L Southern Gateway Mixed Use Development Overlay Zoning District. The Village would still maintain control and discretion over the application of the bonus provision in the Code. In addition, the Applicant has submitted revised proposed text for the PMU (Appendix L of this FEIS) that restricts the development potential on the Project Site to 1.6 FAR, inclusive of any density bonus.*

**Comment L2:**

Paragraph (F) states that the dimensional standards of the underlying CD and PMU districts are applicable, but supplemented by the Overlay. This is confusing since the Overlay appears to set new height and density standards for uses in both districts. This should be clarified.

AKRF and SPR, Letter 42, November 2, 2015

**Response:**

*The intention is to allow for the existing dimensional standards related to minimum lot size and yards to remain in place, but allow for height and density standards to be applied as part of the overlay. If the Village desires to implement the Overlay District, this section would have to be amended and an additional public hearing would have to be held.*

**Comment L3:**

Please clarify if the Overlay zone were adopted, would the Applicant be petitioning the Board for FAR bonuses pursuant to its adherence to the design guidelines, the public benefit categories in Table 1, the provisions of §345-16, or a combination thereof?

AKRF and SPR, Letter 42, November 2, 2015

**Response:**

*In the event the Overlay District is adopted, the Applicant would subsequently file a site plan application with the Board requesting the necessary FAR bonuses that would allow for the development of the Proposed Project as described in this EIS. The exact manner in which such site plan application would be made and whether to propose certain design guidelines or public benefits in exchange for additional FAR would be determined during the site plan review. Notwithstanding and as mentioned above and in this FEIS, the Applicant's preferred zoning approach is to amend the existing PMU District (refer to Appendix L – Zoning Text Amendments for latest proposed amendments) and the Applicant is not ~~pursue~~pursuing Zoning Text Amendments and a Zoning Map change to create a Southern Gateway Mixed Use Overlay District (Overlay District).*

**Comment L4:**

The review and approval authority and procedure in paragraph (I) is confusing. The process for designation of a 'development site' is not well defined, nor is the meaning of such designation. Likewise, the role of a 'conceptual' site plan is not well defined. Finally, the process for acting on a site plan petition is not well defined.

AKRF and SPR, Letter 42, November 2, 2015

**Response:**

*The review criteria in paragraph (I) is intended to be reviewed comprehensively in conjunction with paragraph (C) Eligibility of Development Sites which prescribes total development area necessary for consideration.*

*As noted in paragraph H.(5), the purpose of the conceptual site plan is to allow the Board of Trustees and an applicant to reach an understanding on basic design requirements and the appropriateness of designating a site to the Southern Gateway Mixed Use Overlay Zone prior to such applicant's preparation of detailed plans. The Board of Trustees would review the conceptual plan and related documents and render either a favorable report or an unfavorable report to the applicant within 45 days. This provides both the Village and a prospective applicant with an opportunity to review the proposed conceptual level planning at an early stage in the review process.*

*It is contemplated in paragraph H.(9) in the proposed Overlay District text that where an applicant has prepared site plans consistent with Article V of the Village Code (Section 345-23 of the Village Code) as part of the application and review and the Board of Trustees approves said petition the site plans are also approved. In the event that only conceptual level plans were included (as opposed to detailed plans) and reviewed with the petition, then a site plan review process, consistent with Section 345-23, would need to be followed and approved by the Board of Trustees.*

*If the Village desires to implement the Overlay district, it may also choose to amend these sections for clarity.*

**Comment L5:**

We have doubts about the legality of a blanket waiver (i.e., proposed paragraph (K)), as that would in effect, for some provisions, constitute an amendment of the zoning without the appropriate process. We also think that this is not a prudent provision; any waiver should be limited to minor, not material changes.

AKRF and SPR, Letter 42, November 2, 2015

**Response:**

*Comment noted. If the Village desires to implement the Overlay district, it may also choose to delete this section.*

**Comment L6:**

Why are the design guidelines proposed in the Overlay District not mandatory? The analysis in the DEIS seems to rely on the design guidelines being followed by the Applicant regardless of the zoning option ultimately adopted.

AKRF and SPR, Letter 42, November 2, 2015

**Response:**

*The design guidelines were included in the proposed Overlay District to encourage appropriate attention to site plan design considerations, and provide incentives for "Placemaking" development schemes that will enhance and be integrated within the existing fabric of the Village. The analysis in the DEIS has focused on a comprehensive evaluation of site design, refer to DEIS Section II – Project Description. The Board of Trustees is currently considering two different zoning approaches that could be used to implement the Proposed Project. The decision as to which approach will be applied (if either) is a discretionary decision on the part of the Board of Trustees. The Applicant has included Design Standards as a requirement as part of the revised PMU amendments that would be further detailed as part of the specific site plan approval process. In the event the Village decided to use the Overlay District concept those same design standards could be incorporated therein. The intention of the design standards is to reinforce the design intent outlined in the DEIS, refer to DEIS Section II Project Description. It is noted that the design guidelines, regardless of the zoning being proposed by the Applicant, would apply to the Proposed Project.*

*In addition, the Petition includes specific design criteria for developments within the PMU, with which the Applicant's site plan would be required to conform. The revised PMU requires the Applicant to incorporate design guidelines specific to the Proposed Project as part of the site plan approval process. These guidelines would be enforceable by the Village Board as part of the site plan review process.*

**Comment L7**:

The DEIS absolutely does not address, let alone propose, sufficient mitigation for all the impacts related to the additional overlay zone.

Joe Sack, PH 9/8/15 p 44

Really big-picture issue that we have with the EIS as it stands right now is that the overlay plan, the zoning overlay plan, proposes rezoning a very, very large area, and yet, the EIS only evaluates those impacts for a much smaller area within the overlay zone.

Laura Brett, PH, August 27, 2015, p. 53

**Response:**

*There is currently no application for redevelopment in the Overlay District outside of the Project Site. DEIS Section III.L, however, provides an evaluation of potential impacts of the proposed Southern Gateway Mixed Use Overlay Zoning District (Overlay District) outside of the Project Site. (The impacts of the Proposed Project were analyzed in Chapters III.A through III.K of the DEIS).*

*While the Overlay District encompasses an area of approximately 75 acres, it can be reasonably applied, in the Applicant's opinion, only to the Kohl's Shopping Center Site (the "Kohl's Site") other than to the Project Site. This constraint is due to a number of factors: the configuration of the Kohl's*

*site, the available land area that could be devoted to additional development program, the fact that other parcels within the Overlay District are not eligible and because other eligible sites are fully built out. The 10 acre minimum land area for inclusion in the Overlay District becomes one of the limiting factors relative to other properties in the proposed Overlay District. As such, the analysis in Chapter III.L of the DEIS focused exclusively on the potential of the Kohl's site to be redeveloped. The impacts related to other potential development occurring under the existing CD zoning within the Overlay District were not addressed because the Overlay District, if enacted, would not change the existing development potential of those sites.*

*Chapter III.L of the DEIS provides an analysis of the development potential and conceptual impacts that redevelopment of the Kohl's site may entail. As a specific program is not being proposed by the Applicant or any other entity, a conceptual analysis was deemed to be appropriate. Chapter III.L of the DEIS includes an analysis of potential infrastructure, traffic, community services, and socioeconomic impacts of redeveloping the Kohl's site under the Overlay District. If the Overlay were to be adopted by the Village and if a specific application were to be filed for redevelopment of the Kohl's site, a site-specific evaluation of the full impacts of that additional development would be conducted. It is noted that the Section III.L of the DEIS included both specific and more generic evaluation of impacts based on varying levels of development.*

**Comment L8:**

Stormwater Management

The condition, size and capacity of existing drainage infrastructure through the Kohl's Shopping center to Midland Avenue must be examined for capacity and discussed as part of this report. This would likely require verification by a licensed surveyor and/or a TV inspection of existing drain piping. Any information provided by the Village of existing infrastructure is schematic, anecdotal and cannot be confirmed for accuracy.

Dolph Rotfeld Engineering, Letter 43, 2015, p.2

**Response:**

*Any proposed redevelopment of the Kohl's Shopping Center Site would, as appropriate, be required to evaluate the condition, size and capacity of the existing drainage infrastructure running through that site.*

**Comment L9:**

Page III.L-6 indicates that the development of the Kohl's site under the proposed Overlay District would be limited to buildings of 3 stories or 35 feet. However, the proposed zoning text (at §(F)(1)) allows buildings of 8 stories or 115 feet. Please clarify.

AKRF and SPR, Letter 42, November 2, 2015

**Response:**

*The intention of the proposed Overlay District text was to allow for new development that meets the eligibility criteria outlined in Section C, to apply the maximum building height provision of 8 stories or 115 feet compared to the 3 stories 35 feet in the underlying CD District. The text on page III.L-6 of the DEIS should be considered by this Response to be clarified to state that fact. However, the analysis presented assumed that taller buildings were to be constructed on the Kohl's site. Therefore, the analysis in Chapter III.L does not need to be amended. If the Village desires to implement the Overlay District, it may also choose to amend this section of the proposed Overlay District for clarity.*

**Comment L10:**

The changes to the visual character of the Kohl's site, including taller buildings and bringing the buildings closer to Boston Post Road, would appear to be similar to that of the Proposed Project, but in contrast to existing development further east on Boston Post Road. Please clarify the potential visual relationship between development of the Kohl's site under the Overlay District with the Proposed Project and the development to the east.

AKRF and SPR, Letter 42, November 2, 2015

**Response:**

*The proposed changes to the Kohl's Shopping Center Site are conceptual in nature only, as there is no formal development program for that site. The potential visual relationship was discussed in DEIS Section III.L.1.B. The potential visual relationship between the development of the Kohl's site under the Overlay District and the Proposed Project would most likely be multi-story buildings fronting against multi-story building. There are a number of existing buildings located on the Boston Post Road that are closer to the street, such that a development on the Kohl's site would not, in the Applicant's opinion, be discordant. Any development would be subject to a site specific review and site plan approval.*

**Comment L11:**

Please clarify that development of the Kohl's site under the Overlay district in the base FAR and full-build out FAR scenarios would increase the estimated daily water and sewer demand by 140,000 to 295,000 GPD and 130,000 to 269,000 GPD, respectively (and is not the larger figures presented in Tables III.L-1 and III.L-2). This accounts for the existing on-site usage estimated for the current Kohl's development.

AKRF and SPR, Letter 42, November 2, 2015

**Response:**

*The figures presented in Tables L-1 and L-2 do not include existing development program on the Kohl's site (approximately 440,000 square feet). The figures presented therein are the additional*

*demand, over and above the existing demand for the operating Kohl's site, for a conceptual development program using a base FAR of 1.0 and using the Overlay District FAR of 1.7. The estimated water demand would be expected to increase above current levels by a projected 190,000 to 345,000 gpd depending on whether the base case or full build out is assumed and the projected sewer demand would increase above current levels from 175,000 gpd to 314,000 gpd depending on whether the base case or full build out is assumed.*

**Comment L12:**

Please clarify that the redevelopment of Kohl's in the baseline scenario would have an assessed value of $107.5 million. Isn't the baseline build out program larger than that of the Proposed Project, which is stated to have an estimated assessed value of $130 million? This has direct impacts on the potential taxes generated by the Proposed Action.

AKRF and SPR, Letter 42, November 2, 2015

**Response:**

*Redevelopment of the Kohl's site in the baseline scenario (FAR 1.0) includes a development program, refer to DEIS Table L-1, of 604 residential units compared to 730 being considered as part of the Proposed Project as well as 141,000 s.f. of office use compared to 217,000 s.f. with the Proposed Project. The difference in development program is reflected in the estimated assessed value comparison of the Kohl's baseline scenario with the Proposed Project. Note that the assessed value identified in the DEIS is in addition to the value of the existing development. Therefore, the estimated tax revenue presented would be revenue in addition to what is currently collected from the Kohl's site.*

**Comment L13:**

Table III.L-2 on page III.L-5 shows that 480 jobs would be generated from 160,000 sf of retail. This retail employment estimate used a ratio 1 employee per 333 sf of retail space. For the proposed project, there is 90,000 sf of restaurant/retail. Direct employment from the proposed project on page III.F-31 includes 225 retail jobs. The retail employment ratio was 1 employee per 400 sf of retail space. Please clarify this inconsistency.

Similarly, the proposed project includes 217,000 sf of office space. Direct employment from the office component of the proposed project includes 651 jobs. The office employment ratio for the proposed project was 1 employee per 333 sf. Table III.L-2 shows 925 jobs for 370,000 sf of office space. The office employment ratio for the overlay district development analysis was 1 employee per 400 sf. Please clarify this inconsistency.

However, it is noted that the employment ratios for the existing Base FAR shown in Table III.L-1 are consistent with the employment ratios for the proposed project.

AKRF and SPR, Letter 42, November 2, 2015

**Response:**

*For consistency purposes the figure of 1 employee per 400 square feet of retail was applied to DEIS Table III.L-2 which would yield 400 employees. The square footage for office use on DEIS Table III.L-2 should be 1 employee per 333 square feet of office use, which would yield approximately 1,111 employees.*

**Comment L14:**

Page III.L-15: "Potential employment generated by the redevelopment alternatives outlined in Tables III.L-1and III.L-2 is anticipated to be approximately 1,139 to 1,566 permanent jobs. However, Table III.L-1 shows 740 jobs, not 1,139.

AKRF and SPR, Letter 42, November 2, 2015

**Response:**

*The text on page III.L-15 should read "740 to 1,566 permanent jobs".*

**Comment L15:**

The qualitative assessment due to the increased natural gas usage from use of the Overlay District should include a discussion on whether increased concentrations of ambient air pollutants would result in a significant air quality impact or not.

AKRF and SPR, Letter 42, November 2, 2015

**Response:**

*As noted in DEIS Section III-I Air Quality, natural gas would likely be burned in the proposed building heating and hot water systems. The sulfur content of natural gas is negligible. Therefore, an analysis of SO2 from the Proposed Action stationary combustion sources was not warranted. It is contemplated that the anticipated impact of the conceptual development program for the Kohl's site would also be negligible. Any redevelopment of the Kohl's site using the Overlay District concept would be required to conduct their own site specific environmental review.*

**Comment L16:**

Page III.L-16. We suggest the change in BOLD with regard to the sentence "A review of existing survey data on the OPRHP website indicated that there were no properties or structures listed or **determined** eligible for listing on the State or National Registers of **Historic Places** on or within [study area needs to be defined] to the Kohl's site."

AKRF and SPR, Letter 42, November 2, 2015

**Response:**

*Consistent with the methodology used in the analysis of the Proposed Project, this analysis of the Overlay District Development considers the APE for architectural resources to be the Kohl's site and the area within ¼ mile of the Kohl's site boundaries. There are no S/NR-listed structures, structures determined to be eligible for S/NR listing, or sites listed on the Westchester County Inventory of Historic Places within this APE. Therefore, the Overlay District would not have any significant adverse direct/physical or visual/contextual impacts on historic architectural resources.*

**Comment L17:**

The redevelopment of the Kohl's site would presumably require subsurface disturbance. Therefore, please clarify that an analysis of potential impacts to archaeological resources on the Project Site would be performed at the time a specific development was proposed.

AKRF and SPR, Letter 42, November 2, 2015

**Response**:

*Any redevelopment of the Kohl's site under the Overlay District would have to conduct their own site-specific environmental review, which would include an evaluation of the potential for impacts to archaeological resources. The extent of previous disturbance as a result of prior development activity will factor into the scope of the analysis of potential impacts to archeological resources.*

**Comment L18:**

Finally, Page E-9 concerns the southern gateway mixed-use overlay zone. The district is opposed to this overlay zoning district as it opens nearly 75 acres within the Village to residential development.

On January 15, 2014, the Board of Education, Port Chester Board of Education, passed a resolution to discourage large-scale housing projects that increase student enrollment in this district.

Bob Johnson, PH 09/08/15, p. 53

**Response:**

*Comment noted. As indicated in DEIS Section III.L, Overlay Development Potential, while the extent of the Overlay District is approximately 75 acres, redevelopment opportunities are essentially limited to a portion of the approximately 30 acre Kohl's site. It is noted that the Village's Comprehensive Plan called for residential development to be permitted in the CD District that would include a majority of studio and one bedroom units that typically generate fewer public school age children. An estimate of the number of school age children that could potentially be generated by a future redevelopment of the Kohl's site, as well as the potential additional tax revenue that could be used to offset that increased demand, was presented in Chapter III.L of the DEIS.*

**Comment L19:**

As part of its proposal for a new zoning overlay district, Starwood proposes including provisions for density bonuses in exchange for public benefits. Will the Board of Trustees consider requiring job standards and affordable housing as public benefits required for the density bonus?

John Tritt, Letter 23, October 5, 2015

Build Up NYC, Letter 25, October 5, 2015

**Response:**

*Comment noted. The proposed zoning text revisions were provided for the Board of Trustees' consideration. The Board of Trustees in their discretion could make a variety of changes to the text to reflect conditions they would like to see included as part of proposed zoning text amendments, refer also to FEIS Response to Comment III.A-25. The proposed Overlay zoning does not include a requirement to provide affordable housing or job standards.*

**Comment L20:**

The proposed change to the Southern Gateway Mixed Use Overlay Zoning District including the proposed Starwood project has the potential to increase density in the village. The increase in density may significantly impact the [fire] department in a number of ways. Some of those impacts may include an increase in population, call volume, response times and there may be a need for additional manpower and equipment.

Vincent Lyons, Letter 49, August 27, 2015

**Response:**

*Comment noted. DEIS Section III.L describes the development potential related to the implementation of the Southern Gateway Mixed Use Overlay Zoning District (Overlay Zone) including a full build out potential of more than 1,200 residential units, a 222 key hotel, 160,000± square feet of retail and 370,000± of office use, beyond what has been proposed by the Applicant as part of the Proposed Project. While the full build out would also generate additional tax and fee revenue for the Village, in the event the Village decides to implement the Overlay Zone concept, any subsequent development proposal would be required to prepare their own environmental review where potential impacts associated with added population would be reviewed and evaluated. As noted in Response to Comment F74b, discussions with the Fire Department indicated that they would be able to service the Proposed Project with existing staffing and equipment. The Fire Department will be consulted during the site plan review process for the Proposed Project regarding access and circulation.*

It is noted that to assist the reader, the written public comments submitted as part of the DEIS review and preliminary FEIS submitted to the Village in April of 2016 have been included as part of the FEIS document as well as the Appendix. The reader can go to their correspondence and look for a notation in the margin as to where in the FEIS document the response to their comment is provided.

**Comment IV-1:**

Under the "No Action" alternative, please clarify that additional development is currently permitted in the CD district under the current zoning (as the Site is not fully built-out), which has the potential to generate impacts on traffic, infrastructure, and municipal revenues and services without any change to the existing zoning.

AKRF and SPR, Letter 42, November 2, 2015

**Response:**

*As indicated in Section IV. B. Development Under Existing Zoning, there is an estimated 864,000 square feet of additional development potential on the Kohl's Site under the existing zoning. Any specific development proposal for sites within the CD District would need to prepare its own site specific analysis and evaluate impacts related to, among other subjects, traffic, infrastructure and municipal revenues and services.*

**Comment IV-2:**

The Applicant states that development of the Project Site under the current zoning is not viable. See comments on earlier Chapters regarding this issue. If developing the Project Site with a density less than that in the preferred alternative is found by the EIS to be financially feasible, the Applicant may be required to evaluate the impacts of development at that lower density.

AKRF and SPR, Letter 42, November 2, 2015

**Response:**

*The Applicant does not consider the proposed development of the Project Site under the current zoning to be an economically viable project, particularly given the site preparation and development costs necessary to sustain a successful mixed use development. This includes significant costs associated with the demolition and removal of the existing buildings and the need for rock removal and excavation to create the necessary design layout for street retail and mixed use development. Refer ~~also~~ to Response III.F-32 and the project economic evaluation prepared by AKRF on behalf of the Village, refer to Appendix P. Refer also to Response IV.8 with regard to the impacts of development at lower densities than requested by the Applicant.*

**Comment IV-3:**

The Applicant states that there is enough utility capacity and adequate infrastructure to serve the Project Site as a hospital use (i.e., water, sewer, roadway). The analysis presented in Chapter IV (and III.D, III.E) do not present enough information to verify that statement. As the hospital has not been in use for a decade, is it reasonable to assume that the infrastructure in place is still adequate to meet that need.

AKRF and SPR, Letter 42, November 2, 2015

**Response:**

*Based on information presented in Section III-A of the DEIS, there have been no significant development trends that would have replaced capacity in the various infrastructure systems that serve the Project Site since the United Hospital facility closed at the end of 2005. Refer to Response to Comment III.D-3, which details a response from United Water for water service, and Response to Comment III.D-8, which provides details as to the extent of development activity between 1995, when certain sewer infrastructure reports were prepared and the present, and between 1995 and 2005 when the Hospital closed and the present. Refer also to Exhibits IV-3a, 2004 Existing Conditions with Exhibit IV-3b, 2013 Existing Conditions, which reveals the limited extent of development between those times. The Applicant contends, therefore, that it is reasonable to assume that the infrastructure in place is adequate to meet the needs of a hospital use on the Project Site. As noted in Section III.D Utilities, the Applicant is proposing to make physical improvements (refer to FEIS Response to Comment III.D-11) to selected sections of the Village's existing sanitary sewer lines. In addition, as noted in Section III. C Stormwater Management, the Applicant ~~has reduced~~would reduce stormwater levels from the Project Site to below existing conditions ~~but~~and has agreed to provide a monetary contribution to the Village to address inflow and infiltration issues to the existing Village ~~stormwater management~~sanitary sewer system serving the United Hospital neighborhood. Refer also to Section III.E, Traffic and Transportation Introduction for a more detailed discussion of roadway capacity.*

**Comment IV-4:**

On page IV-9, the DEIS states that the zoning petition requests a maximum FAR of 1.6 for the Project Site. However, as specified in the proposed zoning, an FAR of 1.7 would be allowed throughout the Southern Gateway Mixed Use Overlay District in combination with various density bonuses. Please clarify.

AKRF and SPR, Letter 42, November 2, 2015

**Response:**

*Comment noted. The discussion in Section IV.H of the DEIS referenced in Comment IV-4 relates to the redevelopment of the Project Site with and without the 999 High Street building. Keeping the building and the land area associated with it would mean there is less available land area on which needed FAR could be made available. In order to create the development program considered as part of the Proposed Project, the FAR across the entire Project Site would need to be increased from 1.6 to 1.7. Under both the Overlay District and PMU proposals in the DEIS, this would be technically allowed, though potentially subject to a revised environmental review.*

*However, as noted previously, the Applicant has submitted an amended petition which includes revised PMU text changes that would limit the total amount of FAR, including any density bonus, to 1.6 on the Project Site. The Applicant does not intend, and is not proposing, a development program that exceeds 1.6.*

**Comment IV-5:**

The DEIS evaluates the ability of the Project to incorporate the existing building at 999 High Street into the currently proposed conceptual layout. However, if the building were to be kept on-Site, would a different Project layout be possible that would still preserve the goals of the Applicant, including an integrated street grid, connectivity, and the same basic amount of uses on Site?

AKRF and SPR, Letter 42, November 2, 2015

**Response:** *The Applicant contends that it is not possible to incorporate the existing building at 999 High Street and maintain the goal of an integrated street grid set out in the Village's Comprehensive Plan.*

*Section IV.H of the DEIS notes that the 999 High Street building is located such that to keep the building would require elimination of the middle driveway entrance to the Project Site from High Street, refer to DEIS Exhibit IV-4 Visual and Physical Site Impact, provided herewith as FEIS Exhibit IV-5. The Applicant contends that this has a number of impacts which jeopardizes the viability of the Proposed Project. First, the 999 High Street Building, Buildings D and E would become a single "superblock", thus constraining and adversely impacting the traffic circulation into, out of, and through the Project Site. Further, the ability to close off the upper portion of the Project Site to accommodate community-type events would be lost. In the Applicant's opinion, this would result in the reduction of leasing flexibility and therefore real estate value.*

*The Applicant contends that the impact on parking adds a serious challenge. Eliminating close proximity and a reasonable, in the Applicant's opinion, amount of easily accessed parking adjacent to each building will have a significantly negative impact on leasing and the customer experience. Two very tall parking structures ~~will~~would be required to meet the demand on the Project Site for this alternative. This assertion is based on available land area remaining to construct these facilities, refer to FEIS Exhibit IV-5a which illustrates only two relatively constrained available locations for new parking structures including one at the corner of the Boston Post Road and High Street. In addition to being inefficient and therefore expensive, such tall structures are not considered customer friendly, particularly for retail, hotel and office uses. Moreover, the towering parking structure located at High Street and the Boston Post Road ~~creates~~would create an adverse visual impact and inconsistency with the Comprehensive Plan at this key entrance point into the Village. Maintaining the 999 High Street Building alone would also require the construction of additional parking for the 133 units. This could only be accomplished by increasing further the height of the parking structures that serve Proposed Buildings D, E and 999 High Street, given the unavailability of land for at-grade parking. In the Applicant's opinion, each of these impacts alone is detrimental to the Proposed Project and taken together they would put in question the viability of the Proposed Project.*

**Comment IV-6:**

While the Village's Traffic Engineer will comment on the assertion that the traffic improvements proposed by the Applicant are more than would be necessary to mitigate the impacts of the Proposed Project, there is no analysis presented in Chapter IV to support this assertion. Please clarify and explain the basis for this position given that the project does require traffic mitigation.

AKRF and SPR, Letter 42, November 2, 2015

**Response:**

*As noted in Section IV.E of the DEIS, there was a 2010 proposal for which a DEIS had been prepared (the "2010 Submission", 773 residential units and 254,000 square feet of commercial/office space). Such DEIS was submitted but not accepted. In the Applicant's opinion the building program in that proposal was similar to that of the Proposed Action , although the 2010 proposal did not include a limited service hotel. It is further noted that the Village did not review the merits of the proposal and perforce did not agree that the mitigation proposed as part of the 2010 proposal was sufficient.*

*The Applicant notes that the 2010 Submission did not contemplate the more comprehensive mitigative measures being proposed as part of the Proposed Project, including the elimination of the High Street signal and associated circulation enhancement and widening of the Boston Post Road Corridor along the Project Site frontage.*

*Appendix E of this FEIS includes the analysis provided as part of the 2010 Submission that was used to make the comparison as part DEIS Table IV-J1, Fair Share Calculations – Traffic Improvements Boston Post Road Corridor.*

*The mitigation in the 2010 Submission included an evaluation of the following 18 intersections:*

1. *High Street and Proposed Site Driveway*
   a. *Widen existing driveway to provide one entering lane and two exiting lanes (a left-turn lane and a right-turn lane)*

2. *Route 1 & Slater Street*
   a. *No improvements required*

3. *Route 1 & Pearl Street*
   a. *Modify the traffic signal to provide a right-turn arrow on Pearl Street during the Northbound ROW phase*
   b. *Adjust Signal Timings*

4. *Route 1 & South Regent Street*
   a. *Widen South Regent Street to provide separate left and right turn lanes, if right-of-way is available*
   b. *Modify the traffic signal to provide a right-turn arrow on the South Regent Street approach to operate during the Northbound ROW phase*
   c. *Adjust Signal Timings*

5. *Route 1 & Kohl's Driveway/Proposed Site Driveway*
   a. *Re-stripe Route 1 to provide a Northbound Left-Turn Lane*
   b. *Widen Route 1 southbound to provide a right-turn lane*
   c. *Re-stripe the Kohl's Driveway exiting approach to allow for a through movement*
   d. *Construct the Site Driveway to provide three exiting lanes and two entering lanes*
   e. *Modify traffic signal to accommodate the new driveway approach and geometry modifications*

6. *Route 1 & High Street*
   a. *Widen High Street to provide separate 12-foot left- and right-turn lanes*
   b. *Modify the traffic signal to provide a right-turn arrow during the Route 1 northbound ROW phase*

7. *Route 1 and I-287 WB On-Ramp/ I-95 NB Off-Ramp*
   a. *No improvements required*

8. *Route 1 & I-287 EB Off-Ramp/ I-95 SB On-Ramp*
   a. *Modify signal to provide a Lead as well as a Lag Southbound ROW phase*
   b. *Adjust Signal Timings*

9. *Route 1 & Hillside Road*
   a. *No improvements required*

10. *Ridge Street & High Street*
    a. *No improvements required*

11. *High Street & Grandview Avenue*
    a. *No improvements required*

12. *High Street & Evergreen Avenue*
    a. *No improvements required*

13. *US Route 1 & Cedar Street*
    a. *No improvements required*

14. *US Route 1 & Peck Avenue*
    a. *No improvements required*

15. *Midland Avenue & Peck Avenue/Credit Union Driveway*
    a. *Modify traffic signal to provide a protected lead phase for the Peck Avenue approach.*

16. *Purchase Street & Hillside Road/Wappanocca Avenue*
    a. *No improvements required*

17. *Grandview Avenue & Hillside Road*
    a. *No improvements required*

18. *US Route 1 & Grace Church Street/Purdy Avenue*
    a. *No improvements required*

*The following table (2010 DEIS Submission Table No.E-13) was taken from the 2010 DEIS submitted to the Village but not accepted. Table No.E-13 provides a preliminary evaluation of anticipated levels of service at the then Build condition with improvements.*

***FEIS Table IV-6***
***2010 DEIS***
***Table No. E-13***
***2015 Level of Service Summary***

| ***Intersection*** | | ***Peak AM Hour*** | | | ***Peak PM Hour*** | | | ***Peak Saturday Hour*** | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | ***No-Build*** | ***Build*** | ***Build w/ Imp.*** | ***No-Build*** | ***Build*** | ***Build w/ Imp.*** | ***No-Build*** | ***Build*** | ***Build w/ Imp.*** |
| *1* | *High Street & Site Driveway* | *b 11* | *b 14.2* | *N/A* | *b 11.9* | *c 20.4* | *N/A* | *b 12.4* | *d 31.3* | *N/A* |
| *2* | *Route 1 & Slater Street* | *B 14.4* | *B 14.9* | *N/A* | *B 14.1* | *B 14.9* | *N/A* | *B 15.6* | *B 17.2* | *N/A* |
| *3* | *Route 1 & Pearl Street* | *C 23.2* | *C 24.5* | *C 20.5* | *C 28.4* | *C 35.0* | *C 24.2* | *C 33.6* | *D 46.7* | *C 28.4* |
| *4* | *Route 1 & South Regent Street* | *E 73.5* | *E 77.0* | *B 19.6* | *D 38.1* | *D 46.4* | *B 19.1* | *C 27.0* | *D 39.3* | *C 23* |
| *5* | *Route 1 & Kohl's Driveway/Proposed Site Driveway* | *B 10.1* | *B 16.4* | *N/A* | *B 13.4* | *C 27.5* | *N/A* | *B 15.0* | *C 28.2* | *N/A* |
| *6* | *Route 1 & High Street* | *A 7.8* | *B 12.6* | *A 9.7* | *B 12.2* | *D 47.8* | *B 13.3* | *A 10.0* | *D 42.4* | *B 17.8* |

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| 7 | Route 1 Northbound & I-95 Off-Ramp (1) | b 14.2 | b 16.0 | N/A | b 15.4 | b 17.2 | N/A | b 16.4 | b 19.0 | N/A |
| 8 | Route 1 & I-287 EB Off-Ramp/I-95 SB On-Ramp | C 34.1 | D 41.5 | D 35.7 | D 49.2 | F 82.1 | D 51.9 | C 32.4 | E 59.5 | D 40.2 |
| 9 | Route 1 & Hillside Road | b 13.2 | b 13.5 | N/A | b 13.5 | b 14.2 | N/A | b 14.6 | c 15.7 | N/A |
| 10 | Ridge Street & High Street | B 14.7 | B 15.0 | N/A | B 18.6 | C 20.1 | N/A | B 16.5 | B 17.6 | N/A |
| 11 | Grandview Avenue & High Street | b 10.3 | b 10.7 | N/A | b 11.1 | b 11.6 | N/A | b 11.2 | b 11.9 | N/A |
| 12 | Evergreen Avenue & High Street | b 10.4 | b 10.8 | N/A | b 12.3 | b 13.3 | N/A | b 10.8 | b 11.5 | N/A |
| 13 | Route 1 & Cedar Street | B 12.6 | B 12.8 | N/A | B 11.4 | B 11.4 | N/A | A 9.8 | A 10 | N/A |
| 14 | Route 1 & Peck Avenue | B 18.6 | B 19.9 | N/A | B 17.8 | B 18.4 | N/A | B 19 | C 20.2 | N/A |
| 15 | Midland Avenue & Peck Avenue/Credit Union Driveway | C 27.3 | C 28.6 | C 27.4 | C 29.9 | C 33.7 | C 29.2 | D 37.1 | D 43.3 | C 34.8 |
| 16 | Purchase Street & Hillside Rd/Wappanoca Avenue | c 20 | c 20.5 | N/A | c 19.3 | c 20.3 | N/A | c 18.1 | c 18.8 | N/A |
| 17 | Grandview Avenue & Hillside Road | a 7.56 | a 7.56 | N/A | a 7.3 | a 7.3 | N/A | a 7.19 | a 7.19 | N/A |
| 18 | Route 1 & Purdy Avenue/Grace Church St. | B 19.3 | B 19.9 | N/A | B 19.1 | B 19.3 | N/A | B 19.7 | C 21 | N/A |

*Note: Signalized intersections represented by upper case letters.*
*Unsignalized intersections represented by lower case letters.*
*Delay is in seconds per vehicle.*
*(1) Numerical values provided for this ramp junction are expressed in terms of density (pcpmpl).*

*Source: TRC Engineers, Inc.*

*Based on the information presented in the DEIS and this FEIS (including the 2010 proposal), the Village staff and ~~traffic consultants~~Village Traffic Engineer believe that it has not been*

*demonstrated that the traffic improvements proposed by the Applicant are more than would be necessary to mitigate the impacts of the Proposed Project.*

**Comment IV-7:**

The Applicant states that it should be compensated for the on-site conveyance of Project Site roadways to the Village. The rationale for this is not clear. If the project is choosing to re-subdivide the property and convey the roadways necessary to serve the Project to the Village such that the Village is responsible for bearing the costs of maintaining that roadway, it is unclear why the Applicant should be compensated for that.

AKRF and SPR, Letter 42, November 2, 2015

**Response:**

*The Applicant contends that there is value to the land area to be dedicated as right of way either for the Boston Post Road widening or that limited portion of on-site roadway proposed to be offered to the Village for dedication. The Applicant contends, based on the analysis provided as part of DEIS Section IV.J, that the proposed traffic mitigation associated with the elimination of the north-bound High Street signal, rerouting of traffic to accommodate the north-bound High Street signal elimination and widening of the Boston Post Road at the Project Site entrance is not necessary to mitigate the Project's impacts and is over and above mitigation that would typically be required to satisfy mitigation of impacts. The Applicant contends that the improvements over and above those required to satisfy mitigation of impacts provides a benefit to the greater Port Chester community. The Applicant has previously indicated (FEIS Response III.A5) that while it proposes to offer for dedication (including all rights, responsibilities and liabilities) a limited portion of the on-site roadway, the Applicant has committed to provide snow plowing and maintenance of the utilities under the roadway for that roadway segment.*

**Comment IV-8:**

I have one particular question, though: So we've heard a lot in terms of impact of what is proposed against what exists today. Is it possible for us to look at what is proposed against the impact of what is maximally possible today under the zoning, and is that -- so that wasn't an alternative in the SEQRA scope itself, I don't think.

Mayor Pilla, PH October 5, 2015, p. 81

**Response:**

*A discussion of maximum development potential under existing zoning was discussed in Section IV.B of the DEIS, as required by the adopted scope. Development of the Project Site under the existing PMU District would yield a development program of approximately 538,401 s.f. with a 0.8 FAR. (This could be increased to 673,000± s.f. with the additional 0.2 FAR bonus provided for in the existing Code. However, to be conservative, the Applicant used the as-of-right 0.8 FAR.)*

*FEIS Table III.IV-8 provides a comparison of a development program utilizing the FAR restrictions in the existing PMU District with the Proposed Project. It is noted that maximum FAR permitted for each use in the PMU district adds up to 1.2 FAR. However, the current PMU caps the maximum FAR of a development at 0.8 FAR. Therefore, the Applicant, in contemplating a project at 0.8 FAR, made certain assumptions about the relative mix of uses within a potential development.*

**Table IV-8**
**Build out Matrix Existing PMU**

| Program | Pop.[1] | School Age Children [2] | Water Use (gpd) | Sewage[3] (gpd) | Traffic (peak hour vehicle trips AM/PM/Sat. [4] | Fiscal[5] est. assessed value ± (million) | Employment [6] (employees) |
|---|---|---|---|---|---|---|---|
| 108 Age Restricted | 180 | 0 | 105,850 gpd | 95,000 gpd | ~~750/661~~751/ 662/816 | | |
| 140 lofts/studios units | 140 | | | | | $48.51[7] | 10 |
| 47 1BR units | 76 | 1 | | | | | |
| 47 2BR units | 106 | 14 | | | | | |
| 63 key hotel (45,438 s.f.) | - | 0 | | | | $2.21 | 31 |
| 101,650 s.f. commercial | - | - | | | | $7.59 | 252 |
| Retail (90,000 s.f.) | | | | | | $6.76 | 270 |
| Total | 502 | 15 | 105,850 | 95,000 | 750/661/816 | $65.07 | 563 |

Source: 1. Rutgers University; 2. Overcrowding and Mitigation Report, Urbanomics, November 10, 2014; 3. NYSDEC/NYS Design Standards; 4. ITE 5. In the absence of direct input from the Town of Rye's Assessor's Office, existing records from that office were used to estimate assessed values for the different uses proposed, this is the same methodology used in the DEIS; 6. Projected employment figures were taken from ratios derived from employment analysis prepared as part of the DEIS. 7. Total residential square footage ±301,314 s.f.

*The Applicant notes that the Proposed Project reflects the considerable experience of its design team in creating and building successful mixed use projects. The Applicant contends that the various land uses identified during the course of the Comprehensive Plan process have been incorporated into a comprehensive design that creates vitality and activity needed for a successful project. The Applicant contends that certain aspects of the program like the retail and housing are important elements that need critical mass to be sustainable.*

*Two reduced density options, along with their impacts, are discussed below, see also Table IV-8a Alternative Density Analysis. It should be noted that neither one of these options are being advanced by the Applicant and the Applicant is not proposing either of these projects as an alternative project configuration that it would construct.*

*Option One is a 1.4 FAR option and achieves that FAR reduction by eliminating 117,000 s.f. of general office use. This modification to the program results in a loss of Assessed Value of 11% or almost $11,500,000 which would ultimately result in lower ratables and/or PILOT on the Project Site. It would also result in the loss of more than 360 permanent jobs. From a traffic perspective, the greatest impact would be a reduction in cars entering and leaving the site in the A.M. peak*

*hour of 14.7% or 144 trips. No single movement would see this trip reduction; rather, the largest reduction would be 83 trips at the northbound BPR left-turn movement at the Site Driveway in the A.M. peak hour. This equates to less than 1.4 fewer cars per minute. Please see FEIS Chapter III.E for a more detailed discussion of the impacts to the traffic network that would be expected based on this program.The Aplicant's Traffic Engineer has affirmed that these values referenced above are accurate per the final traffic study.*

*Option Two is a 1.2 FAR option. It eliminates 130,000 s.f. of residential use in addition to eliminating the 117,000 s.f. of office. This option results in a loss of Assessed Value of 21% or more than $27,000,000, again ultimately resulting in lower ratables and/or PILOT on the Project Site. It would also result in the loss of about 365 permanent jobs and in a reduction in School Age Children of 12 from 34 to 22. From a traffic perspective, the greatest impact would again be in the A.M. peak hour with a reduction of 17.8% or 174 trips entering and leaving the site. Again no single movement would see this full reduction; rather, the largest reduction would be 86 trips at the northbound BPR left-turn movement at the Site Driveway in the A.M. peak hour.. This equates to less than 1.5 fewer cars per minute. Please see FEIS Chapter III.E for a more detailed discussion of the impacts to the traffic network that would be expected based on this program. The Aplicant's Traffic Engineer has affirmed that these values referenced above are accurate per the final traffic study.*

***Table IV-8a***
***Alternatives Density Analysis***

| | SF | FAR | | AV | | JOBS | | SAC | | TRAFFIC | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | AM | | PM | | SAT | |
| PROPOSED PROJECT | 1,051,000 | 1.56 | | $ 130,479,680 | | 983 | | 36 | | 980 | | 896 | | 987 | |
| | | | | | | | | | | | | | | | |
| 1.4 FAR PROJECT | 934,000 | 1.39 | Total | $ 116,003,850 | | 622 | | | | 836 | | 797 | | 949 | |
| reduce office by 117K | | | Difference | $ 14,475,830 | 11% | 361 | 37% | | | 144 | 15% | 99 | 11% | 38 | 4% |
| | | | | | | | | | | | | | | | |
| 1.2 FAR PROJECT | 804,000 | 1.19 | Total | $ 103,469,770 | | 616 | | 24 | | 806 | | 754 | | 912 | |
| reduce office by 117K sf + reduce resi by 130K sf | | | Difference | $ 27,009,910 | 21% | 367 | 37% | 12 | 33% | 174 | 18% | 142 | 16% | 75 | 8% |

Source: Compiled by Street Works Development

**Comment IV-9:**

The project should have a 'perimeter road' that would allow a driver to go around the perimeter of the project and end up back where they started. Perimeter road would access all the parking lots and allow the driver to exit to High Street (the curb cut closest to the cemetery) or the only exit to Boston Post Road, at the Kohl's traffic light.

Michael Scarola, Letter 40, October 30, 2015

**Response:**

*Comment noted. The Applicant has proposed a concept that centralizes the vehicular access so as to maximize exposure to the retail component around an integrated open space while creating a dynamic, walkable mixed use environment. Creating a "perimeter road" would require the use*

*of additional land area which would impinge on the ability to adequately create the central open space area. Creating the "perimeter road" would require at least two lanes of traffic equating to approximately 30 feet (two 12-foot vehicle lanes and two 3-foot sidewalks) which effectively moves the buildings A, B and D closer to each other leaving less area for publicly accessible open space.*

**Comment IV-10:**

Although it is not illegal to allude to targeting a specific age group, it may be unrealistic, since according to the Fair Housing Act it is illegal to, in fact, discriminate based on age or familial status. The existing likelihood of additional children stressing the school system could be addressed simply by designating a greater proportion of housing units for 55+ tenants.

Ivana Hidalgo, Letter 41

**Response:**

*The Applicant will not discriminate against potential tenants based on a tenant's age, familial status, or any other characteristic listed by the Fair Housing Act. However, the Applicant would, as allowed by the Fair Housing Act, designate 230 units as restricted for those 55 years old and older. In doing this, the Applicant has followed the vision for the Project Site outlined in the Village's Comprehensive Plan and PMU Zoning that recommended senior housing and smaller unit configurations, such as studio, lofts and one bedroom, which typically generate fewer school age children.*

**Comment IV-11:**

The designation of Block D for medical /wellness offices only may be too restrictive. It may behoove the Board to examine more closely whether there can be more potential for a lasting and significant benefit to the community with the inclusion of amenities such as a satellite library location, satellite classrooms, and a component of more diverse and inviting uses in addition to medical and wellness offices.

Ivana Hildago, Letter 41

Response:

*The Applicant has indicated in the DEIS, page III-F43, that it would be willing to consider a lease arrangement to accommodate a satellite library facility during site plan approval process. The introduction of a potential satellite library on the Project Site would most likely, when compared to the proposed medical/wellness office use, generate fewer employees per square foot given its less intense nature.*

It is noted that to assist the reader, the written public comments submitted as part of the DEIS review and preliminary FEIS submitted to the Village in April of 2016 have been included as part of the FEIS document as well as the Appendix. The reader can go to their correspondence and look for a notation in the margin as to where in the FEIS document the response to their comment is provided.

**Comment V-1:**

The potential for construction to have unmitigated significant adverse impacts on the vulnerable population of the adjacent nursing home should be evaluated in the Air Quality, Noise, and Construction Chapters.

AKRF and SPR, Letter 42, November 2, 2015

**Response:**

*Comment noted. Refer to Sections III-I, J and K for further discussion of the potential impact and proposed mitigation on the adjacent nursing home facility. The Applicant has initiated discussions with the nursing home administrator regarding the ~~indicated that they have not discussed the~~ feasibility of installing air conditioner covers and storm windows within the nursing home ~~with the nursing home's owner or operator~~. The Village and its review consultants contend that i~~I~~f the nursing home owner or operator determines that installing the air conditioner covers and/or storm windows is not feasible, or will not be authorized, then the Proposed Project c~~w~~ould have an unmitigated significant adverse impact on the nursing home population from construction noise.*

**Comment V-2:**

The Applicant has not provided necessary justification to conclude that there are no unmitigated significant adverse impacts related to traffic from the Proposed Project.

Peter Feroe and Mark Chertok, Letter 42, November 2, 2015

**Response:**

*Section III-E of this FEIS responds to comments on the Traffic and Transportation analysis. The Proposed Action includes a series of traffic mitigation measures including, but not limited to, the elimination of left turns into and out of High Street, inclusion of medians, improvements at the Project Site entrance/Boston Post Road and South Regent Street/Boston Post Road intersections, that the Applicant contends, based on its revised TIS, avoids, minimizes and mitigates potential significant adverse impacts to the maximum extent practicable~~.~~ and improves traffic flows on Boston Post Road.*

*The Applicant proposes to coordinate transportation services to and from the Project Site at the commencement of construction to accommodate construction workers who will be working at the Project Site. Such services may include, but are not limited to, local taxi services, coordinated car pools, and/or van services to and from the local train station. These services shall continue during peak hours upon project opening until formal jitney service is implemented. Peak hours are expected to be between 7 AM and 9 AM and 5 PM and 7 PM Monday through Friday. The service is expected to serve both the residents and the employees who work at the Project Site and will therefore pick up passengers*

*both on site and at the station during both peak periods. The Applicant will operate the jitney service at least until the Post Implementation Traffic Study is complete.*

It is noted that to assist the reader, the written public comments submitted as part of the DEIS review and as part of preliminary FEIS submitted to the Village in April of 2016 have been included as part of the FEIS document as well as the Appendix. The reader can go to their correspondence and look for a notation in the margin as to where in the FEIS document the response to their comment is provided.

**Comment IX-1:**

Please provide full source data for the figures used in the tables in Chapter III.F. For example, "US Census" should be updated to reference the specific product from which the data was sourced (i.e., '2010 Census' or '2013 ACS 5-year estimate').

AKRF and SPR, Letter 42, November 2, 2015

**Response:**

*Comment noted. Going forward revised tables will have updated reference information. Refer to FEIS Tables, F-2, F-3, F-5, F-32, F-37, F-39 and F-44.*

**Comment IX-2:**

On page III. F-2, the following boldfaced numbers do not conform with those described in the Executive Summary on p. E-7 (which are also incorrect and should be revised to the bracketed and italicized numbers): "This is a difference of approximately $2.115 million from the potential PILOT payment, **$1.226 million** [should be $1.215 million] of which is attributable to the School District and **$0.592 million** [should be $260,000] is associated with the Village and **$0.297** [should be $640,000] to other taxing jurisdiction [sic]."

AKRF and SPR, Letter 42, November 2, 2015

**Response:**

*Comment noted. Based on comments raised by the Port Chester IDA, the proposed PILOT payment has been amended to include the other taxing jurisdictions that were not included in the DEIS document (Town, County and special assessment districts). As noted by the IDA, the Proposed Project would be subject to ad valorum taxes to the Sewer and Solid Waste Districts based on the full assessed value of the Proposed Project, regardless of whether the Project receives any IDA benefits. The total PILOT and ad valorem tax payment proposed in the FEIS is $3.35 million to account for these full taxes. Based on the $130.5 million estimated assessed value in the DEIS, taxes to these jurisdictions would total $146,137 using 2015 tax rates., Therefore, the proposed PILOT fee would be $3,203,863 in the first year of the PILOT of which $0.920 million would go to the Village, $1.994 million would go to the Port Chester School District, $4,432 to the Town of Rye, $286,063 to Westchester County.*

**Comment IX-3:**

In Table III.F-2, the number of Total Households for Westchester County in 2010 appears to be incorrect. The 2010 Census and 2013 ACS Five-Year Estimates both present different figures.

AKRF and SPR, Letter 42, November 2, 2015

**Response:**

*Comment noted. According to the 2010 Census, the total number of households in Westchester County was 347,232, which is a 3% increase from 2000.*

**Comment IX-4:**

In Table III. F-3, please update the source of the average household size to the ACS 2009-2013 estimates.

AKRF and SPR, Letter 42, November 2, 2015

**Response:**

*Comment noted. The updated figure for average household size for the Village of Port Chester should be 3.08, based on the 2010 U.S. Census, which is a 6.6% increase from the average household size in 2000.*

**Comment IX-5:**

On page III.F-4, it is stated that, "Overall, Port Chester has a lower median household income compared to the County as a whole (approximately 73%) when compared to the County as a whole." Based on Table III.F-6, the Village of Port Chester median household income is 29.2% lower than the county's median household income. Please clarify.

AKRF and SPR, Letter 42, November 2, 2015

**Response:**

*Comment noted. The median household income for the Village of Port Chester based on the US Census Bureau Community Survey 2009-2013 is $56,127 which is approximately 68 percent of the County's median household income of $81,946.*

**Comment IX-6:**

In Table III.F-5, the number of housing units for Westchester County in 2010 appears to be incorrect. According to 2010 SF1 data, there are 370,821 housing units; according to 2013 ACS Five-Year Estimates, 369,996. Please verify the 2000 and 2010 data and revise, if necessary.

AKRF and SPR, Letter 42, November 2, 2015

**Response:**

*Comment noted. Census figures were provided by Westchester County[1] but were reportedly taken from US Census data. A review of the 2010 Census[2] data reveals there are 370,821 housing units in Westchester County in 2000 there were 349,445[3] housing units. The data indicate a 6.1% increase in the number of housing units in Westchester County between 2000 and 2010.*

**Comment IX-7:**

In Table III.F-6, the median household income for Port Chester is reported as $58,003; according to the 2013 ACS Five-Year Estimates, that figure is $56,127, which is a 23.5% increase from the 2000 estimate.

AKRF and SPR, Letter 42, November 2, 2015

**Response:**

*Comment noted, the figure should be $56,127 according to the 2013 ACS Five-Year Estimates.*

**Comment IX-8:**

The tax revenues described in *a. Existing Conditions* on page III. F-24 do not conform with those presented in Table III. F-16. For example, "Today, the School District receives approximately $391,178 annually…" The table indicates that the School district receives $394,863. Based on the tax rates and assessed value presented in the table, the table numbers appear correct.

AKRF and SPR, Letter 42, November 2, 2015

**Response:**

*Comment noted. Based on the total assessed valuation, the tax generation figure to the School District should be $394,863.*

**Comment IX-9:**

The School District tax rate presented in Table III. F-17 ($23.046479/$1,000 AV) does not conform with the rate presented previously in this chapter ($24.38619/$1,000 AV). The actual tax bills for the most recent year should be provided as an appendix.

AKRF and SPR, Letter 42, November 2, 2015

[1] http://planning.westchestergov.com/images/stories/Census/housingoccupancy.pdf
[2] http://factfinder.census.gov/faces/tableservices/jsf/pages/productview.xhtml?src=bkmk
[3] http://factfinder.census.gov/faces/tableservices/jsf/pages/productview.xhtml?src=CF

**Response:**

*The $23.046479 figure in DEIS Table IIIF-17 was taken from a 2013/2014 tax bill for the Port Chester School District and reflects the rate at that time. The updated figure should use the $24.38619 number which translates to a projected school tax generation of $3,181,902 compared to the $3,007,000 figure. Refer to Appendix F for a copy of the most recent tax bills for the Project Site, which indicate a tax rate of $24.635947 per $1,000 of assessed value, or $3,214,490 for the Project Site.*

**Comment IX-10:**

Page III.L-6 indicates that the development of the Kohl's site under the proposed Overlay District would be limited to buildings of 3 stories or 35 feet. However, the proposed zoning text (at §(F)(1)) allows buildings of 8 stories or 115 feet. Please clarify.

AKRF and SPR, Letter 42, November 2, 2015

**Response:**

*The intention of the proposed Overlay District text was to allow for new development that meets the eligibility criteria outlined in Section C, to apply the maximum building height provision of 8 stories or 115 feet compared to the 3 stories 35 feet in the underlying CD District. The text on page III.L-6 of the DEIS should be clarified to state that fact. However, the analysis presented assumed that taller buildings were to be constructed on the Kohl's site. Therefore, the analysis in Chapter III.L does not need to be amended. If the Village desires to implement the Overlay District, it may also choose to amend this section of the proposed Overlay District for clarity.*

**Comment IX-11:**

Table III.L-2 on page III.L-5 shows that 480 jobs would be generated from 160,000 sf of retail. This retail employment estimate used a ratio 1 employee per 333 sf of retail space. For the proposed project, there is 90,000 sf of restaurant/retail. Direct employment from the proposed project on page III.F-31 includes 225 retail jobs. The retail employment ratio was 1 employee per 400 sf of retail space. Please clarify this inconsistency.

Similarly, the proposed project includes 217,000 sf of office space. Direct employment from the office component of the proposed project includes 651 jobs. The office employment ratio for the proposed project was 1 employee per 333 sf. Table III.L-2 shows 925 jobs for 370,000 sf of office space. The office employment ratio for the overlay district development analysis was 1 employee per 400 sf. Please clarify this inconsistency.

However, it is noted that the employment ratios for the existing Base FAR shown in Table III.L-1 are consistent with the employment ratios for the proposed project.

AKRF and SPR, Letter 42, November 2, 2015

**Response:**

*For consistency purposes the figure of 1 employee per 400 square feet of retail was applied to DEIS Table III.L-2 which would yield 400 employees. The square footage for office use on DEIS Table III.L-2 should be 1 employee per 333 square feet of office use, which would yield approximately 1,111 employees.*

**Comment IX-12:**

Page III.L-15: "Potential employment generated by the redevelopment alternatives outlined in Tables III.L-1and III.L-2 is anticipated to be approximately 1,139 to 1,566 permanent jobs. However, Table III.L-1 shows 740 jobs, not 1,139.

AKRF and SPR, Letter 42, November 2, 2015

**Response:**

*The text on page III.L-15 should read "740 to 1,566 permanent jobs".*

# APPENDIX D

# UTILITIES

Provident Design Engineering
OVER 50 YEARS OF SITE, CIVIL & TRAFFIC CONSULTING
7 Skyline Drive, Hawthorne, New York 10532
Tel:(914)592-4040 www.pderesults.com

# FLOW MONITORING STUDY, TV INSPECTION & SANITARY SEWER ANALYSIS

## UNITED HOSPITAL REDEVELOPMENT
## BOSTON POST ROAD
## VILLAGE OF PORT CHESTER, NEW YORK

***Prepared by:***

**Provident Design Engineering, PLLC**
7 Skyline Drive
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November 10, 2016
Revised December 1, 2016
Revised December 9, 2016
Revised December 14, 2016

## 1. Introduction

The Village of Port Chester requested that a flow monitoring study be conducted on the existing sanitary sewer system. Flow monitors were installed at two (2) selected locations along Boston Post Road at the direction of the Village Consulting Engineer. Flow Monitor No. 1 was positioned in Manhole 90520 and Flow Monitor No. 2 was positioned in Manhole 90500. Manhole 90520 was selected to monitor the tributary area immediately upstream of the manhole to which the Port Chester Shopping Center is tributary. Manhole 90500 is the lower limit of Subsystem PP-04 as set forth in the 1995 Sewer System Evaluation Study (SSES) prepared by URS for the Westchester County Department of Environmental Facilities (DEF) (URS Report). The Village of Port Chester selected Flow Assessment Services to set the monitors and submit a monitoring report. The monitoring report is included in Appendix A. Flow Assessment Services conducted and recorded flow data between October 6, 2016 and October 20, 2016. The Average Dry Weather (ADW) flow is typically determined from analyzing a one to two week period that is not influenced by rainfall. The flow monitoring period was a total of 15 days and met the minimum necessary to perform an analysis. The ADW flow is defined as the base sanitary flow plus infiltration.

For inflow analysis, the Average Wet Weather (AWW) flow is estimated from flow data for a one week period when there has been significant rain. If a single storm event is used to analyze wet weather inflow, it should be an event large enough to cause surface ponding and runoff. During the flow monitoring period, rainfall data collection was not performed.

Wastewater flow in a sanitary sewer system consist of three major components including base sanitary (or wastewater) flow, groundwater infiltration and rainfall derived inflow and infiltration, commonly referred to as inflow. Virtually every sewer system has some infiltration and/or inflow. Historically, small amounts of I&I are expected and can be tolerated.

The 1995 Sewer System Evaluation Study (SSES) prepared by URS for the Westchester County Department of Environmental Facilities (DEF) (URS Report) provided an analysis of the flows at Manhole 90500, located in the vicinity of the Boston Post Road and Willow Street. Table No. 3-3 of the SSES reported the following information for Subsystem PP-04.

Table 1
URS 1995 SSES Table 3-3

| Subsystem | Base Flow (mgd) | Average Flow (mgd) | Infiltration (mgd) | In.-Dia. Miles (IDM) | Infiltration Rate gpd/IDM |
|---|---|---|---|---|---|
| PP-04 | 0.658 | 1.247 | 0.589 | 126.96 | 4,641 |

The SSES also reported that contributing equivalent population was 6,450 persons. The following Sections of this report include analyses of the Average Dry Weather Flow

(ADW), Groundwater Infiltration (GWI), Average Wet Weather (AWW) Flow and the Base Sanitary Flow (BSF).

A survey of the sanitary sewer system was also performed to define the rims, inverts and pipe sizes of the sewer system along High Street and along Boston Post Road from High Street to Grace Church Street. The survey was used to perform a capacity analysis of the existing pipe network to which the project site is tributary.

2. Average Dry Weather Flow

Average Dry Weather Flow (ADW) is defined as the flow during a period of extended dry weather (7 to 14 days) during a period of seasonally high groundwater. Tables 2 and 3 provide an analysis of the ADW for each flow monitoring station. The cumulative flows reported for October 6th and October 20th at both flow monitors were for partial days and were adjusted to account for a full day (24 hour period). The adjusted cumulative flows for these days are consistent with the cumulative flow measured for the remaining days within the monitoring period.

Table 2
Flow Monitor No. 1
(Manhole 90520)

| Day | Date | Hours | Cumulative Flow | Adjusted Cumulative Flow |
|---|---|---|---|---|
| Thursday | 10/6/16 | 12.5 | 0.073 | 0.140* |
| Friday | 10/7/16 | 24 | 0.139 | 0.139 |
| Saturday | 10/8/16 | 24 | 0.139 | 0.139 |
| Sunday | 10/9/16 | 24 | 0.146 | 0.146 |
| Monday | 10/10/16 | 24 | 0.136 | 0.136 |
| Tuesday | 10/11/16 | 24 | 0.129 | 0.129 |
| Wednesday | 10/12/16 | 24 | 0.133 | 0.133 |
| Thursday | 10/13/16 | 24 | 0.125 | 0.125 |
| Friday | 10/14/16 | 24 | 0.113 | 0.113 |
| Saturday | 10/15/16 | 24 | 0.113 | 0.113 |
| Sunday | 10/16/16 | 24 | 0.137 | 0.137 |
| Monday | 10/17/16 | 24 | 0.133 | 0.133 |
| Tuesday | 10/18/16 | 24 | 0.123 | 0.123 |
| Wednesday | 10/19/16 | 24 | 0.123 | 0.123 |
| Thursday | 10/20/16 | 9 | 0.041 | 0.109* |
| Total Flow (mg) | | | | 1.938 |
| No. of Days Monitored | | | | 15 |
| Average Dry Weather Flow (mgd) | | | | 0.129 |
| * Cumulative flow value has been adjusted for a 24 hour period. | | | | |

| Table 3<br>Flow Monitor No. 2<br>(Manhole 90500) | | | | |
|---|---|---|---|---|
| Day | Date | Hours | Cumulative Flow | Adjusted Cumulative Flow |
| Thursday | 10/6/16 | 12 | 0.252 | 0.504* |
| Friday | 10/7/16 | 24 | 0.423 | 0.423 |
| Saturday | 10/8/16 | 24 | 0.425 | 0.425 |
| Sunday | 10/9/16 | 24 | 0.460 | 0.460 |
| Monday | 10/10/16 | 24 | 0.412 | 0.412 |
| Tuesday | 10/11/16 | 24 | 0.372 | 0.372 |
| Wednesday | 10/12/16 | 24 | 0.443 | 0.443 |
| Thursday | 10/13/16 | 24 | 0.486 | 0.486 |
| Friday | 10/14/16 | 24 | 0.469 | 0.469 |
| Saturday | 10/15/16 | 24 | 0.488 | 0.488 |
| Sunday | 10/16/16 | 24 | 0.497 | 0.497 |
| Monday | 10/17/16 | 24 | 0.522 | 0.522 |
| Tuesday | 10/18/16 | 24 | 0.518 | 0.518 |
| Wednesday | 10/19/16 | 24 | 0.511 | 0.511 |
| Thursday | 10/20/16 | 9.25 | 0.179 | 0.464* |
| Total Adjusted Cumulative Flow (mg) | | | | 6.994 |
| No. of Days Monitored | | | | 15 |
| Average Dry Weather Flow (mgd) | | | | 0.466 |
| * Cumulative flow value has been adjusted for a 24 hour period. | | | | |

The adjusted cumulative flows were then divided by the monitoring period of 15 days to determine the Average Dry Weather Flow (mgd) at each monitoring station.

3. Groundwater Infiltration

Groundwater Infiltration (GWI) can be estimated from the flow data collected during a dry weather period and is defined as at least three (3) days without a rainfall event. During this period, inflow is assumed to be zero. The infiltration rate is quantified by averaging the nighttime flows, between the hours of midnight and 6 am, during the period monitored. The nighttime flows are assumed to be mostly groundwater since the tributary area does not contain significant industrial or commercial nighttime flows.

The groundwater infiltration rate has been determined from the average of the nighttime flows recorded between Friday October 7, 2016 and Thursday October 20, 2016. No flow monitoring data was available during the nighttime hours on October 6, 2016. Table 4 summarizes the groundwater infiltration for Flow Monitor Nos. 1 and 2.

| Table 4<br>Groundwater Infiltration (GWI) | | | |
|---|---|---|---|
| Day | Date | Cumulative Flow | |
| | | Flow Monitor No. 1 (MH 90520) | Flow Monitor No. 2 (MH 90500) |
| Friday | 10/7/2016 | 0.023 | 0.068 |
| Saturday | 10/8/2016 | 0.025 | 0.062 |
| Sunday | 10/9/2016 | 0.026 | 0.058 |
| Monday | 10/10/2016 | 0.027 | 0.062 |
| Tuesday | 10/11/2016 | 0.024 | 0.060 |
| Wednesday | 10/12/2016 | 0.023 | 0.051 |
| Thursday | 10/13/2016 | 0.019 | 0.079 |
| Friday | 10/14/2016 | 0.018 | 0.075 |
| Saturday | 10/15/2016 | 0.015 | 0.069 |
| Sunday | 10/16/2016 | 0.024 | 0.072 |
| Monday | 10/17/2016 | 0.023 | 0.081 |
| Tuesday | 10/18/2016 | 0.022 | 0.085 |
| Wednesday | 10/19/2016 | 0.020 | 0.083 |
| Thursday | 10/20/2016 | 0.025 | 0.091 |
| Total GWI (mg) | | 0.314 | 0.996 |
| No. of Days Monitored | | 14 | 14 |
| GWI (mgd) | | 0.022 | 0.071 |
| in.- dia. miles (idm) | | 126.96 | 126.96 |
| gpd/idm | | 177 | 560 |

Therefore, the average Groundwater Infiltration at Flow Monitor No. 1 is 0.022 million gallons per day (mgd) and at Flow Monitor No. 2 is 0.071 mgd. The infiltration rate was then calculated as gallons per day per inch diameter per mile of sewer within the PP-04 Subsystem based on the In.-Dia. Miles (IDM) value of 126.96 IDM from Table 1.

4. Average Wet Weather (AWW) Flow

To prepare an inflow analysis, the Average Wet Weather (AWW) flow should be estimated from flow data for a one week period when there has been significant rain. If a single storm event is used to analyze wet weather inflow, it should be an event large enough to cause surface ponding and runoff. Wet weather flow is defined as the highest daily flow during and immediately after a significant rainfall event. A review of the Northeast Regional Climate Center (NRCC) precipitation data recorded at Westchester County Airport for the monitoring period (Table 5) indicates that minor rainfall events occurred on October 8, 2016 and October 9, 2016.

| Table 5<br>Precipitation Data | |
|---|---|
| Date | Precipitation (inches) |
| 10/6/2016 | 0.00 |
| 10/7/2016 | 0.00 |
| 10/8/2016 | 0.15 |
| 10/9/2016 | 0.22 |
| 10/10/2016 | 0.00 |
| 10/11/2016 | 0.00 |
| 10/12/2016 | 0.00 |
| 10/13/2016 | 0.01 |
| 10/14/2016 | 0.00 |
| 10/15/2016 | 0.00 |
| 10/16/2016 | 0.00 |
| 10/17/2016 | 0.00 |
| 10/18/2016 | 0.00 |
| 10/19/2016 | 0.00 |
| 10/20/2016 | 0.02 |

Neither of these recorded storm events would be considered large enough to cause surface ponding and runoff. Therefore, an Average Wet Weather (AWW) flow analysis could not be performed.

5. Base Sanitary Flow (BSF)

The Base Sanitary Flow (BSF) is defined as the portion of the wastewater flow that includes domestic, commercial, industrial, and institutional flows but excludes infiltration and inflow. The Base Sanitary Flow has been determined by subtracting the estimated Groundwater Infiltration (GWI) flow from the Average Daily Dry Weather (ADW) Flow.

| Table 6<br>Base Sanitary Flow (BSF) | | |
|---|---|---|
| Flow Condition | Monitor No. 1<br>(MH 90520) | Monitor No. 2<br>(MH 90500) |
| Average Daily Dry Weather (ADW) Flow | 0.129 | 0.466 |
| Groundwater Infiltration (GWI) | 0.022 | 0.071 |
| Base Sanitary Flow (BSF) | 0.107 | 0.395 |

From Table 1, the 1995 SSES Base Flow was reported to be 0.658 million gallons per day at Manhole 90500. There is a net reduction in the Base Sanitary Flow between the 1995 SSES and the October 2016 monitoring study of 0.263 mgd or 263,000 gallons per day (gpd). Between the time that the 1995 SSES was conducted and the current flow monitoring program, there has been minimal development within the area of Subsystem PP-04. Based on a review of available aerial photography, it appears that

development/redevelopment has been limited to the construction of a new Westy Self Storage facility just north of the Kohl's Shopping Center site and scattered in-fill residential development within the PP-04 Subsystem. Therefore it can be concluded that the United Hospital closing in February 2005 would account for a major portion of the net reduction in the base sanitary flow tributary to Subsystem PP-04.

In order to determine the sewage flow rate from the Project Site's hospital and associated 999 High Street, apartment uses, the Applicant's engineer contacted Aquarion Water Company and secured water use records from May 2003 through October 2006. It is reported that the hospital's peak capacity occurred in the 12-month period from 1999 to 2000 and in the years prior to 1999, and that by 2003 certain elements of the hospital function were reduced. Water use records prior to 2003, during the peak operating years, were unavailable. Even so, an analysis of the available water use records indicates that for the 12-month period from May 2003 to April 2004 the hospital and apartment complex utilized 184,000 gpd of water. The sewage flow for that period is estimated to be 10 percent less than water use, since lawn sprinkling does not reach the sewer system. Thus, for the period between May 2003 and April 2004 the estimated average daily sewage flow for the Project Site hospital complex use was determined to be 166,000 gpd.

6. Projected Sewage Flow

The projected average daily sewage flow for the Project Site was reported in the DEIS to be 165,000 gallons per day. In Table 7 below, the projected average daily sewage flow for the Project Site and the groundwater infiltration have been added to the Base Sanitary Flow from Table 6 to determine the estimated Average Daily Dry Weather (ADW) Flow at Manhole 90500.

Table 7
Projected Base Sanitary Flow (BSF)

| Flow Condition | Flow Rate (mgd) |
|---|---|
| Base Sanitary Flow (BSF) | 0.395 |
| Project Site Base Flow Rate | 0.165 |
| Groundwater Infiltration (GWI) | 0.071 |
| Average Daily Dry Weather (ADW) Flow | 0.628 |

7. Sewer System Analysis

A survey of the existing sanitary sewer was performed by Ward Carpenter Engineers, Inc. The survey was utilized to determine existing pipe system characteristics including rims, inverts, slopes and pipe sizes. A review of the manhole data indicated that the inverts within several manholes could not be obtained. These manholes include 90532, 90531, 90530, 90527, 90506 and 90505. In order to perform an analysis of the sewer, the inverts at each of these manholes were interpolated based on the inverts of the manhole on either side of the missing information. Table 8, Manhole Data Table indicates the manhole rims, inverts, and interpolated inverts.

Table 8
Manhole Data Table

| Manhole No. | Rim | Invert In | Invert Out | Notes |
|---|---|---|---|---|
| 90537 | 93.77 | 83.67 | 83.57 | |
| 90536 | 91.89 | 80.39 | 80.29 | |
| 90535 | 85.93 | 75.58 | 75.48 | |
| 90534 | 83.24 | 74.14 | 74.04 | |
| 90533 | 76.59 | 70.19 | 70.09 | |
| 90532 | 77.45 | *[70.09]* | *[70.09]* | Sealed - Invert Interpolated |
| 90567 | 74.99 | 70.19 | 70.09 | |
| 90531 | 74.09 | *[66.90]* | *[66.80]* | Unobtainable - Invert Interpolated |
| 90530 | 74.00 | *[66.15]* | *[66.05]* | Unobtainable - Invert Interpolated |
| 90529 | 71.04 | 63.04 | 62.34 | |
| 90528 | 67.16 | 60.31 | 60.16 | |
| 90527 | 63.95 | *[57.42]* | *[57.32]* | Rusted Shut - Inverts Interpolated |
| 90526 | 57.87 | 52.32 | 52.22 | |
| 90525 | 45.05 | 40.65 | 40.55 | |
| 90524 | 31.53 | 26.43 | 26.33 | |
| 90523 | 26.52 | 22.72 | 22.62 | |
| 90522 | 26.43 | 21.93 | 21.83 | |
| 90521 | 27.84 | 21.74 | 21.64 | |
| 90520 | 31.30 | 21.20 | 21.10 | |
| 90509 | 36.02 | 20.92 | 20.82 | |
| 90508 | 37.84 | 21.14 | 21.04 | |
| 90507 | 38.84 | 20.44 | 20.34 | |
| 90506 | 38.63 | *[20.14]* | *[20.04]* | Unobtainable - Invert Interpolated |
| 90505 | 34.76 | *[19.63]* | *[19.53]* | Sealed - Invert Interpolated |
| 90504 | 25.74 | 19.34 | 19.24 | |
| 90503 | 20.46 | 16.71 | 16.61 | |
| 90520 | 16.11 | 12.21 | 12.11 | |
| 90501 | 16.19 | 11.89 | 11.79 | |
| 90500 | 16.46 | 11.36 | 11.26 | |
| 90203 | 15.44 | 10.54 | 10.44 | |
| 90202 | 13.95 | 9.45 | 9.35 | |
| 90198 | 12.19 | 9.55 | 6.39 | |

The developed site flows were then distributed to several manholes along the site frontage (Table 9). The actual connection points may vary somewhat once the final design documents are prepared. The flow values attributed to various points along the existing sewer system were calibrated to include the site flow and the monitored data (Table 10).

| Table 9<br>Projected Site Flow Distribution by Manhole | | | |
|---|---|---|---|
| Site Conn No. | Manhole | Gallon/Day | MGD |
| 1 | 90537 | 38,000 | 0.038 |
| 2 | 90534 | 12,000 | 0.012 |
| 3 | 90531 | 93,000 | 0.093 |
| 4 | 90528 | 22,000 | 0.022 |
| Total | | 165,000 | 0.165 |

| Table 10<br>Proposed Flow at Monitoring Stations | | |
|---|---|---|
| Description | Monitor #1 | Monitor #2 |
| Manhole No. | 90520 | 90500 |
| Base Sanitary Flow | 0.106 | 0.392 |
| Proposed Sanitary Flow | 0.165 | 0.165 |
| Total Sanitary Flow | 0.271 | 0.557 |
| GWI | 0.022 | 0.071 |
| Total Flow | 0.293 | 0.628 |

From the existing sewage flows provided in the monitoring study at two downstream manholes (90520 and 90500) and the calculated existing flow from the nursing home at the upstream end of the sewer at High Street, existing flows were calibrated along the length of the existing sewer. Projected sewage flow from the Proposed Project was added to the existing flow to simulate the future condition accounting for Proposed Project.

Sewer analyses were performed accounting for existing (monitored) and Proposed Project average dry weather flow. Results of the analyses identified several issues within the existing sewer system. These issues are consistent with the findings in the URS 1995 Sewer System Evaluation Study. The analyses identified the following conditions in which proposed sewage flow would either exceed the existing capacity (by gravity flow) or the existing pipes had negative slopes.

Sewer analyses were performed using the base sanitary flow data in the first analysis and a second analysis was performed by adding the projected site flows at the manholes and rates defined in Table 10. Through the analyses performed, some issues were identified within the existing sewer system. These issues are consistent with the findings in the 1995 Sewer System Evaluation Study (SSES). The analysis identified the following issues within the existing system (Table 11).

| Table 11<br>Identified Existing System Issues | |
|---|---|
| Issue | Description |
| 1 | The pipe section between manholes 90533 and 90567 has an adverse pipe slope. |
| 2 | The pipe section between manholes 90509 and 90508 has an adverse slope. |

8. TV Inspection

The Village of Port Chester requested that an inspection of the existing sanitary sewers be performed from MH 90533 located at the intersection of Boston Post Road and High Street to MH 90508 located at the intersection of Boston Post Road and Olivia Street. The Village retained the services of National Water Main Cleaning Company, 1806 Newark Turnpike, Kearny, NJ to perform this service. The inspection was performed on Monday November 7, 2016 and Tuesday November 8, 2016. The results are summarized in Table 12.

The Village had previously inspected the existing sanitary sewers from MH 90508 located at the inspection of Boston Post Road and Olivia Street to MH 90198 located at the intersection of Boston Post Road and Grace Church Street. Under the Village Contract, these sewers were cleaned, inspected and ultimately improved with a Cured-in-Place-Pipe Lining (CIPP) system. Table No. 1 provides a summary of the pipe and manhole conditions between Manhole 90533 and Manhole 90508.

Table 12
Existing Sanitary Sewer
Pipe Condition Assessment Table

| MH | MH | Size (inches) | Length (feet) | Pipe Condition | Cause of Capacity Deficiency (C) or Source of Infiltration (I) |
|---|---|---|---|---|---|
| 90533 | 90532 | 8 | 40 | Adverse slope identified from survey | C |
| 90532 | 90567 | 8 | 85 | Adverse slope identified from survey | C |
| 90567 | 90531 | 8 | 270 | Sag in pipe 229 feet in from MH 90567 | C |
| 90531 | 90530 | 8 | 59 | MH 90530 invert appears to be nonexistent with debris present; Extensive grease buildup; Pipe alignment is not uniform and continuous and has several deflections is its alignment. | I/C |
| 90530 | 90529 | 8 | 253 | Sag (dip) in pipe 75 feet in from MH 90530 | C |
| 90529 | 90528 | 8 | 157 | Sag (dip) in pipe 98 feet in from MH 90529 | C |
| 90528 | 90527 | 8 | 116 | Cracks and infiltration | I |
| 90527 | 90526 | 8 | 206 | Sag (dip) in pipe 8 feet in from MH 90526 | C |
| 90526 | 90525 | 15 | 319 | Numerous Pipe Cracks | I |
| 90525 | 90524 | 15 | 215 | Numerous Pipe Cracks | I |
| 90524 | 90523 | 15 | 197 | Numerous Pipe Cracks | I |
| 90523 | 90522 | 12 | 106 | Sag in pipe 84 feet in from MH 90523, Reduced pipe size | C |
| 90522 | 90521 | 12 | 139 | Reduced pipe size | C |
| 90521 | 90520 | 12 | 121 | Reduced pipe size | C |
| 90520 | 90509 | 10 | 100 | Reduced pipe size | C |
| 90509 | 90508 | 10 | 58 | Adverse slope identified from survey | C |

9. *Proposed Offsite Sewer Remediation*

A review of the existing pipe conditions (Table 12) indicates that the existing sewer system warrants attention to correct pipe sags (dips), adverse pipe slopes, damaged or missing manhole inverts and pipe cracks. The sewer restoration plan has been broken down into four separate sections. Section No. 1 would include the pipe section from MH 90536 to MH 90533; Section No. 2 would include the pipe section from MH 90533 to MH 90526;

Section No. 3 would include the pipe section from MH 90526 to MH 90523 and Section No. 4 would include the pipe section from MH 90523 to MH 90507.

- Section No. 1

  The video inspection did not include the section of pipe along High Street from MH 90536 to MH 90533. Analysis of this pipe section based on the surveyed invert and pipe sizes indicates that this section of pipe will prove adequate to handle the site flows. However, due to the overall age of the sewer system, it was deemed prudent to restore this section of pipe through the use of a Cured-in-Place-Pipe Lining (CIPP) system. The total length of pipe that will be restored through lining would be approximately 1065 feet of 8-inch sewer pipe.

- Section No. 2

  Reconstruction of the pipe system along Boston Post Road from MH 90533 to MH 90526 is needed to address several issues in the condition of the existing pipe system including manholes with no inverts, sections of pipe with adverse pipe slopes, and sections of pipe with sags between manholes. Reconstruction will consist of 1166 feet of 8 inch sewer pipe and fittings; 24 feet of 12 inch sewer pipe and fittings and 15 feet of 15 inch sewer pipe and fittings; abandonment of the existing 8-inch sewer pipe in place; plugging of the open ends of sewer pipe with Controlled Low Strength Material (CLSM); removal of the existing manholes; and backfilling of the excavations with Controlled Low Strength Material (CLSM). The sewer pipe will be replaced in accordance with applicable codes and requirements. The Proposed Project includes reconstruction and widening of Boston Post Road between High Street and South Regent Street. The reconstruction of this pipe section would coincide with the highway improvements along this section of road.

- Section No. 3

  The section of pipe along Boston Post Road from MH 90526 at South Regent Street to MH 90523 and was determined to be in serviceable condition but requires lining to eliminate the potential for infiltration/exfiltration as a result of numerous cracks along the pipe section. The restoration of this section of pipe would be performed using a Cured-in-Place-Pipe Lining (CIPP) system for the 771 feet of the existing 15-inch sewer pipe.

- Section No. 4

  Reconstruction of this section of pipe system from MH 90523 to MH 90507 is needed to address several issues in the condition of the existing pipe system including sections of pipe with adverse pipe slopes, and sections of pipe with sags (dips) between manholes. The reconstruction will consist of 592 feet of 15 inch sewer pipe and fittings; abandonment of the existing sewer pipe in place; filling and plugging of the open ends of sewer pipe with Controlled Low Strength Material (CLSM); removal of the existing manholes; and backfilling of the excavations with Controlled Low Strength Material

(CLSM). The sewer pipe will be replaced in accordance with applicable codes and requirements.

The above recommended remedial actions will be performed as part of any future specific future site plan approvals associated with the Proposed United Hospital Redevelopment Project.

10. *Conclusion*

The Applicant proposes to correct the above referenced system issues by reconstructing the existing sewer pipes to restore sufficient pipeline flow capacity and provide positive slopes. By implementing the proposed sewer improvements as described above in Section No.1 though Section No. 4, the sewer collection system will have adequate capacity to provide service to the Proposed Project.

Respectfully submitted,

**Provident Design Engineering, PLLC**

Ralph P. Peragine, P.E.
Senior Project Manager

Under New York State Education Law Article 145 (Engineering), Section 7209 (2), it is a violation of this law for any person, unless acting under the direction of a Licensed Professional Engineer, to alter this document.



## Exhibits

| Offsite Sanitary Sewer Improvements<br>United Hospital Redevelopment<br>Village of Port Chester, NY | |
|---|---|
| **FEIS Exhibit** | **Exhibit Subtitle** |
| III.D6-1 | Cured-in-place pipe from Manhole 90536 to Manhole 90533<br>Pipe Reconstruction from Manhole 90533 to Manhole 90531 |
| III.D6-2 | Pipe Reconstruction from Manhole 90531 to Manhole 90526 |
| III.D6-3 | Cured-in-place pipe from Manhole 90526 to Manhole 90523 |
| III.D6-4 | Flow Monitor No. 1<br>Pipe Reconstruction from Manhole 90523 to Manhole 90507 |
| III.D6-5 | Flow Monitor No. 2 |

## Appendices

A. Summary and Daily Flow Reports prepared by Flow Assessment Services
B. Map of Sanitary Sewer prepared by Ward Carpenter Engineers, Inc. Revised 11/01/2016
C. Existing System Pipe Analysis Base Sanitary Flow Data
D. Existing System Pipe Analysis Base Sanitary Flow Data plus Projected Site Flows
E. National Water Main CCTV Report

## References

- 1995 Sewer System Evaluation Study (SSES) prepared by URS for the Westchester County Department of Environmental Facilities (DEF) (URS Report)
- US EPA Guide for Estimating Infiltration and Inflow June 2014
- Map of Sanitary Sewer prepared by Ward Carpenter Engineers, Inc. Revised 11/01/2016
- Summary and Daily Flow Reports prepared by Flow Assessment Services
- Northeast Regional Climate Center (NRCC) website www.nrcc.cornell.edu/
- Draft Environmental Impact Statement (DEIS)

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## EXHIBITS

| **Offsite Sanitary Sewer Improvements<br>United Hospital Redevelopment<br>Village of Port Chester, NY** | |
|---|---|
| **FEIS Exhibit** | **Exhibit Subtitle** |
| III.D6-1 | Cured-in-place pipe from Manhole 90536 to Manhole 90533<br>Pipe Reconstruction from Manhole 90533 to Manhole 90531 |
| III.D6-2 | Pipe Reconstruction from Manhole 90531 to Manhole 90526 |
| III.D6-3 | Cured-in-place pipe from Manhole 90526 to Manhole 90523 |
| III.D6-4 | Flow Monitor No. 1<br>Pipe Reconstruction from Manhole 90523 to Manhole 90507 |
| III.D6-5 | Flow Monitor No. 2 |

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SECTION NO. 2
RECONSTRUCT EXIST.
SEWER FROM MH 90533
TO MH 90531

SECTION NO. 1
CURED-IN-PLACE PIPE LINING
FROM MH 90536 TO MH 90533

EXIST. SEWER TO
BE ABANDONED

Boston Post Road

High Street

Offsite Sanitary Sewer Improvements
United Hospital Redevelopment
Village of Port Chester, NY

(Cured-in-place pipe from Manhole 90536 to Manhole 90533
Pipe Reconstruction from Manhole 90533 to Manhole 90531)

Scale 1"=50'

7 Skyline Drive, Hawthorne, New York 10532
Tel: (914) 592-4040 www.pderesults.com

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Exhibit III.D6-1

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EXIST. SEWER TO BE ABANDONED

SECTION NO. 2
RECONSTRUCT EXIST. SEWER FROM MH 90531 TO MH 90526

DIPS IDENTIFIED IN THE 1995 URS STUDY

Boston Post Road

So. Regent St.

Offsite Sanitary Sewer Improvements
United Hospital Redevelopment
Village of Port Chester, NY

(Pipe Reconstruction from Manhole 90531 to Manhole 90526)

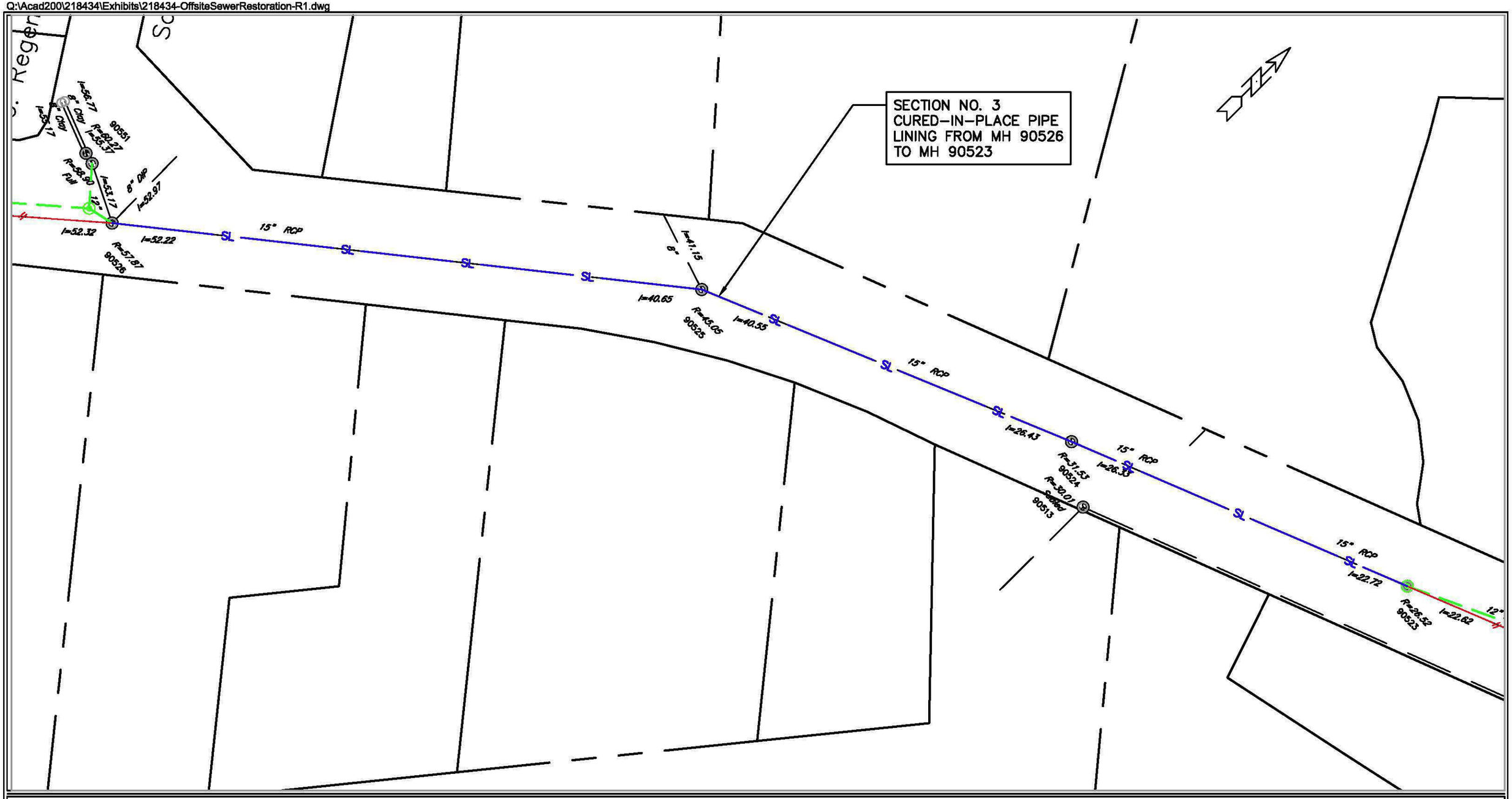
Scale 1"=50'

7 Skyline Drive, Hawthorne, New York 10532
Tel: (914) 592-4040 www.pderesults.com

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Exhibit III.D6-2

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Offsite Sanitary Sewer Improvements
United Hospital Redevelopment
Village of Port Chester, NY

(Cured-in-place pipe from Manhole 90526 to Manhole 90523)

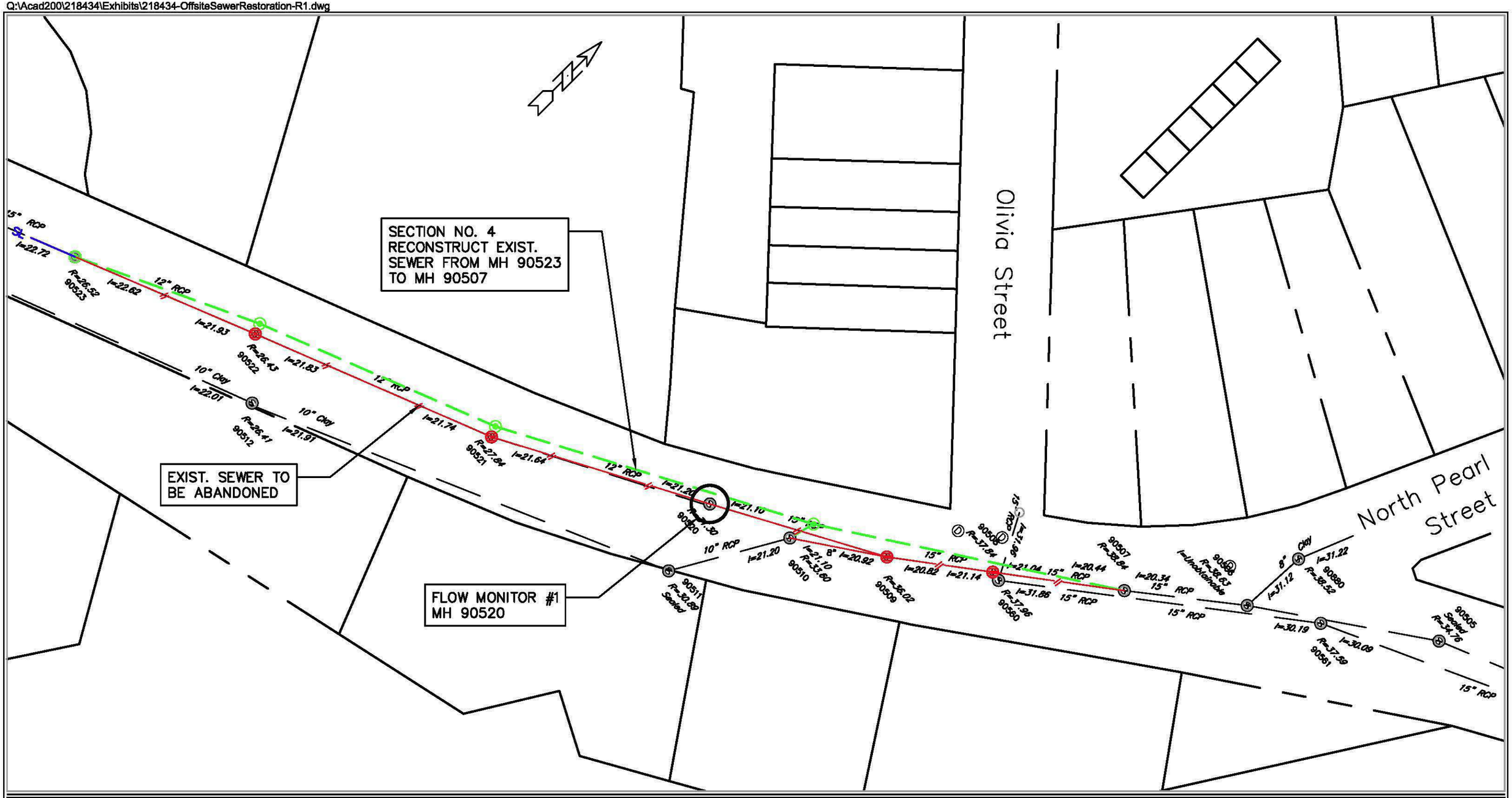
Scale 1"=50'

7 Skyline Drive, Hawthorne, New York 10532
Tel: (914) 592-4040 www.pderesults.com

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Exhibit III.D6-3

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Offsite Sanitary Sewer Improvements
United Hospital Redevelopment
Village of Port Chester, NY

(Flow Monitor #1
Pipe Reconstruction from Manhole 90523 to Manhole 90507)

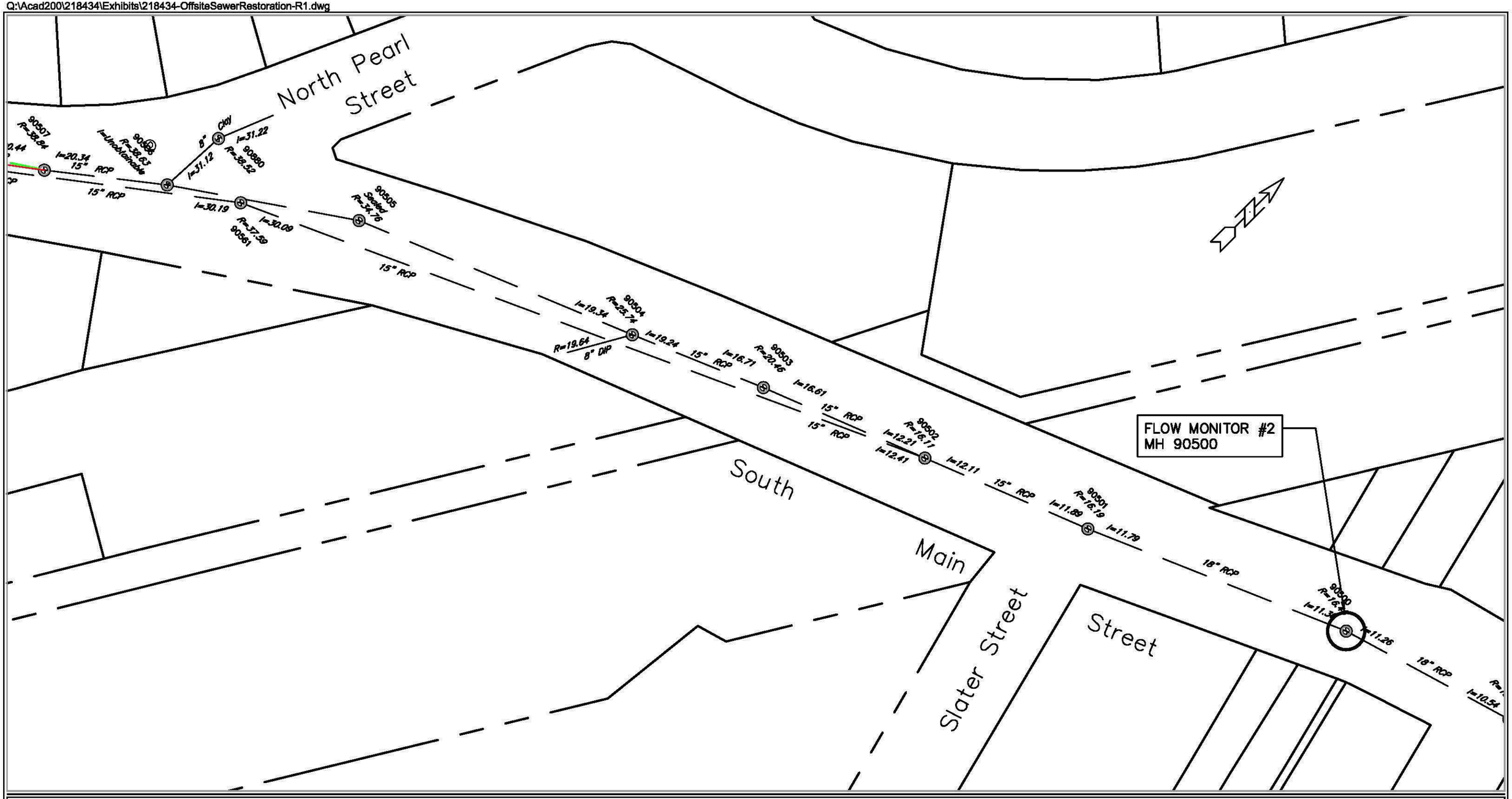
Scale 1"=50'

7 Skyline Drive, Hawthorne, New York 10532
Tel: (914) 592-4040 www.pderesults.com

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Exhibit III.D6-4

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Offsite Sanitary Sewer Improvements
United Hospital Redevelopment
Village of Port Chester, NY

(Flow Monitor #2)

Scale 1"=50'

7 Skyline Drive, Hawthorne, New York 10532
Tel: (914) 592-4040 www.pderesults.com

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Exhibit III.D6-5

# APPENDIX A

## SUMMARY AND DAILY FLOW REPORTS
## MONITOR STATIONS NO.1 AND NO. 2
## PREPARED BY FLOW ASSESSMENT SERVICES

| Flow Monitor No. 1 | | | | | | | |
|---|---|---|---|---|---|---|---|
| Day | Date | Hours | Cumm Flow | Adjusted Cumm Flow | GWI | BSF | Peak Flow |
| Thursday | 10/6/16 | 12.5 | 0.073 | 0.140 | | | 0.240 |
| Friday | 10/7/16 | 24 | 0.139 | 0.139 | 0.023 | 0.116 | 0.262 |
| Saturday | 10/8/16 | 24 | 0.139 | 0.139 | 0.025 | 0.114 | 0.246 |
| Sunday | 10/9/16 | 24 | 0.146 | 0.146 | 0.026 | 0.120 | 0.296 |
| Monday | 10/10/16 | 24 | 0.136 | 0.136 | 0.027 | 0.109 | 0.262 |
| Tuesday | 10/11/16 | 24 | 0.129 | 0.129 | 0.024 | 0.105 | 0.364 |
| Wednesday | 10/12/16 | 24 | 0.133 | 0.133 | 0.023 | 0.110 | 0.273 |
| Thursday | 10/13/16 | 24 | 0.125 | 0.125 | 0.019 | 0.106 | 0.260 |
| Friday | 10/14/16 | 24 | 0.113 | 0.113 | 0.018 | 0.095 | 0.257 |
| Saturday | 10/15/16 | 24 | 0.113 | 0.113 | 0.015 | 0.098 | 0.325 |
| Sunday | 10/16/16 | 24 | 0.137 | 0.137 | 0.024 | 0.113 | 0.338 |
| Monday | 10/17/16 | 24 | 0.133 | 0.133 | 0.023 | 0.110 | 0.269 |
| Tuesday | 10/18/16 | 24 | 0.123 | 0.123 | 0.022 | 0.101 | 0.249 |
| Wednesday | 10/19/16 | 24 | 0.123 | 0.123 | 0.020 | 0.103 | 0.260 |
| Thursday | 10/20/16 | 9 | 0.041 | 0.109 | 0.025 | 0.084 | 0.230 |
| Total for period | | | | 1.938 | 0.314 | 1.484 | |
| No. of Days Monitored | | | | 15 | 14 | 14 | |
| Average Dry Weather Flow | | | | 0.129 | | 0.106 | |
| Average Peak Flow Rate | | | | | | | 0.275 |
| Average Dry Weather Flow | | | | | | | 0.106 |
| Peaking Factor | | | | | | | 2.60 |
| Average GWI = | | | | | 0.022 | | |
| inch diameter miles = | | | | | 126.96 | | |
| Rate gpd/IDM = | | | | | 176.66 | | |

| Flow Monitor No. 2 | | | | | | | |
|---|---|---|---|---|---|---|---|
| Day | Date | Hours | Cumm Flow | Adjusted Cumm Flow | GWI | BSF | Peak Flow |
| Thursday | 10/6/16 | 12.0 | 0.252 | 0.504 | | | 0.654 |
| Friday | 10/7/16 | 24 | 0.423 | 0.423 | 0.068 | 0.355 | 0.659 |
| Saturday | 10/8/16 | 24 | 0.425 | 0.425 | 0.062 | 0.363 | 0.793 |
| Sunday | 10/9/16 | 24 | 0.460 | 0.460 | 0.058 | 0.402 | 1.036 |
| Monday | 10/10/16 | 24 | 0.412 | 0.412 | 0.062 | 0.35 | 0.725 |
| Tuesday | 10/11/16 | 24 | 0.372 | 0.372 | 0.06 | 0.312 | 0.551 |
| Wednesday | 10/12/16 | 24 | 0.443 | 0.443 | 0.051 | 0.392 | 0.798 |
| Thursday | 10/13/16 | 24 | 0.486 | 0.486 | 0.079 | 0.407 | 0.708 |
| Friday | 10/14/16 | 24 | 0.469 | 0.469 | 0.075 | 0.394 | 0.680 |
| Saturday | 10/15/16 | 24 | 0.488 | 0.488 | 0.069 | 0.419 | 0.714 |
| Sunday | 10/16/16 | 24 | 0.497 | 0.497 | 0.072 | 0.425 | 0.768 |
| Monday | 10/17/16 | 24 | 0.522 | 0.522 | 0.081 | 0.441 | 0.819 |
| Tuesday | 10/18/16 | 24 | 0.518 | 0.518 | 0.085 | 0.433 | 0.777 |
| Wednesday | 10/19/16 | 24 | 0.511 | 0.511 | 0.083 | 0.428 | 0.754 |
| Thursday | 10/20/16 | 9.25 | 0.179 | 0.464 | 0.091 | 0.373 | 0.777 |
| Total for period | | | | 6.994 | 0.996 | 5.494 | |
| No. of Days Monitored | | | | 15 | 14 | 14 | |
| Average Dry Weather Flow | | | | 0.466 | | 0.392 | |
| Average Peak Flow Rate | | | | | | | 0.748 |
| Average Dry Weather Flow | | | | | | | 0.392 |
| Peaking Factor | | | | | | | 1.90 |
| Average GWI = | | | | | 0.071 | | |
| inch diameter miles | | | | | 126.96 | | |
| Rate gpd/IDM | | | | | 560.36 | | |

# Summary Flow Report

**Site:**
1
225 Boston Post Road Port Chester, NY 10" Circular line

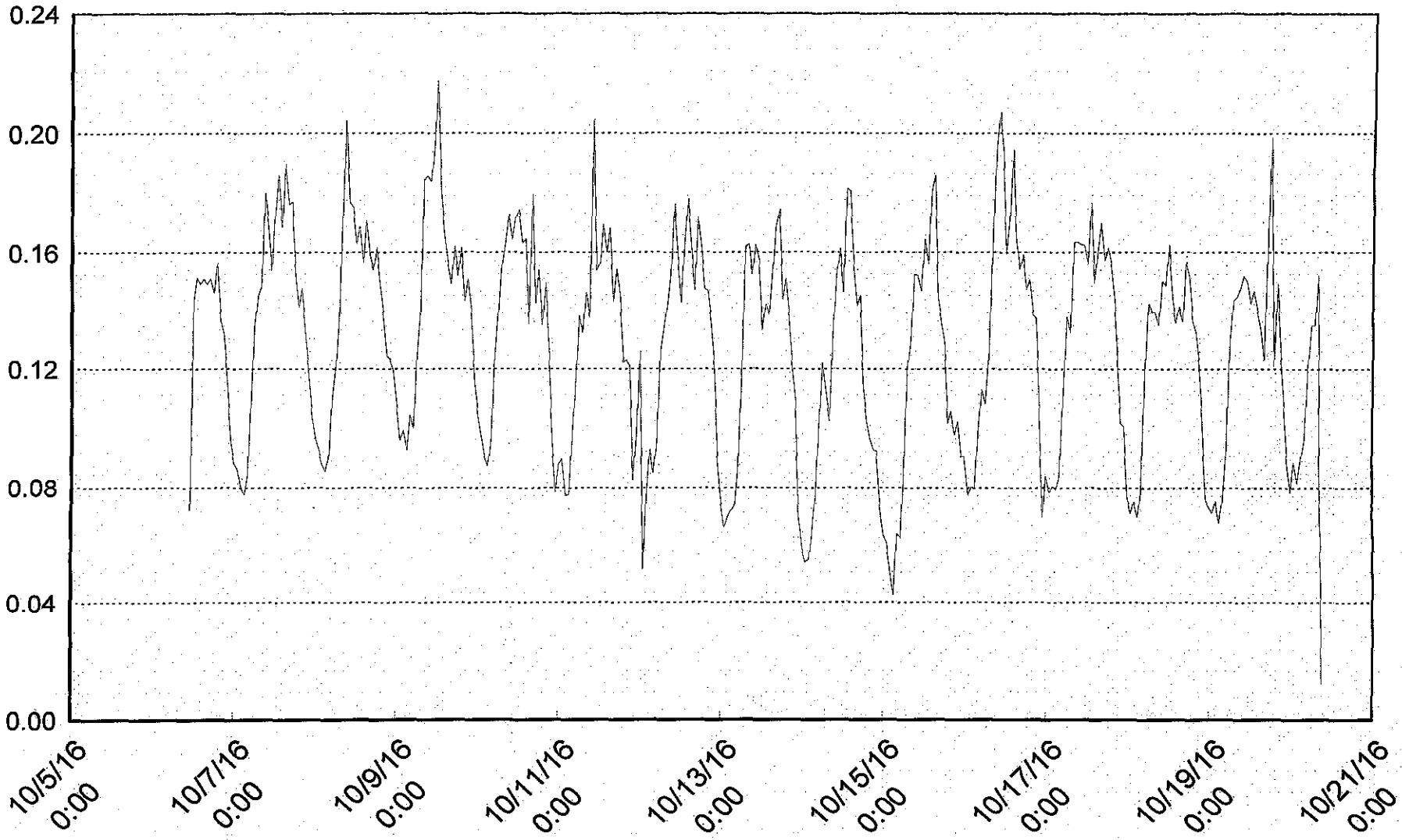
FLOW ASSESSMENT SERVICES

| Date | Minimum Flow (mgd) | Peak Flow (mgd) | Total Daily Flow (mg) | Total Rain (in) | Peak Hourly Rain (in) | Peak Interval Rain (in) |
|---|---|---|---|---|---|---|
| 10/6/2016 (Thu) | 0.087 | 0.240 | 0.073 | | | |
| 10/7/2016 (Fri) | 0.069 | 0.262 | 0.139 | | | |
| 10/8/2016 (Sat) | 0.077 | 0.246 | 0.139 | | | |
| 10/9/2016 (Sun) | 0.082 | 0.296 | **0.146** | | | |
| 10/10/2016 (Mon) | 0.065 | 0.262 | 0.136 | | | |
| 10/11/2016 (Tue) | 0.058 | **0.364** | 0.129 | | | |
| 10/12/2016 (Wed) | 0.041 | 0.273 | 0.133 | | | |
| 10/13/2016 (Thu) | 0.051 | 0.260 | 0.125 | | | |
| 10/14/2016 (Fri) | 0.041 | 0.257 | 0.113 | | | |
| 10/15/2016 (Sat) | **0.040** | 0.325 | 0.113 | | | |
| 10/16/2016 (Sun) | 0.053 | 0.338 | 0.137 | | | |
| 10/17/2016 (Mon) | 0.063 | 0.269 | 0.133 | | | |
| 10/18/2016 (Tue) | 0.056 | 0.249 | 0.123 | | | |
| 10/19/2016 (Wed) | 0.056 | 0.260 | 0.123 | | | |
| 10/20/2016 (Thu) | 0.065 | 0.230 | 0.041 | | | |
| | | **Total for period** | 1.802 | | | |
| | | **Min:** | 0.040 | | | |
| | | **Avg:** | 0.120 | | | |
| | | **Max:** | 0.364 | | | |

# Flow Graph

**Site:**
1
225 Boston Post Road Port Chester, NY 10" Circular line

**Flow (mgd)** **Printed on:** 10/24/2016 **Period Covered:** 10/06/2016 - 10/21/2016 **Every** 1 Hour



# Daily Flow Report

**Site:**
1
225 Boston Post Road Port Chester, NY 10" Circular line

FLOW ASSESSMENT SERVICES

| Time | Depth (in) | Velocity (fps) | Flow (mgd) | Cumm Flow (mg) | Rain (in) |
|---|---|---|---|---|---|
| **10/6/2016** | | | | | |
| 0:00 | | | | | |
| 0:15 | | | | | |
| 0:30 | | | | | |
| 0:45 | | | | | |
| 1:00 | | | | | |
| 1:15 | | | | | |
| 1:30 | | | | | |
| 1:45 | | | | | |
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| 9:30 | | | | | |
| 9:45 | | | | | |
| 10:00 | | | | | |
| 10:15 | | | | | |
| 10:30 | | | | | |
| 10:45 | | | | | |
| 11:00 | | | | | |
| 11:15 | | | | | |
| 11:30 | 4.40 | 0.96 | 0.143 | 0.001 | |
| 11:45 | 4.40 | 0.96 | 0.144 | 0.003 | |
| 12:00 | 4.41 | 0.90 | 0.135 | 0.004 | |
| 12:15 | 4.37 | 0.91 | 0.135 | 0.006 | |
| 12:30 | 4.53 | 0.99 | 0.154 | 0.007 | |
| 12:45 | 4.46 | 0.98 | 0.150 | 0.009 | |
| 13:00 | 4.52 | 1.00 | 0.155 | 0.011 | |
| 13:15 | 4.62 | 0.98 | 0.156 | 0.012 | |
| 13:30 | 4.46 | 0.97 | 0.148 | 0.014 | |
| 13:45 | 4.40 | 0.98 | 0.146 | 0.015 | |
| 14:00 | 4.55 | 0.99 | 0.155 | 0.017 | |
| 14:15 | 4.46 | 0.95 | 0.144 | 0.018 | |
| 14:30 | 4.46 | 1.01 | 0.153 | 0.020 | |
| 14:45 | 4.44 | 0.95 | 0.145 | 0.021 | |
| 15:00 | 4.51 | 0.97 | 0.149 | 0.023 | |
| 15:15 | 4.49 | 1.04 | 0.159 | 0.025 | |
| 15:30 | 4.42 | 0.97 | 0.146 | 0.026 | |
| 15:45 | 4.45 | 0.98 | 0.149 | 0.028 | |
| 16:00 | 4.53 | 0.97 | 0.151 | 0.029 | |
| 16:15 | 4.34 | 0.97 | 0.142 | 0.031 | |
| 16:30 | 4.73 | 0.97 | 0.160 | 0.032 | |
| 16:45 | 4.37 | 0.97 | 0.144 | 0.034 | |
| 17:00 | 4.39 | 1.00 | 0.149 | 0.036 | |
| 17:15 | 4.50 | 0.98 | 0.151 | 0.037 | |
| 17:30 | 4.43 | 0.93 | 0.141 | 0.039 | |
| 17:45 | 4.62 | 1.03 | 0.163 | 0.040 | |
| 18:00 | 4.56 | 1.00 | 0.157 | 0.042 | |
| 18:15 | 4.40 | 0.91 | 0.135 | 0.043 | |
| 18:30 | 4.62 | 0.95 | 0.152 | 0.045 | |
| 18:45 | 4.38 | 0.94 | 0.140 | 0.046 | |
| 19:00 | 4.79 | 1.06 | 0.179 | 0.048 | |
| 19:15 | 4.44 | 0.96 | 0.145 | 0.050 | |
| 19:30 | 4.51 | 0.94 | 0.145 | 0.051 | |
| 19:45 | 4.56 | 1.00 | 0.157 | 0.053 | |
| 20:00 | 4.45 | 0.96 | 0.146 | 0.054 | |
| 20:15 | 4.38 | 0.93 | 0.138 | 0.056 | |
| 20:30 | 4.35 | 0.87 | 0.128 | 0.057 | |
| 20:45 | 4.36 | 0.92 | 0.136 | 0.059 | |
| 21:00 | 4.31 | 0.94 | 0.136 | 0.060 | |
| 21:15 | 4.31 | 0.86 | 0.125 | 0.061 | |
| 21:30 | 4.34 | 0.94 | 0.138 | 0.063 | |
| 21:45 | 4.22 | 0.90 | 0.127 | 0.064 | |
| 22:00 | 4.18 | 0.89 | 0.124 | 0.065 | |
| 22:15 | 4.18 | 0.90 | 0.126 | 0.067 | |
| 22:30 | 3.96 | 0.80 | 0.103 | 0.068 | |
| 22:45 | 3.96 | 0.82 | 0.107 | 0.069 | |
| 23:00 | 3.86 | 0.80 | 0.101 | 0.070 | |
| 23:15 | 3.79 | 0.79 | 0.097 | 0.071 | |
| 23:30 | 3.77 | 0.73 | 0.089 | 0.072 | |
| 23:45 | 3.83 | 0.79 | 0.098 | 0.073 | |
| **Daily Totals:** | | 0.098 | | **0.073** | |

**Data reported every:** 15 Minutes

# Daily Flow Report

**Site:**
1
225 Boston Post Road Port Chester, NY 10" Circular line

FLOW ASSESSMENT SERVICES

| Time | Depth (in) | Velocity (fps) | Flow (mgd) | Cumm Flow (mg) | Rain (in) |
|---|---|---|---|---|---|
| **10/7/2016** | | | | | |
| 0:00 | 3.80 | 0.74 | 0.091 | 0.001 | |
| 0:15 | 3.69 | 0.73 | 0.086 | 0.002 | |
| 0:30 | 3.72 | 0.76 | 0.091 | 0.003 | |
| 0:45 | 3.65 | 0.73 | 0.085 | 0.004 | |
| 1:00 | 3.64 | 0.72 | 0.084 | 0.005 | |
| 1:15 | 3.68 | 0.75 | 0.088 | 0.005 | |
| 1:30 | 3.68 | 0.74 | 0.088 | 0.006 | |
| 1:45 | 3.63 | 0.73 | 0.085 | 0.007 | |
| 2:00 | 3.66 | 0.72 | 0.084 | 0.008 | |
| 2:15 | 3.56 | 0.72 | 0.080 | 0.009 | |
| 2:30 | 3.51 | 0.70 | 0.077 | 0.010 | |
| 2:45 | 3.53 | 0.70 | 0.078 | 0.011 | |
| 3:00 | 3.48 | 0.66 | 0.072 | 0.011 | |
| 3:15 | 3.48 | 0.67 | 0.073 | 0.012 | |
| 3:30 | 3.55 | 0.70 | 0.078 | 0.013 | |
| 3:45 | 3.67 | 0.74 | 0.086 | 0.014 | |
| 4:00 | 3.58 | 0.73 | 0.083 | 0.015 | |
| 4:15 | 3.52 | 0.68 | 0.075 | 0.015 | |
| 4:30 | 3.64 | 0.74 | 0.086 | 0.016 | |
| 4:45 | 3.75 | 0.76 | 0.092 | 0.017 | |
| 5:00 | 3.86 | 0.80 | 0.100 | 0.018 | |
| 5:15 | 3.88 | 0.81 | 0.102 | 0.019 | |
| 5:30 | 3.98 | 0.88 | 0.115 | 0.021 | |
| 5:45 | 4.17 | 0.86 | 0.120 | 0.022 | |
| 6:00 | 4.16 | 0.90 | 0.124 | 0.023 | |
| 6:15 | 4.38 | 0.96 | 0.142 | 0.025 | |
| 6:30 | 4.28 | 0.91 | 0.130 | 0.026 | |
| 6:45 | 4.33 | 0.96 | 0.141 | 0.027 | |
| 7:00 | 4.37 | 0.93 | 0.138 | 0.029 | |
| 7:15 | 4.27 | 0.94 | 0.135 | 0.030 | |
| 7:30 | 4.60 | 1.00 | 0.158 | 0.032 | |
| 7:45 | 4.45 | 0.99 | 0.149 | 0.034 | |
| 8:00 | 4.26 | 0.95 | 0.136 | 0.035 | |
| 8:15 | 4.47 | 0.94 | 0.143 | 0.036 | |
| 8:30 | 4.44 | 1.01 | 0.152 | 0.038 | |
| 8:45 | 4.61 | 1.02 | 0.162 | 0.040 | |
| 9:00 | 4.63 | 1.01 | 0.162 | 0.041 | |
| 9:15 | 4.81 | 1.09 | 0.183 | 0.043 | |
| 9:30 | 4.69 | 1.08 | 0.175 | 0.045 | |
| 9:45 | 4.88 | 1.17 | 0.200 | 0.047 | |
| 10:00 | 4.93 | 1.11 | 0.194 | 0.049 | |
| 10:15 | 4.48 | 0.97 | 0.149 | 0.051 | |
| 10:30 | 4.75 | 1.05 | 0.174 | 0.053 | |
| 10:45 | 4.67 | 1.00 | 0.161 | 0.054 | |
| 11:00 | 4.56 | 1.05 | 0.164 | 0.056 | |
| 11:15 | 4.43 | 0.97 | 0.146 | 0.058 | |
| 11:30 | 4.47 | 0.98 | 0.149 | 0.059 | |
| 11:45 | 4.56 | 0.99 | 0.155 | 0.061 | |
| 12:00 | 4.50 | 1.00 | 0.154 | 0.062 | |
| 12:15 | 4.56 | 1.03 | 0.162 | 0.064 | |
| 12:30 | 4.62 | 1.05 | 0.167 | 0.066 | |
| 12:45 | 5.02 | 1.17 | 0.209 | 0.068 | |
| 13:00 | 4.70 | 1.04 | 0.170 | 0.070 | |
| 13:15 | 4.84 | 1.10 | 0.185 | 0.072 | |
| 13:30 | 4.95 | 1.15 | 0.200 | 0.074 | |
| 13:45 | 4.82 | 1.12 | 0.189 | 0.076 | |
| 14:00 | 4.80 | 1.09 | 0.182 | 0.078 | |
| 14:15 | 4.77 | 1.08 | 0.179 | 0.079 | |
| 14:30 | 4.52 | 1.00 | 0.155 | 0.081 | |
| 14:45 | 4.60 | 1.01 | 0.159 | 0.083 | |
| 15:00 | 4.80 | 1.04 | 0.174 | 0.084 | |
| 15:15 | 5.02 | 1.15 | 0.204 | 0.087 | |
| 15:30 | 4.82 | 1.10 | 0.185 | 0.089 | |
| 15:45 | 5.03 | 1.11 | 0.197 | 0.091 | |
| 16:00 | 4.64 | 1.00 | 0.159 | 0.092 | |
| 16:15 | 4.74 | 1.04 | 0.171 | 0.094 | |
| 16:30 | 5.10 | 1.19 | 0.216 | 0.096 | |
| 16:45 | 4.65 | 0.99 | 0.159 | 0.098 | |
| 17:00 | 4.74 | 1.01 | 0.166 | 0.100 | |
| 17:15 | 4.88 | 1.11 | 0.190 | 0.102 | |
| 17:30 | 4.95 | 1.09 | 0.190 | 0.104 | |
| 17:45 | 4.73 | 0.99 | 0.163 | 0.105 | |
| 18:00 | 4.50 | 0.92 | 0.141 | 0.107 | |
| 18:15 | 4.61 | 0.94 | 0.150 | 0.108 | |
| 18:30 | 4.70 | 0.98 | 0.160 | 0.110 | |
| 18:45 | 4.72 | 1.01 | 0.165 | 0.112 | |
| 19:00 | 4.42 | 0.92 | 0.139 | 0.113 | |
| 19:15 | 4.33 | 0.92 | 0.134 | 0.115 | |
| 19:30 | 4.51 | 0.93 | 0.144 | 0.116 | |
| 19:45 | 4.51 | 0.95 | 0.147 | 0.118 | |
| 20:00 | 4.44 | 0.91 | 0.137 | 0.119 | |
| 20:15 | 4.63 | 0.98 | 0.157 | 0.121 | |
| 20:30 | 4.57 | 0.95 | 0.149 | 0.122 | |
| 20:45 | 4.51 | 0.95 | 0.146 | 0.124 | |
| 21:00 | 4.44 | 0.94 | 0.141 | 0.125 | |
| 21:15 | 4.37 | 0.89 | 0.132 | 0.127 | |
| 21:30 | 4.32 | 0.90 | 0.131 | 0.128 | |
| 21:45 | 4.22 | 0.90 | 0.128 | 0.129 | |
| 22:00 | 4.33 | 0.92 | 0.134 | 0.131 | |
| 22:15 | 4.27 | 0.88 | 0.126 | 0.132 | |
| 22:30 | 4.00 | 0.79 | 0.104 | 0.133 | |
| 22:45 | 4.05 | 0.81 | 0.109 | 0.134 | |
| 23:00 | 4.08 | 0.83 | 0.112 | 0.135 | |
| 23:15 | 4.00 | 0.79 | 0.105 | 0.136 | |
| 23:30 | 3.93 | 0.80 | 0.102 | 0.138 | |
| 23:45 | 3.97 | 0.75 | 0.098 | 0.139 | |
| **Daily Totals:** | | 0.098 | | **0.139** | |

**Data reported every:** 15 Minutes

# Daily Flow Report

**Site:**
1
225 Boston Post Road Port Chester, NY 10" Circular line

FLOW ASSESSMENT SERVICES

| Time | Depth (in) | Velocity (fps) | Flow (mgd) | Cumm Flow (mg) | Rain (in) |
|---|---|---|---|---|---|
| **10/8/2016** | | | | | |
| 0:00 | 4.11 | 0.82 | 0.113 | 0.001 | |
| 0:15 | 3.99 | 0.77 | 0.101 | 0.002 | |
| 0:30 | 3.77 | 0.69 | 0.084 | 0.003 | |
| 0:45 | 3.82 | 0.72 | 0.089 | 0.004 | |
| 1:00 | 3.93 | 0.74 | 0.095 | 0.005 | |
| 1:15 | 3.90 | 0.76 | 0.096 | 0.006 | |
| 1:30 | 3.85 | 0.76 | 0.095 | 0.007 | |
| 1:45 | 3.77 | 0.69 | 0.084 | 0.008 | |
| 2:00 | 3.86 | 0.74 | 0.092 | 0.009 | |
| 2:15 | 3.74 | 0.72 | 0.087 | 0.010 | |
| 2:30 | 3.72 | 0.69 | 0.083 | 0.011 | |
| 2:45 | 3.77 | 0.73 | 0.089 | 0.012 | |
| 3:00 | 3.75 | 0.67 | 0.080 | 0.012 | |
| 3:15 | 3.77 | 0.72 | 0.088 | 0.013 | |
| 3:30 | 3.79 | 0.72 | 0.089 | 0.014 | |
| 3:45 | 3.73 | 0.71 | 0.085 | 0.015 | |
| 4:00 | 3.75 | 0.70 | 0.085 | 0.016 | |
| 4:15 | 3.81 | 0.75 | 0.093 | 0.017 | |
| 4:30 | 3.83 | 0.75 | 0.092 | 0.018 | |
| 4:45 | 3.80 | 0.73 | 0.090 | 0.019 | |
| 5:00 | 4.26 | 0.85 | 0.124 | 0.020 | |
| 5:15 | 4.03 | 0.80 | 0.106 | 0.021 | |
| 5:30 | 4.07 | 0.82 | 0.110 | 0.022 | |
| 5:45 | 4.01 | 0.79 | 0.104 | 0.023 | |
| 6:00 | 4.04 | 0.81 | 0.108 | 0.025 | |
| 6:15 | 4.17 | 0.87 | 0.122 | 0.026 | |
| 6:30 | 4.31 | 0.91 | 0.132 | 0.027 | |
| 6:45 | 4.18 | 0.85 | 0.119 | 0.028 | |
| 7:00 | 4.22 | 0.84 | 0.119 | 0.030 | |
| 7:15 | 4.37 | 0.90 | 0.134 | 0.031 | |
| 7:30 | 4.44 | 0.95 | 0.144 | 0.033 | |
| 7:45 | 4.46 | 0.98 | 0.149 | 0.034 | |
| 8:00 | 4.64 | 0.95 | 0.153 | 0.036 | |
| 8:15 | 4.67 | 1.01 | 0.164 | 0.037 | |
| 8:30 | 4.81 | 1.03 | 0.173 | 0.039 | |
| 8:45 | 4.99 | 1.15 | 0.203 | 0.041 | |
| 9:00 | 5.14 | 1.14 | 0.207 | 0.044 | |
| 9:15 | 5.17 | 1.17 | 0.214 | 0.046 | |
| 9:30 | 4.95 | 1.09 | 0.189 | 0.048 | |
| 9:45 | 5.14 | 1.13 | 0.206 | 0.050 | |
| 10:00 | 4.89 | 1.12 | 0.191 | 0.052 | |
| 10:15 | 4.65 | 1.03 | 0.166 | 0.054 | |
| 10:30 | 4.72 | 1.06 | 0.174 | 0.055 | |
| 10:45 | 4.77 | 1.06 | 0.176 | 0.057 | |
| 11:00 | 4.67 | 1.06 | 0.171 | 0.059 | |
| 11:15 | 4.71 | 1.06 | 0.172 | 0.061 | |
| 11:30 | 4.82 | 1.08 | 0.182 | 0.063 | |
| 11:45 | 4.67 | 1.08 | 0.175 | 0.065 | |
| 12:00 | 4.66 | 1.05 | 0.169 | 0.066 | |
| 12:15 | 4.55 | 1.03 | 0.160 | 0.068 | |
| 12:30 | 4.56 | 1.03 | 0.160 | 0.070 | |
| 12:45 | 4.59 | 1.02 | 0.161 | 0.071 | |
| 13:00 | 4.65 | 1.07 | 0.172 | 0.073 | |
| 13:15 | 4.76 | 1.02 | 0.169 | 0.075 | |
| 13:30 | 4.75 | 1.08 | 0.178 | 0.077 | |
| 13:45 | 4.49 | 1.02 | 0.157 | 0.078 | |
| 14:00 | 4.79 | 1.03 | 0.174 | 0.080 | |
| 14:15 | 4.44 | 0.99 | 0.150 | 0.082 | |
| 14:30 | 4.32 | 0.97 | 0.141 | 0.083 | |
| 14:45 | 4.53 | 1.03 | 0.161 | 0.085 | |
| 15:00 | 4.81 | 1.12 | 0.189 | 0.087 | |
| 15:15 | 4.49 | 1.01 | 0.155 | 0.088 | |
| 15:30 | 4.54 | 1.03 | 0.161 | 0.090 | |
| 15:45 | 4.73 | 1.09 | 0.179 | 0.092 | |
| 16:00 | 4.65 | 1.06 | 0.171 | 0.094 | |
| 16:15 | 4.64 | 1.07 | 0.171 | 0.096 | |
| 16:30 | 4.43 | 1.00 | 0.151 | 0.097 | |
| 16:45 | 4.38 | 0.95 | 0.142 | 0.099 | |
| 17:00 | 4.76 | 1.12 | 0.188 | 0.101 | |
| 17:15 | 4.30 | 0.95 | 0.137 | 0.102 | |
| 17:30 | 4.25 | 0.89 | 0.127 | 0.103 | |
| 17:45 | 4.52 | 1.05 | 0.162 | 0.105 | |
| 18:00 | 4.62 | 1.05 | 0.167 | 0.107 | |
| 18:15 | 4.64 | 1.04 | 0.167 | 0.109 | |
| 18:30 | 4.53 | 1.02 | 0.158 | 0.110 | |
| 18:45 | 4.56 | 1.00 | 0.156 | 0.112 | |
| 19:00 | 4.43 | 0.99 | 0.149 | 0.113 | |
| 19:15 | 4.44 | 1.00 | 0.151 | 0.115 | |
| 19:30 | 4.58 | 1.03 | 0.162 | 0.117 | |
| 19:45 | 4.31 | 0.93 | 0.136 | 0.118 | |
| 20:00 | 4.45 | 0.99 | 0.150 | 0.120 | |
| 20:15 | 4.27 | 0.94 | 0.135 | 0.121 | |
| 20:30 | 4.31 | 0.96 | 0.140 | 0.122 | |
| 20:45 | 4.24 | 0.92 | 0.131 | 0.124 | |
| 21:00 | 4.16 | 0.91 | 0.127 | 0.125 | |
| 21:15 | 4.20 | 0.94 | 0.132 | 0.126 | |
| 21:30 | 4.10 | 0.87 | 0.119 | 0.128 | |
| 21:45 | 4.09 | 0.88 | 0.120 | 0.129 | |
| 22:00 | 3.97 | 0.79 | 0.103 | 0.130 | |
| 22:15 | 4.16 | 0.94 | 0.130 | 0.131 | |
| 22:30 | 4.19 | 0.90 | 0.126 | 0.133 | |
| 22:45 | 4.34 | 0.91 | 0.134 | 0.134 | |
| 23:00 | 4.21 | 0.86 | 0.121 | 0.135 | |
| 23:15 | 4.16 | 0.85 | 0.119 | 0.137 | |
| 23:30 | 4.12 | 0.82 | 0.113 | 0.138 | |
| 23:45 | 4.24 | 0.89 | 0.126 | 0.139 | |
| **Daily Totals:** | | | 0.126 | **0.139** | |

**Data reported every:** 15 Minutes

# Daily Flow Report

**Site:**
1
225 Boston Post Road Port Chester, NY 10" Circular line

FLOW ASSESSMENT SERVICES

| Time | Depth (in) | Velocity (fps) | Flow (mgd) | Cumm Flow (mg) | Rain (in) |
|---|---|---|---|---|---|
| **10/9/2016** | | | | | |
| 0:00 | 4.14 | 0.83 | 0.115 | 0.001 | |
| 0:15 | 4.13 | 0.83 | 0.114 | 0.002 | |
| 0:30 | 4.03 | 0.75 | 0.099 | 0.003 | |
| 0:45 | 3.98 | 0.80 | 0.105 | 0.005 | |
| 1:00 | 4.04 | 0.77 | 0.103 | 0.006 | |
| 1:15 | 3.90 | 0.74 | 0.094 | 0.007 | |
| 1:30 | 3.85 | 0.74 | 0.093 | 0.008 | |
| 1:45 | 3.87 | 0.74 | 0.093 | 0.009 | |
| 2:00 | 3.92 | 0.76 | 0.098 | 0.010 | |
| 2:15 | 3.89 | 0.73 | 0.092 | 0.010 | |
| 2:30 | 3.85 | 0.85 | 0.106 | 0.012 | |
| 2:45 | 3.86 | 0.80 | 0.101 | 0.013 | |
| 3:00 | 3.83 | 0.71 | 0.088 | 0.014 | |
| 3:15 | 3.84 | 0.73 | 0.091 | 0.015 | |
| 3:30 | 3.92 | 0.73 | 0.094 | 0.015 | |
| 3:45 | 3.94 | 0.76 | 0.098 | 0.016 | |
| 4:00 | 3.99 | 0.74 | 0.097 | 0.018 | |
| 4:15 | 4.11 | 0.82 | 0.112 | 0.019 | |
| 4:30 | 4.01 | 0.82 | 0.108 | 0.020 | |
| 4:45 | 3.97 | 0.77 | 0.100 | 0.021 | |
| 5:00 | 3.88 | 0.77 | 0.097 | 0.022 | |
| 5:15 | 3.87 | 0.71 | 0.090 | 0.023 | |
| 5:30 | 3.89 | 0.75 | 0.096 | 0.024 | |
| 5:45 | 4.13 | 0.84 | 0.116 | 0.025 | |
| 6:00 | 4.22 | 0.84 | 0.119 | 0.026 | |
| 6:15 | 4.16 | 0.87 | 0.121 | 0.028 | |
| 6:30 | 4.25 | 0.90 | 0.128 | 0.029 | |
| 6:45 | 4.31 | 0.91 | 0.132 | 0.030 | |
| 7:00 | 4.26 | 0.93 | 0.132 | 0.032 | |
| 7:15 | 4.37 | 0.92 | 0.137 | 0.033 | |
| 7:30 | 4.51 | 0.88 | 0.136 | 0.034 | |
| 7:45 | 4.53 | 0.96 | 0.149 | 0.036 | |
| 8:00 | 4.83 | 1.07 | 0.180 | 0.038 | |
| 8:15 | 4.89 | 1.08 | 0.186 | 0.040 | |
| 8:30 | 4.74 | 1.06 | 0.174 | 0.042 | |
| 8:45 | 4.95 | 1.12 | 0.197 | 0.044 | |
| 9:00 | 4.94 | 1.11 | 0.192 | 0.046 | |
| 9:15 | 4.91 | 1.07 | 0.185 | 0.048 | |
| 9:30 | 4.91 | 1.06 | 0.182 | 0.049 | |
| 9:45 | 4.91 | 1.06 | 0.183 | 0.051 | |
| 10:00 | 5.01 | 1.05 | 0.186 | 0.053 | |
| 10:15 | 5.02 | 1.04 | 0.183 | 0.055 | |
| 10:30 | 5.09 | 1.04 | 0.188 | 0.057 | |
| 10:45 | 5.02 | 1.00 | 0.178 | 0.059 | |
| 11:00 | 4.85 | 1.02 | 0.173 | 0.061 | |
| 11:15 | 4.89 | 1.00 | 0.171 | 0.063 | |
| 11:30 | 5.41 | 1.23 | 0.241 | 0.065 | |
| 11:45 | 5.07 | 1.11 | 0.199 | 0.067 | |
| 12:00 | 5.07 | 1.12 | 0.200 | 0.069 | |
| 12:15 | 5.12 | 1.12 | 0.203 | 0.071 | |
| 12:30 | 5.33 | 1.24 | 0.237 | 0.074 | |
| 12:45 | 5.46 | 1.16 | 0.228 | 0.076 | |
| 13:00 | 5.23 | 1.11 | 0.207 | 0.078 | |
| 13:15 | 5.06 | 1.08 | 0.193 | 0.080 | |
| 13:30 | 4.75 | 0.98 | 0.162 | 0.082 | |
| 13:45 | 4.69 | 0.98 | 0.160 | 0.084 | |
| 14:00 | 4.80 | 0.98 | 0.163 | 0.085 | |
| 14:15 | 4.83 | 1.03 | 0.174 | 0.087 | |
| 14:30 | 4.74 | 1.02 | 0.168 | 0.089 | |
| 14:45 | 4.70 | 0.98 | 0.159 | 0.091 | |
| 15:00 | 4.57 | 0.96 | 0.150 | 0.092 | |
| 15:15 | 4.58 | 0.95 | 0.149 | 0.094 | |
| 15:30 | 4.75 | 1.01 | 0.166 | 0.096 | |
| 15:45 | 4.67 | 1.00 | 0.161 | 0.097 | |
| 16:00 | 4.36 | 0.86 | 0.128 | 0.099 | |
| 16:15 | 4.41 | 0.89 | 0.134 | 0.100 | |
| 16:30 | 4.65 | 0.96 | 0.154 | 0.102 | |
| 16:45 | 4.88 | 1.06 | 0.181 | 0.103 | |
| 17:00 | 4.96 | 1.09 | 0.191 | 0.105 | |
| 17:15 | 4.55 | 0.91 | 0.142 | 0.107 | |
| 17:30 | 4.52 | 0.94 | 0.145 | 0.108 | |
| 17:45 | 4.77 | 1.02 | 0.169 | 0.110 | |
| 18:00 | 4.63 | 0.97 | 0.155 | 0.112 | |
| 18:15 | 4.68 | 0.98 | 0.159 | 0.113 | |
| 18:30 | 4.52 | 0.94 | 0.146 | 0.115 | |
| 18:45 | 4.60 | 0.94 | 0.149 | 0.117 | |
| 19:00 | 4.73 | 0.96 | 0.157 | 0.118 | |
| 19:15 | 4.78 | 1.00 | 0.166 | 0.120 | |
| 19:30 | 4.73 | 1.00 | 0.165 | 0.122 | |
| 19:45 | 4.68 | 0.98 | 0.158 | 0.123 | |
| 20:00 | 4.59 | 0.96 | 0.151 | 0.125 | |
| 20:15 | 4.52 | 0.94 | 0.145 | 0.126 | |
| 20:30 | 4.52 | 0.92 | 0.142 | 0.128 | |
| 20:45 | 4.41 | 0.90 | 0.135 | 0.129 | |
| 21:00 | 4.53 | 0.90 | 0.140 | 0.131 | |
| 21:15 | 4.51 | 0.92 | 0.142 | 0.132 | |
| 21:30 | 4.63 | 0.96 | 0.155 | 0.134 | |
| 21:45 | 4.76 | 1.01 | 0.166 | 0.136 | |
| 22:00 | 4.54 | 0.94 | 0.146 | 0.137 | |
| 22:15 | 4.39 | 0.91 | 0.136 | 0.138 | |
| 22:30 | 4.53 | 0.92 | 0.143 | 0.140 | |
| 22:45 | 4.40 | 0.88 | 0.132 | 0.141 | |
| 23:00 | 4.31 | 0.83 | 0.121 | 0.143 | |
| 23:15 | 4.29 | 0.85 | 0.122 | 0.144 | |
| 23:30 | 4.20 | 0.80 | 0.113 | 0.145 | |
| 23:45 | 4.15 | 0.77 | 0.106 | 0.146 | |
| **Daily Totals:** | | 0.106 | | **0.146** | |

**Data reported every:** 15 Minutes

# Daily Flow Report

**Site:**
1
225 Boston Post Road Port Chester, NY 10" Circular line

FLOW ASSESSMENT SERVICES

| Time | Depth (in) | Velocity (fps) | Flow (mgd) | Cumm Flow (mg) | Rain (in) |
|---|---|---|---|---|---|
| **10/10/2016** | | | | | |
| 0:00 | 4.19 | 0.82 | 0.114 | 0.001 | |
| 0:15 | 4.10 | 0.74 | 0.101 | 0.002 | |
| 0:30 | 4.09 | 0.80 | 0.109 | 0.003 | |
| 0:45 | 4.04 | 0.71 | 0.094 | 0.004 | |
| 1:00 | 4.04 | 0.68 | 0.091 | 0.005 | |
| 1:15 | 4.08 | 0.70 | 0.095 | 0.006 | |
| 1:30 | 4.12 | 0.76 | 0.104 | 0.007 | |
| 1:45 | 4.05 | 0.74 | 0.099 | 0.008 | |
| 2:00 | 3.95 | 0.70 | 0.091 | 0.009 | |
| 2:15 | 3.98 | 0.75 | 0.098 | 0.010 | |
| 2:30 | 3.90 | 0.68 | 0.086 | 0.011 | |
| 2:45 | 3.89 | 0.68 | 0.087 | 0.012 | |
| 3:00 | 3.89 | 0.71 | 0.090 | 0.013 | |
| 3:15 | 3.97 | 0.72 | 0.094 | 0.014 | |
| 3:30 | 3.91 | 0.67 | 0.086 | 0.015 | |
| 3:45 | 3.85 | 0.63 | 0.079 | 0.016 | |
| 4:00 | 3.87 | 0.61 | 0.077 | 0.017 | |
| 4:15 | 3.94 | 0.69 | 0.090 | 0.018 | |
| 4:30 | 4.22 | 0.82 | 0.117 | 0.019 | |
| 4:45 | 4.10 | 0.75 | 0.103 | 0.020 | |
| 5:00 | 4.45 | 0.90 | 0.138 | 0.021 | |
| 5:15 | 4.16 | 0.82 | 0.114 | 0.022 | |
| 5:30 | 4.24 | 0.86 | 0.122 | 0.024 | |
| 5:45 | 4.38 | 0.86 | 0.128 | 0.025 | |
| 6:00 | 4.51 | 0.91 | 0.140 | 0.027 | |
| 6:15 | 4.59 | 0.86 | 0.135 | 0.028 | |
| 6:30 | 4.55 | 0.91 | 0.142 | 0.029 | |
| 6:45 | 4.60 | 0.91 | 0.144 | 0.031 | |
| 7:00 | 4.50 | 0.89 | 0.138 | 0.032 | |
| 7:15 | 4.78 | 0.98 | 0.162 | 0.034 | |
| 7:30 | 4.79 | 1.00 | 0.167 | 0.036 | |
| 7:45 | 4.76 | 0.95 | 0.158 | 0.037 | |
| 8:00 | 4.66 | 0.95 | 0.152 | 0.039 | |
| 8:15 | 4.74 | 0.96 | 0.159 | 0.041 | |
| 8:30 | 4.80 | 0.98 | 0.163 | 0.042 | |
| 8:45 | 4.99 | 1.02 | 0.179 | 0.044 | |
| 9:00 | 4.85 | 0.96 | 0.163 | 0.046 | |
| 9:15 | 4.78 | 0.98 | 0.164 | 0.048 | |
| 9:30 | 5.18 | 1.11 | 0.206 | 0.050 | |
| 9:45 | 4.81 | 0.95 | 0.159 | 0.051 | |
| 10:00 | 4.78 | 0.91 | 0.152 | 0.053 | |
| 10:15 | 4.87 | 1.00 | 0.171 | 0.055 | |
| 10:30 | 4.94 | 0.95 | 0.164 | 0.056 | |
| 10:45 | 4.95 | 0.98 | 0.171 | 0.058 | |
| 11:00 | 4.92 | 1.01 | 0.174 | 0.060 | |
| 11:15 | 5.04 | 1.07 | 0.191 | 0.062 | |
| 11:30 | 4.90 | 0.92 | 0.158 | 0.064 | |
| 11:45 | 4.90 | 0.96 | 0.164 | 0.065 | |
| 12:00 | 4.69 | 0.91 | 0.148 | 0.067 | |
| 12:15 | 4.98 | 1.01 | 0.176 | 0.069 | |
| 12:30 | 4.90 | 0.99 | 0.170 | 0.071 | |
| 12:45 | 5.31 | 1.06 | 0.202 | 0.073 | |
| 13:00 | 4.92 | 0.93 | 0.160 | 0.074 | |
| 13:15 | 4.86 | 0.92 | 0.156 | 0.076 | |
| 13:30 | 4.91 | 0.96 | 0.166 | 0.078 | |
| 13:45 | 4.91 | 0.99 | 0.171 | 0.079 | |
| 14:00 | 5.02 | 1.00 | 0.177 | 0.081 | |
| 14:15 | 4.80 | 0.94 | 0.157 | 0.083 | |
| 14:30 | 4.91 | 0.94 | 0.161 | 0.085 | |
| 14:45 | 4.84 | 0.97 | 0.164 | 0.086 | |
| 15:00 | 4.52 | 0.84 | 0.130 | 0.088 | |
| 15:15 | 4.55 | 0.86 | 0.135 | 0.089 | |
| 15:30 | 4.55 | 0.85 | 0.133 | 0.090 | |
| 15:45 | 4.66 | 0.90 | 0.145 | 0.092 | |
| 16:00 | 5.37 | 1.14 | 0.221 | 0.094 | |
| 16:15 | 4.95 | 0.92 | 0.161 | 0.096 | |
| 16:30 | 5.06 | 0.98 | 0.176 | 0.098 | |
| 16:45 | 4.95 | 0.93 | 0.161 | 0.099 | |
| 17:00 | 4.73 | 0.87 | 0.143 | 0.101 | |
| 17:15 | 4.49 | 0.82 | 0.126 | 0.102 | |
| 17:30 | 4.66 | 0.87 | 0.141 | 0.104 | |
| 17:45 | 4.91 | 0.93 | 0.161 | 0.105 | |
| 18:00 | 4.72 | 0.88 | 0.145 | 0.107 | |
| 18:15 | 4.70 | 0.92 | 0.149 | 0.108 | |
| 18:30 | 4.79 | 0.95 | 0.159 | 0.110 | |
| 18:45 | 4.84 | 0.96 | 0.163 | 0.112 | |
| 19:00 | 4.57 | 0.91 | 0.143 | 0.113 | |
| 19:15 | 4.41 | 0.84 | 0.126 | 0.115 | |
| 19:30 | 4.42 | 0.90 | 0.136 | 0.116 | |
| 19:45 | 4.54 | 0.87 | 0.136 | 0.117 | |
| 20:00 | 4.49 | 0.91 | 0.139 | 0.119 | |
| 20:15 | 4.72 | 1.00 | 0.164 | 0.121 | |
| 20:30 | 4.73 | 0.97 | 0.158 | 0.122 | |
| 20:45 | 4.54 | 0.87 | 0.136 | 0.124 | |
| 21:00 | 4.43 | 0.90 | 0.135 | 0.125 | |
| 21:15 | 4.28 | 0.80 | 0.115 | 0.126 | |
| 21:30 | 4.40 | 0.85 | 0.128 | 0.128 | |
| 21:45 | 4.43 | 0.85 | 0.128 | 0.129 | |
| 22:00 | 4.02 | 0.69 | 0.092 | 0.130 | |
| 22:15 | 4.16 | 0.78 | 0.109 | 0.131 | |
| 22:30 | 4.00 | 0.75 | 0.100 | 0.132 | |
| 22:45 | 3.86 | 0.66 | 0.082 | 0.133 | |
| 23:00 | 3.86 | 0.67 | 0.084 | 0.134 | |
| 23:15 | 3.80 | 0.64 | 0.079 | 0.135 | |
| 23:30 | 3.78 | 0.59 | 0.073 | 0.135 | |
| 23:45 | 3.81 | 0.63 | 0.078 | 0.136 | |
| **Daily Totals:** | | 0.078 | | **0.136** | |

**Data reported every:** 15 Minutes

# Daily Flow Report

**Site:**
1
225 Boston Post Road Port Chester, NY 10" Circular line

FLOW ASSESSMENT SERVICES

| Time | Depth (in) | Velocity (fps) | Flow (mgd) | Cumm Flow (mg) | Rain (in) |
|---|---|---|---|---|---|
| **10/11/2016** | | | | | |
| 0:00 | 3.83 | 0.62 | 0.077 | 0.001 | |
| 0:15 | 3.94 | 0.70 | 0.091 | 0.002 | |
| 0:30 | 3.93 | 0.68 | 0.088 | 0.003 | |
| 0:45 | 4.00 | 0.72 | 0.095 | 0.004 | |
| 1:00 | 3.94 | 0.65 | 0.084 | 0.005 | |
| 1:15 | 4.02 | 0.67 | 0.089 | 0.005 | |
| 1:30 | 4.03 | 0.68 | 0.090 | 0.006 | |
| 1:45 | 3.91 | 0.75 | 0.096 | 0.007 | |
| 2:00 | 3.82 | 0.71 | 0.087 | 0.008 | |
| 2:15 | 3.81 | 0.58 | 0.071 | 0.009 | |
| 2:30 | 3.83 | 0.61 | 0.076 | 0.010 | |
| 2:45 | 3.75 | 0.61 | 0.074 | 0.011 | |
| 3:00 | 3.70 | 0.59 | 0.070 | 0.011 | |
| 3:15 | 3.81 | 0.57 | 0.070 | 0.012 | |
| 3:30 | 3.89 | 0.76 | 0.096 | 0.013 | |
| 3:45 | 3.83 | 0.59 | 0.073 | 0.014 | |
| 4:00 | 3.80 | 0.63 | 0.078 | 0.015 | |
| 4:15 | 3.84 | 0.68 | 0.085 | 0.016 | |
| 4:30 | 4.24 | 0.80 | 0.122 | 0.017 | |
| 4:45 | 4.27 | 0.75 | 0.108 | 0.018 | |
| 5:00 | 4.31 | 0.79 | 0.115 | 0.019 | |
| 5:15 | 4.36 | 0.84 | 0.124 | 0.020 | |
| 5:30 | 4.24 | 0.78 | 0.111 | 0.022 | |
| 5:45 | 4.27 | 0.81 | 0.117 | 0.023 | |
| 6:00 | 4.49 | 0.84 | 0.129 | 0.024 | |
| 6:15 | 4.65 | 0.90 | 0.145 | 0.026 | |
| 6:30 | 4.66 | 0.90 | 0.144 | 0.027 | |
| 6:45 | 4.52 | 0.87 | 0.134 | 0.029 | |
| 7:00 | 4.49 | 0.86 | 0.132 | 0.030 | |
| 7:15 | 4.45 | 0.86 | 0.130 | 0.031 | |
| 7:30 | 4.43 | 0.87 | 0.131 | 0.033 | |
| 7:45 | 4.47 | 0.89 | 0.136 | 0.034 | |
| 8:00 | 4.49 | 0.86 | 0.132 | 0.035 | |
| 8:15 | 4.59 | 0.88 | 0.140 | 0.037 | |
| 8:30 | 4.69 | 0.91 | 0.148 | 0.038 | |
| 8:45 | 4.90 | 0.95 | 0.165 | 0.040 | |
| 9:00 | 4.62 | 0.80 | 0.128 | 0.041 | |
| 9:15 | 4.46 | 0.82 | 0.124 | 0.043 | |
| 9:30 | 4.72 | 0.90 | 0.147 | 0.044 | |
| 9:45 | 4.75 | 0.92 | 0.152 | 0.046 | |
| 10:00 | 6.10 | 1.34 | 0.305 | 0.049 | |
| 10:15 | 4.94 | 0.98 | 0.169 | 0.051 | |
| 10:30 | 5.12 | 1.09 | 0.203 | 0.053 | |
| 10:45 | 4.55 | 0.90 | 0.140 | 0.054 | |
| 11:00 | 4.69 | 0.91 | 0.148 | 0.056 | |
| 11:15 | 4.82 | 0.93 | 0.157 | 0.058 | |
| 11:30 | 4.70 | 0.96 | 0.157 | 0.059 | |
| 11:45 | 4.78 | 0.92 | 0.153 | 0.061 | |
| 12:00 | 4.73 | 0.92 | 0.150 | 0.062 | |
| 12:15 | 4.88 | 0.94 | 0.160 | 0.064 | |
| 12:30 | 4.99 | 0.93 | 0.164 | 0.066 | |
| 12:45 | 4.68 | 0.93 | 0.150 | 0.067 | |
| 13:00 | 4.88 | 0.95 | 0.163 | 0.069 | |
| 13:15 | 5.01 | 1.04 | 0.186 | 0.071 | |
| 13:30 | 4.69 | 0.96 | 0.157 | 0.073 | |
| 13:45 | 4.93 | 0.99 | 0.173 | 0.074 | |
| 14:00 | 4.81 | 0.95 | 0.159 | 0.076 | |
| 14:15 | 4.76 | 0.88 | 0.146 | 0.078 | |
| 14:30 | 4.85 | 0.96 | 0.163 | 0.079 | |
| 14:45 | 4.95 | 0.98 | 0.171 | 0.081 | |
| 15:00 | 4.82 | 0.94 | 0.158 | 0.083 | |
| 15:15 | 4.86 | 0.96 | 0.163 | 0.084 | |
| 15:30 | 5.00 | 1.00 | 0.177 | 0.086 | |
| 15:45 | 5.04 | 0.98 | 0.175 | 0.088 | |
| 16:00 | 4.96 | 0.97 | 0.168 | 0.090 | |
| 16:15 | 4.94 | 0.93 | 0.161 | 0.091 | |
| 16:30 | 4.45 | 0.85 | 0.129 | 0.093 | |
| 16:45 | 4.41 | 0.76 | 0.114 | 0.094 | |
| 17:00 | 5.00 | 1.02 | 0.181 | 0.096 | |
| 17:15 | 4.68 | 0.91 | 0.146 | 0.097 | |
| 17:30 | 4.62 | 0.89 | 0.141 | 0.099 | |
| 17:45 | 4.67 | 0.92 | 0.149 | 0.100 | |
| 18:00 | 4.57 | 0.90 | 0.142 | 0.102 | |
| 18:15 | 4.54 | 0.87 | 0.136 | 0.103 | |
| 18:30 | 4.72 | 0.92 | 0.150 | 0.105 | |
| 18:45 | 4.71 | 0.93 | 0.153 | 0.106 | |
| 19:00 | 4.61 | 0.84 | 0.133 | 0.108 | |
| 19:15 | 4.25 | 0.73 | 0.104 | 0.109 | |
| 19:30 | 4.33 | 0.79 | 0.116 | 0.110 | |
| 19:45 | 4.58 | 0.86 | 0.135 | 0.112 | |
| 20:00 | 4.43 | 0.84 | 0.126 | 0.113 | |
| 20:15 | 4.43 | 0.84 | 0.126 | 0.114 | |
| 20:30 | 4.41 | 0.83 | 0.124 | 0.115 | |
| 20:45 | 4.37 | 0.78 | 0.116 | 0.117 | |
| 21:00 | 4.15 | 0.72 | 0.099 | 0.118 | |
| 21:15 | 4.49 | 0.84 | 0.130 | 0.119 | |
| 21:30 | 4.82 | 0.91 | 0.153 | 0.121 | |
| 21:45 | 4.07 | 0.75 | 0.101 | 0.122 | |
| 22:00 | 3.97 | 0.69 | 0.090 | 0.123 | |
| 22:15 | 4.04 | 0.69 | 0.092 | 0.124 | |
| 22:30 | 3.82 | 0.55 | 0.068 | 0.124 | |
| 22:45 | 3.94 | 0.62 | 0.080 | 0.125 | |
| 23:00 | 3.80 | 0.64 | 0.078 | 0.126 | |
| 23:15 | 3.80 | 0.54 | 0.066 | 0.127 | |
| 23:30 | 3.80 | 0.58 | 0.071 | 0.127 | |
| 23:45 | 4.93 | 1.01 | 0.174 | 0.129 | |
| **Daily Totals:** | | | 0.174 | **0.129** | |

**Data reported every:** 15 Minutes

# Daily Flow Report

**Site:**
1
225 Boston Post Road Port Chester, NY 10" Circular line

FLOW ASSESSMENT SERVICES

| Time | Depth (in) | Velocity (fps) | Flow (mgd) | Cumm Flow (mg) | Rain (in) |
|---|---|---|---|---|---|
| **10/12/2016** | | | | | |
| 0:00 | 4.89 | 0.96 | 0.164 | 0.002 | |
| 0:15 | 4.64 | 0.85 | 0.137 | 0.003 | |
| 0:30 | 4.29 | 0.76 | 0.110 | 0.004 | |
| 0:45 | 3.99 | 0.71 | 0.093 | 0.005 | |
| 1:00 | 3.55 | 0.47 | 0.053 | 0.006 | |
| 1:15 | 3.44 | 0.47 | 0.051 | 0.006 | |
| 1:30 | 3.43 | 0.48 | 0.052 | 0.007 | |
| 1:45 | 3.37 | 0.48 | 0.051 | 0.007 | |
| 2:00 | 3.66 | 0.57 | 0.066 | 0.008 | |
| 2:15 | 3.47 | 0.49 | 0.053 | 0.009 | |
| 2:30 | 3.27 | 0.50 | 0.050 | 0.009 | |
| 2:45 | 4.60 | 0.89 | 0.140 | 0.011 | |
| 3:00 | 4.44 | 0.80 | 0.120 | 0.012 | |
| 3:15 | 4.18 | 0.67 | 0.093 | 0.013 | |
| 3:30 | 4.04 | 0.60 | 0.080 | 0.014 | |
| 3:45 | 3.93 | 0.60 | 0.077 | 0.014 | |
| 4:00 | 3.94 | 0.68 | 0.088 | 0.015 | |
| 4:15 | 3.87 | 0.64 | 0.081 | 0.016 | |
| 4:30 | 3.88 | 0.65 | 0.082 | 0.017 | |
| 4:45 | 3.97 | 0.68 | 0.089 | 0.018 | |
| 5:00 | 4.01 | 0.59 | 0.078 | 0.019 | |
| 5:15 | 4.18 | 0.76 | 0.107 | 0.020 | |
| 5:30 | 4.09 | 0.67 | 0.091 | 0.021 | |
| 5:45 | 4.22 | 0.73 | 0.104 | 0.022 | |
| 6:00 | 4.33 | 0.80 | 0.117 | 0.023 | |
| 6:15 | 4.42 | 0.80 | 0.121 | 0.024 | |
| 6:30 | 4.42 | 0.90 | 0.134 | 0.026 | |
| 6:45 | 4.44 | 0.87 | 0.132 | 0.027 | |
| 7:00 | 4.31 | 0.85 | 0.124 | 0.029 | |
| 7:15 | 4.16 | 0.75 | 0.104 | 0.030 | |
| 7:30 | 4.54 | 0.85 | 0.133 | 0.031 | |
| 7:45 | 4.84 | 1.01 | 0.176 | 0.033 | |
| 8:00 | 4.64 | 0.99 | 0.159 | 0.034 | |
| 8:15 | 4.71 | 0.97 | 0.158 | 0.036 | |
| 8:30 | 4.51 | 0.86 | 0.134 | 0.038 | |
| 8:45 | 4.52 | 0.77 | 0.119 | 0.039 | |
| 9:00 | 4.51 | 0.86 | 0.133 | 0.040 | |
| 9:15 | 4.75 | 0.89 | 0.147 | 0.042 | |
| 9:30 | 4.92 | 0.97 | 0.167 | 0.043 | |
| 9:45 | 4.88 | 0.95 | 0.162 | 0.045 | |
| 10:00 | 4.92 | 0.94 | 0.163 | 0.047 | |
| 10:15 | 4.98 | 0.97 | 0.171 | 0.049 | |
| 10:30 | 5.10 | 1.03 | 0.185 | 0.051 | |
| 10:45 | 5.10 | 1.03 | 0.186 | 0.052 | |
| 11:00 | 5.09 | 1.02 | 0.185 | 0.054 | |
| 11:15 | 4.76 | 0.90 | 0.150 | 0.056 | |
| 11:30 | 4.79 | 0.91 | 0.152 | 0.058 | |
| 11:45 | 4.76 | 0.90 | 0.148 | 0.059 | |
| 12:00 | 4.71 | 0.88 | 0.143 | 0.061 | |
| 12:15 | 4.58 | 0.88 | 0.139 | 0.062 | |
| 12:30 | 4.69 | 0.86 | 0.139 | 0.063 | |
| 12:45 | 4.77 | 0.90 | 0.149 | 0.065 | |
| 13:00 | 4.88 | 0.99 | 0.170 | 0.067 | |
| 13:15 | 4.82 | 0.93 | 0.156 | 0.068 | |
| 13:30 | 4.80 | 0.93 | 0.155 | 0.070 | |
| 13:45 | 4.95 | 0.99 | 0.173 | 0.072 | |
| 14:00 | 5.00 | 1.01 | 0.178 | 0.074 | |
| 14:15 | 4.97 | 0.96 | 0.167 | 0.075 | |
| 14:30 | 5.01 | 1.00 | 0.177 | 0.077 | |
| 14:45 | 5.13 | 1.03 | 0.190 | 0.079 | |
| 15:00 | 4.94 | 0.96 | 0.167 | 0.081 | |
| 15:15 | 4.89 | 0.96 | 0.165 | 0.083 | |
| 15:30 | 4.76 | 0.89 | 0.148 | 0.084 | |
| 15:45 | 4.89 | 0.97 | 0.166 | 0.086 | |
| 16:00 | 4.71 | 0.89 | 0.146 | 0.087 | |
| 16:15 | 4.63 | 0.88 | 0.141 | 0.089 | |
| 16:30 | 4.65 | 0.91 | 0.147 | 0.090 | |
| 16:45 | 4.86 | 0.91 | 0.155 | 0.092 | |
| 17:00 | 4.89 | 0.96 | 0.164 | 0.094 | |
| 17:15 | 4.77 | 0.93 | 0.154 | 0.095 | |
| 17:30 | 4.91 | 0.93 | 0.161 | 0.097 | |
| 17:45 | 5.35 | 1.08 | 0.209 | 0.099 | |
| 18:00 | 5.22 | 1.03 | 0.192 | 0.101 | |
| 18:15 | 4.90 | 0.91 | 0.157 | 0.103 | |
| 18:30 | 4.83 | 0.92 | 0.155 | 0.104 | |
| 18:45 | 4.72 | 0.88 | 0.144 | 0.106 | |
| 19:00 | 4.78 | 0.87 | 0.144 | 0.108 | |
| 19:15 | 4.66 | 0.88 | 0.142 | 0.109 | |
| 19:30 | 4.72 | 0.93 | 0.152 | 0.111 | |
| 19:45 | 4.76 | 0.91 | 0.151 | 0.112 | |
| 20:00 | 4.65 | 0.88 | 0.142 | 0.114 | |
| 20:15 | 4.77 | 0.93 | 0.154 | 0.115 | |
| 20:30 | 4.65 | 0.89 | 0.142 | 0.117 | |
| 20:45 | 4.72 | 0.90 | 0.147 | 0.118 | |
| 21:00 | 4.60 | 0.83 | 0.131 | 0.120 | |
| 21:15 | 4.65 | 0.88 | 0.141 | 0.121 | |
| 21:30 | 4.44 | 0.84 | 0.127 | 0.122 | |
| 21:45 | 4.58 | 0.89 | 0.141 | 0.124 | |
| 22:00 | 4.45 | 0.81 | 0.123 | 0.125 | |
| 22:15 | 4.37 | 0.82 | 0.122 | 0.126 | |
| 22:30 | 4.33 | 0.81 | 0.119 | 0.128 | |
| 22:45 | 4.27 | 0.80 | 0.115 | 0.129 | |
| 23:00 | 4.03 | 0.67 | 0.089 | 0.130 | |
| 23:15 | 3.99 | 0.68 | 0.090 | 0.131 | |
| 23:30 | 4.00 | 0.70 | 0.092 | 0.132 | |
| 23:45 | 4.05 | 0.64 | 0.086 | 0.133 | |
| **Daily Totals:** | | 0.086 | | **0.133** | |

**Data reported every:** 15 Minutes

# Daily Flow Report

**Site:**
1
225 Boston Post Road  Port Chester, NY  10" Circular line

FLOW ASSESSMENT SERVICES

| Time | Depth (in) | Velocity (fps) | Flow (mgd) | Cumm Flow (mg) | Rain (in) |
|---|---|---|---|---|---|
| **10/13/2016** | | | | | |
| 0:00 | 4.00 | 0.65 | 0.085 | 0.001 | |
| 0:15 | 3.84 | 0.63 | 0.078 | 0.002 | |
| 0:30 | 3.78 | 0.60 | 0.073 | 0.002 | |
| 0:45 | 3.81 | 0.53 | 0.065 | 0.003 | |
| 1:00 | 3.74 | 0.59 | 0.071 | 0.004 | |
| 1:15 | 3.83 | 0.57 | 0.071 | 0.005 | |
| 1:30 | 3.74 | 0.52 | 0.063 | 0.005 | |
| 1:45 | 3.74 | 0.48 | 0.058 | 0.006 | |
| 2:00 | 3.75 | 0.49 | 0.060 | 0.006 | |
| 2:15 | 3.85 | 0.61 | 0.076 | 0.007 | |
| 2:30 | 3.77 | 0.57 | 0.069 | 0.008 | |
| 2:45 | 3.74 | 0.60 | 0.072 | 0.009 | |
| 3:00 | 3.78 | 0.56 | 0.068 | 0.009 | |
| 3:15 | 3.81 | 0.58 | 0.071 | 0.010 | |
| 3:30 | 3.82 | 0.61 | 0.075 | 0.011 | |
| 3:45 | 3.81 | 0.59 | 0.073 | 0.012 | |
| 4:00 | 3.77 | 0.49 | 0.060 | 0.012 | |
| 4:15 | 3.82 | 0.59 | 0.074 | 0.013 | |
| 4:30 | 3.94 | 0.62 | 0.081 | 0.014 | |
| 4:45 | 3.90 | 0.63 | 0.080 | 0.015 | |
| 5:00 | 3.75 | 0.62 | 0.075 | 0.016 | |
| 5:15 | 4.10 | 0.76 | 0.103 | 0.017 | |
| 5:30 | 3.84 | 0.66 | 0.082 | 0.018 | |
| 5:45 | 3.82 | 0.67 | 0.083 | 0.018 | |
| 6:00 | 3.92 | 0.66 | 0.084 | 0.019 | |
| 6:15 | 4.30 | 0.82 | 0.119 | 0.021 | |
| 6:30 | 4.30 | 0.80 | 0.116 | 0.022 | |
| 6:45 | 4.67 | 0.90 | 0.146 | 0.023 | |
| 7:00 | 5.03 | 1.01 | 0.180 | 0.025 | |
| 7:15 | 4.91 | 0.90 | 0.156 | 0.027 | |
| 7:30 | 4.87 | 0.96 | 0.164 | 0.028 | |
| 7:45 | 4.74 | 0.89 | 0.147 | 0.030 | |
| 8:00 | 4.83 | 0.95 | 0.161 | 0.032 | |
| 8:15 | 5.17 | 1.08 | 0.200 | 0.034 | |
| 8:30 | 4.83 | 0.89 | 0.151 | 0.035 | |
| 8:45 | 4.62 | 0.88 | 0.140 | 0.037 | |
| 9:00 | 4.56 | 0.93 | 0.146 | 0.038 | |
| 9:15 | 4.65 | 0.93 | 0.149 | 0.040 | |
| 9:30 | 4.68 | 0.90 | 0.146 | 0.041 | |
| 9:45 | 4.90 | 0.98 | 0.168 | 0.043 | |
| 10:00 | 4.81 | 0.87 | 0.146 | 0.045 | |
| 10:15 | 4.93 | 0.98 | 0.170 | 0.046 | |
| 10:30 | 4.86 | 0.95 | 0.161 | 0.048 | |
| 10:45 | 5.01 | 0.97 | 0.172 | 0.050 | |
| 11:00 | 5.03 | 1.01 | 0.179 | 0.052 | |
| 11:15 | 4.87 | 0.89 | 0.152 | 0.053 | |
| 11:30 | 4.86 | 0.99 | 0.169 | 0.055 | |
| 11:45 | 4.57 | 0.82 | 0.128 | 0.056 | |
| 12:00 | 4.55 | 0.84 | 0.131 | 0.058 | |
| 12:15 | 4.59 | 0.86 | 0.135 | 0.059 | |
| 12:30 | 4.69 | 0.85 | 0.138 | 0.061 | |
| 12:45 | 4.61 | 0.82 | 0.130 | 0.062 | |
| 13:00 | 4.64 | 0.84 | 0.135 | 0.063 | |
| 13:15 | 4.77 | 0.91 | 0.152 | 0.065 | |
| 13:30 | 4.74 | 0.90 | 0.149 | 0.067 | |
| 13:45 | 4.57 | 0.85 | 0.133 | 0.068 | |
| 14:00 | 4.58 | 0.86 | 0.135 | 0.069 | |
| 14:15 | 4.58 | 0.84 | 0.133 | 0.071 | |
| 14:30 | 4.51 | 0.88 | 0.136 | 0.072 | |
| 14:45 | 4.73 | 0.93 | 0.152 | 0.074 | |
| 15:00 | 4.64 | 0.91 | 0.146 | 0.075 | |
| 15:15 | 4.93 | 0.95 | 0.166 | 0.077 | |
| 15:30 | 4.83 | 0.93 | 0.157 | 0.079 | |
| 15:45 | 4.67 | 0.87 | 0.141 | 0.080 | |
| 16:00 | 4.94 | 0.93 | 0.162 | 0.082 | |
| 16:15 | 5.00 | 0.99 | 0.175 | 0.084 | |
| 16:30 | 4.98 | 1.03 | 0.180 | 0.085 | |
| 16:45 | 4.86 | 0.93 | 0.157 | 0.087 | |
| 17:00 | 4.94 | 0.96 | 0.167 | 0.089 | |
| 17:15 | 4.93 | 0.95 | 0.164 | 0.091 | |
| 17:30 | 5.26 | 1.08 | 0.204 | 0.093 | |
| 17:45 | 5.04 | 0.91 | 0.163 | 0.094 | |
| 18:00 | 4.91 | 0.88 | 0.151 | 0.096 | |
| 18:15 | 4.81 | 0.87 | 0.147 | 0.097 | |
| 18:30 | 4.86 | 0.89 | 0.151 | 0.099 | |
| 18:45 | 4.69 | 0.78 | 0.126 | 0.100 | |
| 19:00 | 4.89 | 0.91 | 0.156 | 0.102 | |
| 19:15 | 4.76 | 0.89 | 0.147 | 0.103 | |
| 19:30 | 4.76 | 0.92 | 0.153 | 0.105 | |
| 19:45 | 4.78 | 0.89 | 0.147 | 0.107 | |
| 20:00 | 4.71 | 0.87 | 0.143 | 0.108 | |
| 20:15 | 4.72 | 0.89 | 0.146 | 0.110 | |
| 20:30 | 4.58 | 0.81 | 0.128 | 0.111 | |
| 20:45 | 4.58 | 0.85 | 0.133 | 0.112 | |
| 21:00 | 4.43 | 0.77 | 0.116 | 0.114 | |
| 21:15 | 4.53 | 0.84 | 0.131 | 0.115 | |
| 21:30 | 4.37 | 0.75 | 0.111 | 0.116 | |
| 21:45 | 4.56 | 0.80 | 0.125 | 0.117 | |
| 22:00 | 4.48 | 0.80 | 0.123 | 0.119 | |
| 22:15 | 4.43 | 0.80 | 0.121 | 0.120 | |
| 22:30 | 4.25 | 0.71 | 0.101 | 0.121 | |
| 22:45 | 4.17 | 0.67 | 0.093 | 0.122 | |
| 23:00 | 3.93 | 0.58 | 0.074 | 0.123 | |
| 23:15 | 3.80 | 0.50 | 0.061 | 0.123 | |
| 23:30 | 3.83 | 0.58 | 0.072 | 0.124 | |
| 23:45 | 3.81 | 0.62 | 0.076 | 0.125 | |
| **Daily Totals:** | | 0.076 | | **0.125** | |

**Data reported every:** 15 Minutes

# Daily Flow Report

**Site:**
1
225 Boston Post Road Port Chester, NY 10" Circular line

FLOW ASSESSMENT SERVICES

| Time | Depth (in) | Velocity (fps) | Flow (mgd) | Cumm Flow (mg) | Rain (in) |
|---|---|---|---|---|---|
| **10/14/2016** | | | | | |
| 0:00 | 3.78 | 0.58 | 0.071 | 0.001 | |
| 0:15 | 3.71 | 0.52 | 0.061 | 0.001 | |
| 0:30 | 3.63 | 0.46 | 0.053 | 0.002 | |
| 0:45 | 3.56 | 0.45 | 0.051 | 0.002 | |
| 1:00 | 3.56 | 0.44 | 0.049 | 0.003 | |
| 1:15 | 3.56 | 0.48 | 0.053 | 0.004 | |
| 1:30 | 3.57 | 0.50 | 0.057 | 0.004 | |
| 1:45 | 3.59 | 0.49 | 0.056 | 0.005 | |
| 2:00 | 3.57 | 0.51 | 0.058 | 0.005 | |
| 2:15 | 3.51 | 0.49 | 0.055 | 0.006 | |
| 2:30 | 3.59 | 0.47 | 0.054 | 0.006 | |
| 2:45 | 3.51 | 0.47 | 0.052 | 0.007 | |
| 3:00 | 3.54 | 0.51 | 0.057 | 0.008 | |
| 3:15 | 3.60 | 0.55 | 0.063 | 0.008 | |
| 3:30 | 3.58 | 0.58 | 0.066 | 0.009 | |
| 3:45 | 3.78 | 0.60 | 0.074 | 0.010 | |
| 4:00 | 3.84 | 0.65 | 0.081 | 0.011 | |
| 4:15 | 3.83 | 0.59 | 0.073 | 0.011 | |
| 4:30 | 3.92 | 0.61 | 0.078 | 0.012 | |
| 4:45 | 4.01 | 0.57 | 0.076 | 0.013 | |
| 5:00 | 4.11 | 0.67 | 0.091 | 0.014 | |
| 5:15 | 4.23 | 0.71 | 0.101 | 0.015 | |
| 5:30 | 4.20 | 0.69 | 0.097 | 0.016 | |
| 5:45 | 4.41 | 0.77 | 0.116 | 0.017 | |
| 6:00 | 4.45 | 0.81 | 0.123 | 0.018 | |
| 6:15 | 4.58 | 0.89 | 0.140 | 0.020 | |
| 6:30 | 4.43 | 0.81 | 0.123 | 0.021 | |
| 6:45 | 4.28 | 0.71 | 0.103 | 0.022 | |
| 7:00 | 4.87 | 0.88 | 0.154 | 0.024 | |
| 7:15 | 4.18 | 0.73 | 0.101 | 0.025 | |
| 7:30 | 4.12 | 0.70 | 0.095 | 0.026 | |
| 7:45 | 4.17 | 0.71 | 0.099 | 0.027 | |
| 8:00 | 4.21 | 0.74 | 0.104 | 0.028 | |
| 8:15 | 4.33 | 0.78 | 0.114 | 0.029 | |
| 8:30 | 4.22 | 0.73 | 0.103 | 0.030 | |
| 8:45 | 4.08 | 0.65 | 0.088 | 0.031 | |
| 9:00 | 4.40 | 0.83 | 0.125 | 0.032 | |
| 9:15 | 4.46 | 0.86 | 0.131 | 0.034 | |
| 9:30 | 4.61 | 0.86 | 0.136 | 0.035 | |
| 9:45 | 4.65 | 0.89 | 0.143 | 0.037 | |
| 10:00 | 4.93 | 0.96 | 0.168 | 0.038 | |
| 10:15 | 4.62 | 0.86 | 0.137 | 0.040 | |
| 10:30 | 4.63 | 0.87 | 0.140 | 0.041 | |
| 10:45 | 4.84 | 0.97 | 0.164 | 0.043 | |
| 11:00 | 4.89 | 0.98 | 0.168 | 0.045 | |
| 11:15 | 4.87 | 0.96 | 0.163 | 0.047 | |
| 11:30 | 4.88 | 0.94 | 0.160 | 0.048 | |
| 11:45 | 4.81 | 0.92 | 0.155 | 0.050 | |
| 12:00 | 4.60 | 0.90 | 0.143 | 0.051 | |
| 12:15 | 4.68 | 0.88 | 0.142 | 0.053 | |
| 12:30 | 4.67 | 0.83 | 0.135 | 0.054 | |
| 12:45 | 4.91 | 0.96 | 0.165 | 0.056 | |
| 13:00 | 5.06 | 1.02 | 0.182 | 0.058 | |
| 13:15 | 4.94 | 0.89 | 0.154 | 0.059 | |
| 13:30 | 5.00 | 0.98 | 0.173 | 0.061 | |
| 13:45 | 5.34 | 1.12 | 0.216 | 0.063 | |
| 14:00 | 5.12 | 1.03 | 0.188 | 0.065 | |
| 14:15 | 5.15 | 1.03 | 0.189 | 0.067 | |
| 14:30 | 5.06 | 0.97 | 0.174 | 0.069 | |
| 14:45 | 4.92 | 0.99 | 0.171 | 0.071 | |
| 15:00 | 4.85 | 0.99 | 0.168 | 0.073 | |
| 15:15 | 4.70 | 0.91 | 0.148 | 0.074 | |
| 15:30 | 4.86 | 0.95 | 0.162 | 0.076 | |
| 15:45 | 4.69 | 0.89 | 0.145 | 0.077 | |
| 16:00 | 4.77 | 0.91 | 0.151 | 0.079 | |
| 16:15 | 4.74 | 0.93 | 0.154 | 0.081 | |
| 16:30 | 4.53 | 0.91 | 0.142 | 0.082 | |
| 16:45 | 4.39 | 0.81 | 0.121 | 0.083 | |
| 17:00 | 4.44 | 0.85 | 0.128 | 0.085 | |
| 17:15 | 4.42 | 0.84 | 0.126 | 0.086 | |
| 17:30 | 5.19 | 1.03 | 0.192 | 0.088 | |
| 17:45 | 4.62 | 0.85 | 0.135 | 0.089 | |
| 18:00 | 4.40 | 0.79 | 0.118 | 0.091 | |
| 18:15 | 4.30 | 0.75 | 0.108 | 0.092 | |
| 18:30 | 4.37 | 0.72 | 0.107 | 0.093 | |
| 18:45 | 4.48 | 0.81 | 0.124 | 0.094 | |
| 19:00 | 4.35 | 0.75 | 0.111 | 0.095 | |
| 19:15 | 4.25 | 0.68 | 0.097 | 0.096 | |
| 19:30 | 4.37 | 0.73 | 0.108 | 0.097 | |
| 19:45 | 4.16 | 0.71 | 0.098 | 0.098 | |
| 20:00 | 4.18 | 0.72 | 0.101 | 0.100 | |
| 20:15 | 4.21 | 0.69 | 0.098 | 0.101 | |
| 20:30 | 4.03 | 0.64 | 0.085 | 0.101 | |
| 20:45 | 4.24 | 0.72 | 0.103 | 0.102 | |
| 21:00 | 4.23 | 0.73 | 0.104 | 0.104 | |
| 21:15 | 4.09 | 0.66 | 0.089 | 0.105 | |
| 21:30 | 3.99 | 0.63 | 0.083 | 0.105 | |
| 21:45 | 4.05 | 0.70 | 0.094 | 0.106 | |
| 22:00 | 4.12 | 0.67 | 0.092 | 0.107 | |
| 22:15 | 4.24 | 0.75 | 0.107 | 0.108 | |
| 22:30 | 4.04 | 0.65 | 0.087 | 0.109 | |
| 22:45 | 3.86 | 0.66 | 0.083 | 0.110 | |
| 23:00 | 3.90 | 0.63 | 0.080 | 0.111 | |
| 23:15 | 3.91 | 0.64 | 0.082 | 0.112 | |
| 23:30 | 3.78 | 0.56 | 0.068 | 0.113 | |
| 23:45 | 3.78 | 0.55 | 0.067 | 0.113 | |
| **Daily Totals:** | | 0.067 | | **0.113** | |

**Data reported every:** 15 Minutes

# Daily Flow Report

**Site:**
1
225 Boston Post Road Port Chester, NY 10" Circular line

FLOW ASSESSMENT SERVICES

| Time | Depth (in) | Velocity (fps) | Flow (mgd) | Cumm Flow (mg) | Rain (in) |
|---|---|---|---|---|---|
| **10/15/2016** | | | | | |
| 0:00 | 3.66 | 0.60 | 0.070 | 0.001 | |
| 0:15 | 3.68 | 0.53 | 0.063 | 0.001 | |
| 0:30 | 3.72 | 0.54 | 0.065 | 0.002 | |
| 0:45 | 3.56 | 0.49 | 0.056 | 0.003 | |
| 1:00 | 3.61 | 0.58 | 0.066 | 0.003 | |
| 1:15 | 3.67 | 0.58 | 0.068 | 0.004 | |
| 1:30 | 3.57 | 0.50 | 0.056 | 0.005 | |
| 1:45 | 3.51 | 0.48 | 0.053 | 0.005 | |
| 2:00 | 3.45 | 0.46 | 0.049 | 0.006 | |
| 2:15 | 3.49 | 0.53 | 0.058 | 0.006 | |
| 2:30 | 3.46 | 0.48 | 0.052 | 0.007 | |
| 2:45 | 3.42 | 0.43 | 0.046 | 0.007 | |
| 3:00 | 3.34 | 0.41 | 0.042 | 0.008 | |
| 3:15 | 3.46 | 0.40 | 0.043 | 0.008 | |
| 3:30 | 3.50 | 0.39 | 0.043 | 0.009 | |
| 3:45 | 3.42 | 0.39 | 0.041 | 0.009 | |
| 4:00 | 3.56 | 0.49 | 0.055 | 0.010 | |
| 4:15 | 3.48 | 0.50 | 0.055 | 0.010 | |
| 4:30 | 3.82 | 0.59 | 0.073 | 0.011 | |
| 4:45 | 3.84 | 0.57 | 0.071 | 0.012 | |
| 5:00 | 3.59 | 0.50 | 0.057 | 0.012 | |
| 5:15 | 3.47 | 0.64 | 0.069 | 0.013 | |
| 5:30 | 3.56 | 0.50 | 0.056 | 0.014 | |
| 5:45 | 3.77 | 0.56 | 0.068 | 0.014 | |
| 6:00 | 3.69 | 0.55 | 0.065 | 0.015 | |
| 6:15 | 3.89 | 0.68 | 0.086 | 0.016 | |
| 6:30 | 3.80 | 0.59 | 0.072 | 0.017 | |
| 6:45 | 4.26 | 0.72 | 0.105 | 0.018 | |
| 7:00 | 3.99 | 0.66 | 0.087 | 0.019 | |
| 7:15 | 4.57 | 0.80 | 0.126 | 0.020 | |
| 7:30 | 4.32 | 0.76 | 0.111 | 0.021 | |
| 7:45 | 4.88 | 0.91 | 0.156 | 0.023 | |
| 8:00 | 4.51 | 0.77 | 0.118 | 0.024 | |
| 8:15 | 4.74 | 0.92 | 0.151 | 0.026 | |
| 8:30 | 4.53 | 0.78 | 0.122 | 0.027 | |
| 8:45 | 4.45 | 0.85 | 0.128 | 0.028 | |
| 9:00 | 4.75 | 0.91 | 0.151 | 0.030 | |
| 9:15 | 4.84 | 0.89 | 0.151 | 0.031 | |
| 9:30 | 4.77 | 0.88 | 0.146 | 0.033 | |
| 9:45 | 4.85 | 0.95 | 0.161 | 0.034 | |
| 10:00 | 4.80 | 0.90 | 0.151 | 0.036 | |
| 10:15 | 4.72 | 0.84 | 0.138 | 0.038 | |
| 10:30 | 4.81 | 0.88 | 0.149 | 0.039 | |
| 10:45 | 5.01 | 0.96 | 0.171 | 0.041 | |
| 11:00 | 4.68 | 0.82 | 0.133 | 0.042 | |
| 11:15 | 4.64 | 0.90 | 0.144 | 0.044 | |
| 11:30 | 4.74 | 0.87 | 0.144 | 0.045 | |
| 11:45 | 4.90 | 0.96 | 0.165 | 0.047 | |
| 12:00 | 5.05 | 0.99 | 0.177 | 0.049 | |
| 12:15 | 5.04 | 0.95 | 0.170 | 0.051 | |
| 12:30 | 5.05 | 0.98 | 0.175 | 0.052 | |
| 12:45 | 4.62 | 0.85 | 0.136 | 0.054 | |
| 13:00 | 4.73 | 0.89 | 0.147 | 0.055 | |
| 13:15 | 4.67 | 0.85 | 0.137 | 0.057 | |
| 13:30 | 4.87 | 0.93 | 0.159 | 0.058 | |
| 13:45 | 5.03 | 1.02 | 0.180 | 0.060 | |
| 14:00 | 5.18 | 1.04 | 0.192 | 0.062 | |
| 14:15 | 5.26 | 1.08 | 0.203 | 0.064 | |
| 14:30 | 4.92 | 0.97 | 0.168 | 0.066 | |
| 14:45 | 4.87 | 0.93 | 0.158 | 0.068 | |
| 15:00 | 4.92 | 0.94 | 0.163 | 0.070 | |
| 15:15 | 5.08 | 1.00 | 0.180 | 0.071 | |
| 15:30 | 5.61 | 1.20 | 0.246 | 0.074 | |
| 15:45 | 4.88 | 0.91 | 0.155 | 0.076 | |
| 16:00 | 4.69 | 0.85 | 0.139 | 0.077 | |
| 16:15 | 4.76 | 0.89 | 0.148 | 0.079 | |
| 16:30 | 4.79 | 0.92 | 0.153 | 0.080 | |
| 16:45 | 4.64 | 0.85 | 0.136 | 0.082 | |
| 17:00 | 4.63 | 0.85 | 0.136 | 0.083 | |
| 17:15 | 4.59 | 0.85 | 0.134 | 0.084 | |
| 17:30 | 4.63 | 0.83 | 0.133 | 0.086 | |
| 17:45 | 4.64 | 0.89 | 0.143 | 0.087 | |
| 18:00 | 4.66 | 0.86 | 0.139 | 0.089 | |
| 18:15 | 4.53 | 0.87 | 0.136 | 0.090 | |
| 18:30 | 4.39 | 0.77 | 0.115 | 0.091 | |
| 18:45 | 4.56 | 0.81 | 0.127 | 0.093 | |
| 19:00 | 4.45 | 0.77 | 0.116 | 0.094 | |
| 19:15 | 4.23 | 0.70 | 0.100 | 0.095 | |
| 19:30 | 4.24 | 0.72 | 0.102 | 0.096 | |
| 19:45 | 4.06 | 0.66 | 0.088 | 0.097 | |
| 20:00 | 4.22 | 0.72 | 0.102 | 0.098 | |
| 20:15 | 4.37 | 0.72 | 0.107 | 0.099 | |
| 20:30 | 4.33 | 0.74 | 0.109 | 0.100 | |
| 20:45 | 4.23 | 0.74 | 0.104 | 0.101 | |
| 21:00 | 4.45 | 0.79 | 0.119 | 0.102 | |
| 21:15 | 4.28 | 0.71 | 0.102 | 0.104 | |
| 21:30 | 4.07 | 0.64 | 0.087 | 0.104 | |
| 21:45 | 4.01 | 0.63 | 0.083 | 0.105 | |
| 22:00 | 4.07 | 0.66 | 0.089 | 0.106 | |
| 22:15 | 4.49 | 0.84 | 0.130 | 0.108 | |
| 22:30 | 4.22 | 0.69 | 0.098 | 0.109 | |
| 22:45 | 4.02 | 0.69 | 0.091 | 0.110 | |
| 23:00 | 4.03 | 0.69 | 0.092 | 0.111 | |
| 23:15 | 3.98 | 0.69 | 0.091 | 0.111 | |
| 23:30 | 3.94 | 0.67 | 0.087 | 0.112 | |
| 23:45 | 3.96 | 0.71 | 0.092 | 0.113 | |
| **Daily Totals:** | | 0.092 | | **0.113** | |

**Data reported every:** 15 Minutes

# Daily Flow Report

**Site:**
1
225 Boston Post Road Port Chester, NY 10" Circular line

FLOW ASSESSMENT SERVICES

| Time | Depth (in) | Velocity (fps) | Flow (mgd) | Cumm Flow (mg) | Rain (in) |
|---|---|---|---|---|---|
| **10/16/2016** | | | | | |
| 0:00 | 3.94 | 0.68 | 0.088 | 0.001 | |
| 0:15 | 4.13 | 0.70 | 0.096 | 0.002 | |
| 0:30 | 4.03 | 0.70 | 0.093 | 0.003 | |
| 0:45 | 3.92 | 0.67 | 0.086 | 0.004 | |
| 1:00 | 3.86 | 0.66 | 0.083 | 0.005 | |
| 1:15 | 3.86 | 0.62 | 0.078 | 0.005 | |
| 1:30 | 3.83 | 0.60 | 0.074 | 0.006 | |
| 1:45 | 3.81 | 0.61 | 0.075 | 0.007 | |
| 2:00 | 3.85 | 0.61 | 0.076 | 0.008 | |
| 2:15 | 3.83 | 0.63 | 0.078 | 0.009 | |
| 2:30 | 3.80 | 0.73 | 0.090 | 0.010 | |
| 2:45 | 3.83 | 0.62 | 0.077 | 0.010 | |
| 3:00 | 3.77 | 0.67 | 0.081 | 0.011 | |
| 3:15 | 3.69 | 0.68 | 0.080 | 0.012 | |
| 3:30 | 3.77 | 0.60 | 0.073 | 0.013 | |
| 3:45 | 3.88 | 0.66 | 0.084 | 0.014 | |
| 4:00 | 4.16 | 0.74 | 0.102 | 0.015 | |
| 4:15 | 4.09 | 0.70 | 0.095 | 0.016 | |
| 4:30 | 4.09 | 0.73 | 0.099 | 0.017 | |
| 4:45 | 4.15 | 0.72 | 0.100 | 0.018 | |
| 5:00 | 4.11 | 0.74 | 0.101 | 0.019 | |
| 5:15 | 4.38 | 0.80 | 0.119 | 0.020 | |
| 5:30 | 4.49 | 0.81 | 0.124 | 0.021 | |
| 5:45 | 4.29 | 0.75 | 0.108 | 0.023 | |
| 6:00 | 4.25 | 0.68 | 0.097 | 0.024 | |
| 6:15 | 4.26 | 0.72 | 0.103 | 0.025 | |
| 6:30 | 4.25 | 0.76 | 0.108 | 0.026 | |
| 6:45 | 4.61 | 0.78 | 0.124 | 0.027 | |
| 7:00 | 4.32 | 0.78 | 0.113 | 0.028 | |
| 7:15 | 4.44 | 0.79 | 0.119 | 0.029 | |
| 7:30 | 4.48 | 0.82 | 0.126 | 0.031 | |
| 7:45 | 4.63 | 0.83 | 0.132 | 0.032 | |
| 8:00 | 4.84 | 0.86 | 0.145 | 0.034 | |
| 8:15 | 4.81 | 0.89 | 0.148 | 0.035 | |
| 8:30 | 4.98 | 0.97 | 0.170 | 0.037 | |
| 8:45 | 5.08 | 1.02 | 0.184 | 0.039 | |
| 9:00 | 5.01 | 0.97 | 0.172 | 0.041 | |
| 9:15 | 5.16 | 1.12 | 0.206 | 0.043 | |
| 9:30 | 5.21 | 1.13 | 0.210 | 0.045 | |
| 9:45 | 5.18 | 1.05 | 0.193 | 0.047 | |
| 10:00 | 5.16 | 1.12 | 0.206 | 0.049 | |
| 10:15 | 5.15 | 1.09 | 0.199 | 0.051 | |
| 10:30 | 5.37 | 1.19 | 0.230 | 0.054 | |
| 10:45 | 5.20 | 1.04 | 0.193 | 0.056 | |
| 11:00 | 5.58 | 1.18 | 0.241 | 0.058 | |
| 11:15 | 5.09 | 1.01 | 0.182 | 0.060 | |
| 11:30 | 5.06 | 1.01 | 0.181 | 0.062 | |
| 11:45 | 4.93 | 0.99 | 0.171 | 0.064 | |
| 12:00 | 4.67 | 0.95 | 0.153 | 0.065 | |
| 12:15 | 4.87 | 0.96 | 0.164 | 0.067 | |
| 12:30 | 4.84 | 0.95 | 0.160 | 0.069 | |
| 12:45 | 4.89 | 0.94 | 0.161 | 0.070 | |
| 13:00 | 5.08 | 1.06 | 0.190 | 0.072 | |
| 13:15 | 4.88 | 0.96 | 0.163 | 0.074 | |
| 13:30 | 4.89 | 0.94 | 0.160 | 0.076 | |
| 13:45 | 4.95 | 0.96 | 0.168 | 0.077 | |
| 14:00 | 4.94 | 0.94 | 0.163 | 0.079 | |
| 14:15 | 5.22 | 1.04 | 0.195 | 0.081 | |
| 14:30 | 5.47 | 1.15 | 0.233 | 0.084 | |
| 14:45 | 5.12 | 1.02 | 0.186 | 0.086 | |
| 15:00 | 4.89 | 0.95 | 0.162 | 0.087 | |
| 15:15 | 4.78 | 0.91 | 0.151 | 0.089 | |
| 15:30 | 4.97 | 0.97 | 0.170 | 0.091 | |
| 15:45 | 4.98 | 0.98 | 0.172 | 0.092 | |
| 16:00 | 4.76 | 0.95 | 0.157 | 0.094 | |
| 16:15 | 4.58 | 0.87 | 0.137 | 0.095 | |
| 16:30 | 4.75 | 0.95 | 0.156 | 0.097 | |
| 16:45 | 4.85 | 0.98 | 0.167 | 0.099 | |
| 17:00 | 4.81 | 0.95 | 0.159 | 0.100 | |
| 17:15 | 4.95 | 0.97 | 0.169 | 0.102 | |
| 17:30 | 4.74 | 0.91 | 0.151 | 0.104 | |
| 17:45 | 4.76 | 0.95 | 0.157 | 0.105 | |
| 18:00 | 4.67 | 0.92 | 0.149 | 0.107 | |
| 18:15 | 4.70 | 0.92 | 0.151 | 0.109 | |
| 18:30 | 4.54 | 0.94 | 0.147 | 0.110 | |
| 18:45 | 4.58 | 0.90 | 0.143 | 0.112 | |
| 19:00 | 4.75 | 0.95 | 0.157 | 0.113 | |
| 19:15 | 4.58 | 0.90 | 0.142 | 0.115 | |
| 19:30 | 4.74 | 0.94 | 0.155 | 0.116 | |
| 19:45 | 4.69 | 0.91 | 0.148 | 0.118 | |
| 20:00 | 4.71 | 0.90 | 0.147 | 0.119 | |
| 20:15 | 4.58 | 0.85 | 0.134 | 0.121 | |
| 20:30 | 4.55 | 0.85 | 0.133 | 0.122 | |
| 20:45 | 4.59 | 0.89 | 0.141 | 0.124 | |
| 21:00 | 4.51 | 0.88 | 0.136 | 0.125 | |
| 21:15 | 4.42 | 0.87 | 0.130 | 0.126 | |
| 21:30 | 4.43 | 0.86 | 0.130 | 0.128 | |
| 21:45 | 4.66 | 0.95 | 0.154 | 0.129 | |
| 22:00 | 4.17 | 0.85 | 0.118 | 0.131 | |
| 22:15 | 4.18 | 0.80 | 0.112 | 0.132 | |
| 22:30 | 4.16 | 0.75 | 0.104 | 0.133 | |
| 22:45 | 3.93 | 0.70 | 0.090 | 0.134 | |
| 23:00 | 3.64 | 0.58 | 0.068 | 0.134 | |
| 23:15 | 3.56 | 0.50 | 0.057 | 0.135 | |
| 23:30 | 3.47 | 0.54 | 0.059 | 0.136 | |
| 23:45 | 3.93 | 0.74 | 0.095 | 0.137 | |
| **Daily Totals:** | | | 0.095 | **0.137** | |

**Data reported every:** 15 Minutes

# Daily Flow Report

**Site:**
1
225 Boston Post Road Port Chester, NY 10" Circular line

FLOW ASSESSMENT SERVICES

| Time | Depth (in) | Velocity (fps) | Flow (mgd) | Cumm Flow (mg) | Rain (in) |
|---|---|---|---|---|---|
| **10/17/2016** | | | | | |
| 0:00 | 3.99 | 0.71 | 0.094 | 0.001 | |
| 0:15 | 3.87 | 0.65 | 0.081 | 0.002 | |
| 0:30 | 3.87 | 0.64 | 0.081 | 0.003 | |
| 0:45 | 3.88 | 0.63 | 0.080 | 0.003 | |
| 1:00 | 3.81 | 0.64 | 0.079 | 0.004 | |
| 1:15 | 3.77 | 0.63 | 0.076 | 0.005 | |
| 1:30 | 3.79 | 0.69 | 0.084 | 0.006 | |
| 1:45 | 3.77 | 0.62 | 0.075 | 0.007 | |
| 2:00 | 3.83 | 0.71 | 0.088 | 0.008 | |
| 2:15 | 3.79 | 0.70 | 0.086 | 0.009 | |
| 2:30 | 3.75 | 0.62 | 0.075 | 0.009 | |
| 2:45 | 3.70 | 0.62 | 0.073 | 0.010 | |
| 3:00 | 3.71 | 0.61 | 0.073 | 0.011 | |
| 3:15 | 3.80 | 0.63 | 0.078 | 0.012 | |
| 3:30 | 3.77 | 0.68 | 0.083 | 0.013 | |
| 3:45 | 3.73 | 0.70 | 0.084 | 0.013 | |
| 4:00 | 3.79 | 0.60 | 0.073 | 0.014 | |
| 4:15 | 3.81 | 0.57 | 0.071 | 0.015 | |
| 4:30 | 3.95 | 0.64 | 0.084 | 0.016 | |
| 4:45 | 4.18 | 0.76 | 0.106 | 0.017 | |
| 5:00 | 4.17 | 0.78 | 0.108 | 0.018 | |
| 5:15 | 4.21 | 0.79 | 0.111 | 0.019 | |
| 5:30 | 4.19 | 0.78 | 0.109 | 0.020 | |
| 5:45 | 4.33 | 0.78 | 0.114 | 0.022 | |
| 6:00 | 4.40 | 0.89 | 0.133 | 0.023 | |
| 6:15 | 4.51 | 0.90 | 0.138 | 0.024 | |
| 6:30 | 4.64 | 0.88 | 0.142 | 0.026 | |
| 6:45 | 4.54 | 0.89 | 0.138 | 0.027 | |
| 7:00 | 4.55 | 0.90 | 0.141 | 0.029 | |
| 7:15 | 4.52 | 0.86 | 0.133 | 0.030 | |
| 7:30 | 4.47 | 0.83 | 0.127 | 0.031 | |
| 7:45 | 4.53 | 0.84 | 0.130 | 0.033 | |
| 8:00 | 4.80 | 0.98 | 0.165 | 0.034 | |
| 8:15 | 4.86 | 0.95 | 0.161 | 0.036 | |
| 8:30 | 4.70 | 0.93 | 0.152 | 0.038 | |
| 8:45 | 4.92 | 1.01 | 0.175 | 0.040 | |
| 9:00 | 4.64 | 0.88 | 0.141 | 0.041 | |
| 9:15 | 4.76 | 0.89 | 0.147 | 0.043 | |
| 9:30 | 4.61 | 0.91 | 0.144 | 0.044 | |
| 9:45 | 5.38 | 1.14 | 0.222 | 0.046 | |
| 10:00 | 5.18 | 1.06 | 0.196 | 0.048 | |
| 10:15 | 4.86 | 0.97 | 0.165 | 0.050 | |
| 10:30 | 4.71 | 0.93 | 0.151 | 0.052 | |
| 10:45 | 4.52 | 0.89 | 0.138 | 0.053 | |
| 11:00 | 4.79 | 0.99 | 0.164 | 0.055 | |
| 11:15 | 4.92 | 0.96 | 0.166 | 0.057 | |
| 11:30 | 4.78 | 0.96 | 0.160 | 0.058 | |
| 11:45 | 4.77 | 0.96 | 0.158 | 0.060 | |
| 12:00 | 4.71 | 0.93 | 0.152 | 0.062 | |
| 12:15 | 4.83 | 0.96 | 0.161 | 0.063 | |
| 12:30 | 4.81 | 0.95 | 0.158 | 0.065 | |
| 12:45 | 4.74 | 0.92 | 0.152 | 0.066 | |
| 13:00 | 4.67 | 0.89 | 0.144 | 0.068 | |
| 13:15 | 5.13 | 1.11 | 0.203 | 0.070 | |
| 13:30 | 5.21 | 1.06 | 0.196 | 0.072 | |
| 13:45 | 4.83 | 0.97 | 0.164 | 0.074 | |
| 14:00 | 4.63 | 0.90 | 0.144 | 0.075 | |
| 14:15 | 4.78 | 0.99 | 0.165 | 0.077 | |
| 14:30 | 4.56 | 0.87 | 0.137 | 0.078 | |
| 14:45 | 4.68 | 0.94 | 0.152 | 0.080 | |
| 15:00 | 4.62 | 0.83 | 0.132 | 0.081 | |
| 15:15 | 4.87 | 0.97 | 0.166 | 0.083 | |
| 15:30 | 4.94 | 1.00 | 0.173 | 0.085 | |
| 15:45 | 4.91 | 0.99 | 0.171 | 0.087 | |
| 16:00 | 5.09 | 1.01 | 0.182 | 0.089 | |
| 16:15 | 4.95 | 0.99 | 0.173 | 0.090 | |
| 16:30 | 4.84 | 0.93 | 0.157 | 0.092 | |
| 16:45 | 4.96 | 0.97 | 0.169 | 0.094 | |
| 17:00 | 4.91 | 0.98 | 0.169 | 0.096 | |
| 17:15 | 4.68 | 0.87 | 0.140 | 0.097 | |
| 17:30 | 4.91 | 1.01 | 0.175 | 0.099 | |
| 17:45 | 4.69 | 0.89 | 0.145 | 0.100 | |
| 18:00 | 4.94 | 0.98 | 0.170 | 0.102 | |
| 18:15 | 4.95 | 0.97 | 0.169 | 0.104 | |
| 18:30 | 4.75 | 0.92 | 0.151 | 0.105 | |
| 18:45 | 4.76 | 0.94 | 0.155 | 0.107 | |
| 19:00 | 4.72 | 0.90 | 0.148 | 0.109 | |
| 19:15 | 4.81 | 0.97 | 0.162 | 0.110 | |
| 19:30 | 4.80 | 0.96 | 0.161 | 0.112 | |
| 19:45 | 4.77 | 0.92 | 0.152 | 0.114 | |
| 20:00 | 4.65 | 0.86 | 0.137 | 0.115 | |
| 20:15 | 4.57 | 0.88 | 0.137 | 0.116 | |
| 20:30 | 4.63 | 0.92 | 0.147 | 0.118 | |
| 20:45 | 4.62 | 0.95 | 0.151 | 0.120 | |
| 21:00 | 4.56 | 0.90 | 0.141 | 0.121 | |
| 21:15 | 4.34 | 0.82 | 0.120 | 0.122 | |
| 21:30 | 4.22 | 0.81 | 0.114 | 0.123 | |
| 21:45 | 4.25 | 0.77 | 0.109 | 0.125 | |
| 22:00 | 4.26 | 0.75 | 0.107 | 0.126 | |
| 22:15 | 4.22 | 0.81 | 0.115 | 0.127 | |
| 22:30 | 4.02 | 0.73 | 0.097 | 0.128 | |
| 22:45 | 4.00 | 0.67 | 0.088 | 0.129 | |
| 23:00 | 4.01 | 0.69 | 0.092 | 0.130 | |
| 23:15 | 4.06 | 0.77 | 0.103 | 0.131 | |
| 23:30 | 4.18 | 0.83 | 0.115 | 0.132 | |
| 23:45 | 3.95 | 0.71 | 0.092 | 0.133 | |
| **Daily Totals:** | | 0.092 | | **0.133** | |

**Data reported every:** 15 Minutes

# Daily Flow Report

**Site:**
1
225 Boston Post Road Port Chester, NY 10" Circular line

FLOW ASSESSMENT SERVICES

| Time | Depth (in) | Velocity (fps) | Flow (mgd) | Cumm Flow (mg) | Rain (in) |
|---|---|---|---|---|---|
| **10/18/2016** | | | | | |
| 0:00 | 3.94 | 0.70 | 0.091 | 0.001 | |
| 0:15 | 3.78 | 0.56 | 0.069 | 0.002 | |
| 0:30 | 3.71 | 0.60 | 0.071 | 0.002 | |
| 0:45 | 3.69 | 0.64 | 0.075 | 0.003 | |
| 1:00 | 3.64 | 0.61 | 0.071 | 0.004 | |
| 1:15 | 3.66 | 0.57 | 0.067 | 0.005 | |
| 1:30 | 3.70 | 0.54 | 0.064 | 0.005 | |
| 1:45 | 3.80 | 0.67 | 0.083 | 0.006 | |
| 2:00 | 3.73 | 0.63 | 0.075 | 0.007 | |
| 2:15 | 3.72 | 0.63 | 0.075 | 0.008 | |
| 2:30 | 3.78 | 0.65 | 0.080 | 0.009 | |
| 2:45 | 3.65 | 0.60 | 0.070 | 0.009 | |
| 3:00 | 3.61 | 0.64 | 0.073 | 0.010 | |
| 3:15 | 3.71 | 0.59 | 0.070 | 0.011 | |
| 3:30 | 3.73 | 0.54 | 0.065 | 0.011 | |
| 3:45 | 3.75 | 0.59 | 0.071 | 0.012 | |
| 4:00 | 3.70 | 0.57 | 0.068 | 0.013 | |
| 4:15 | 3.72 | 0.63 | 0.075 | 0.014 | |
| 4:30 | 3.90 | 0.67 | 0.086 | 0.015 | |
| 4:45 | 3.94 | 0.65 | 0.084 | 0.015 | |
| 5:00 | 4.00 | 0.66 | 0.087 | 0.016 | |
| 5:15 | 4.50 | 0.87 | 0.134 | 0.018 | |
| 5:30 | 4.35 | 0.80 | 0.118 | 0.019 | |
| 5:45 | 4.50 | 0.87 | 0.134 | 0.020 | |
| 6:00 | 4.60 | 0.89 | 0.140 | 0.022 | |
| 6:15 | 4.81 | 0.93 | 0.156 | 0.023 | |
| 6:30 | 4.58 | 0.86 | 0.135 | 0.025 | |
| 6:45 | 4.66 | 0.86 | 0.138 | 0.026 | |
| 7:00 | 4.59 | 0.86 | 0.136 | 0.028 | |
| 7:15 | 4.82 | 0.92 | 0.154 | 0.029 | |
| 7:30 | 4.57 | 0.85 | 0.134 | 0.031 | |
| 7:45 | 4.55 | 0.86 | 0.134 | 0.032 | |
| 8:00 | 4.88 | 0.94 | 0.162 | 0.034 | |
| 8:15 | 4.53 | 0.77 | 0.120 | 0.035 | |
| 8:30 | 4.53 | 0.84 | 0.130 | 0.036 | |
| 8:45 | 4.68 | 0.91 | 0.147 | 0.038 | |
| 9:00 | 4.50 | 0.82 | 0.127 | 0.039 | |
| 9:15 | 4.50 | 0.84 | 0.129 | 0.041 | |
| 9:30 | 4.57 | 0.87 | 0.136 | 0.042 | |
| 9:45 | 4.67 | 0.92 | 0.148 | 0.044 | |
| 10:00 | 4.89 | 0.95 | 0.163 | 0.045 | |
| 10:15 | 4.67 | 0.88 | 0.142 | 0.047 | |
| 10:30 | 4.68 | 0.85 | 0.139 | 0.048 | |
| 10:45 | 4.86 | 0.92 | 0.157 | 0.050 | |
| 11:00 | 4.76 | 0.86 | 0.143 | 0.051 | |
| 11:15 | 4.75 | 0.88 | 0.146 | 0.053 | |
| 11:30 | 4.74 | 0.91 | 0.150 | 0.054 | |
| 11:45 | 4.85 | 0.92 | 0.156 | 0.056 | |
| 12:00 | 4.81 | 0.94 | 0.158 | 0.058 | |
| 12:15 | 5.23 | 1.02 | 0.193 | 0.060 | |
| 12:30 | 4.72 | 0.92 | 0.150 | 0.061 | |
| 12:45 | 4.73 | 0.91 | 0.150 | 0.063 | |
| 13:00 | 4.72 | 0.90 | 0.148 | 0.064 | |
| 13:15 | 4.67 | 0.91 | 0.146 | 0.066 | |
| 13:30 | 4.77 | 0.94 | 0.156 | 0.067 | |
| 13:45 | 4.58 | 0.81 | 0.127 | 0.069 | |
| 14:00 | 4.48 | 0.81 | 0.124 | 0.070 | |
| 14:15 | 4.53 | 0.78 | 0.121 | 0.071 | |
| 14:30 | 4.55 | 0.81 | 0.127 | 0.073 | |
| 14:45 | 4.97 | 0.97 | 0.170 | 0.074 | |
| 15:00 | 4.82 | 0.91 | 0.152 | 0.076 | |
| 15:15 | 4.64 | 0.85 | 0.137 | 0.077 | |
| 15:30 | 4.66 | 0.87 | 0.139 | 0.079 | |
| 15:45 | 4.69 | 0.84 | 0.136 | 0.080 | |
| 16:00 | 4.49 | 0.79 | 0.120 | 0.082 | |
| 16:15 | 4.73 | 0.90 | 0.147 | 0.083 | |
| 16:30 | 4.83 | 0.86 | 0.146 | 0.085 | |
| 16:45 | 4.58 | 0.83 | 0.131 | 0.086 | |
| 17:00 | 4.68 | 0.88 | 0.143 | 0.087 | |
| 17:15 | 5.01 | 1.00 | 0.177 | 0.089 | |
| 17:30 | 4.86 | 0.92 | 0.157 | 0.091 | |
| 17:45 | 4.79 | 0.89 | 0.148 | 0.093 | |
| 18:00 | 4.82 | 0.88 | 0.148 | 0.094 | |
| 18:15 | 4.67 | 0.88 | 0.142 | 0.096 | |
| 18:30 | 5.04 | 0.98 | 0.176 | 0.097 | |
| 18:45 | 4.68 | 0.87 | 0.140 | 0.099 | |
| 19:00 | 4.66 | 0.86 | 0.138 | 0.100 | |
| 19:15 | 4.62 | 0.88 | 0.140 | 0.102 | |
| 19:30 | 4.63 | 0.83 | 0.133 | 0.103 | |
| 19:45 | 4.60 | 0.86 | 0.136 | 0.105 | |
| 20:00 | 4.53 | 0.84 | 0.130 | 0.106 | |
| 20:15 | 4.54 | 0.81 | 0.126 | 0.107 | |
| 20:30 | 4.61 | 0.86 | 0.137 | 0.109 | |
| 20:45 | 4.69 | 0.85 | 0.138 | 0.110 | |
| 21:00 | 4.61 | 0.86 | 0.136 | 0.111 | |
| 21:15 | 4.55 | 0.84 | 0.132 | 0.113 | |
| 21:30 | 4.40 | 0.77 | 0.116 | 0.114 | |
| 21:45 | 4.28 | 0.70 | 0.101 | 0.115 | |
| 22:00 | 4.43 | 0.78 | 0.118 | 0.116 | |
| 22:15 | 4.51 | 0.82 | 0.126 | 0.118 | |
| 22:30 | 4.22 | 0.63 | 0.089 | 0.119 | |
| 22:45 | 4.05 | 0.57 | 0.076 | 0.119 | |
| 23:00 | 3.98 | 0.59 | 0.078 | 0.120 | |
| 23:15 | 3.90 | 0.56 | 0.071 | 0.121 | |
| 23:30 | 3.99 | 0.57 | 0.074 | 0.122 | |
| 23:45 | 3.92 | 0.62 | 0.079 | 0.123 | |
| **Daily Totals:** | | 0.079 | | **0.123** | |

**Data reported every:** 15 Minutes

# Daily Flow Report

**Site:**
1
225 Boston Post Road Port Chester, NY 10" Circular line

FLOW ASSESSMENT SERVICES

| Time | Depth (in) | Velocity (fps) | Flow (mgd) | Cumm Flow (mg) | Rain (in) |
|---|---|---|---|---|---|
| **10/19/2016** | | | | | |
| 0:00 | 3.86 | 0.58 | 0.072 | 0.001 | |
| 0:15 | 3.87 | 0.53 | 0.067 | 0.001 | |
| 0:30 | 3.85 | 0.58 | 0.073 | 0.002 | |
| 0:45 | 3.86 | 0.64 | 0.081 | 0.003 | |
| 1:00 | 3.80 | 0.61 | 0.074 | 0.004 | |
| 1:15 | 3.79 | 0.57 | 0.070 | 0.005 | |
| 1:30 | 3.73 | 0.56 | 0.067 | 0.005 | |
| 1:45 | 3.88 | 0.59 | 0.075 | 0.006 | |
| 2:00 | 3.98 | 0.62 | 0.081 | 0.007 | |
| 2:15 | 3.79 | 0.60 | 0.074 | 0.008 | |
| 2:30 | 3.74 | 0.59 | 0.071 | 0.008 | |
| 2:45 | 3.80 | 0.61 | 0.075 | 0.009 | |
| 3:00 | 3.86 | 0.55 | 0.069 | 0.010 | |
| 3:15 | 3.85 | 0.52 | 0.065 | 0.011 | |
| 3:30 | 3.85 | 0.55 | 0.069 | 0.011 | |
| 3:45 | 3.81 | 0.55 | 0.068 | 0.012 | |
| 4:00 | 3.86 | 0.51 | 0.064 | 0.013 | |
| 4:15 | 3.87 | 0.58 | 0.073 | 0.013 | |
| 4:30 | 3.93 | 0.57 | 0.073 | 0.014 | |
| 4:45 | 4.08 | 0.67 | 0.091 | 0.015 | |
| 5:00 | 4.01 | 0.60 | 0.079 | 0.016 | |
| 5:15 | 4.09 | 0.56 | 0.076 | 0.017 | |
| 5:30 | 4.18 | 0.65 | 0.091 | 0.018 | |
| 5:45 | 4.42 | 0.73 | 0.111 | 0.019 | |
| 6:00 | 4.60 | 0.81 | 0.129 | 0.020 | |
| 6:15 | 4.70 | 0.82 | 0.134 | 0.022 | |
| 6:30 | 4.59 | 0.83 | 0.131 | 0.023 | |
| 6:45 | 4.48 | 0.79 | 0.121 | 0.024 | |
| 7:00 | 4.77 | 0.87 | 0.145 | 0.026 | |
| 7:15 | 4.71 | 0.87 | 0.142 | 0.027 | |
| 7:30 | 4.81 | 0.86 | 0.145 | 0.029 | |
| 7:45 | 4.76 | 0.86 | 0.142 | 0.030 | |
| 8:00 | 5.02 | 0.92 | 0.164 | 0.032 | |
| 8:15 | 4.71 | 0.81 | 0.132 | 0.033 | |
| 8:30 | 4.62 | 0.84 | 0.134 | 0.035 | |
| 8:45 | 4.84 | 0.88 | 0.149 | 0.036 | |
| 9:00 | 4.76 | 0.86 | 0.142 | 0.038 | |
| 9:15 | 4.66 | 0.79 | 0.127 | 0.039 | |
| 9:30 | 4.84 | 0.94 | 0.160 | 0.041 | |
| 9:45 | 4.94 | 0.93 | 0.161 | 0.042 | |
| 10:00 | 4.97 | 0.96 | 0.168 | 0.044 | |
| 10:15 | 4.82 | 0.85 | 0.143 | 0.046 | |
| 10:30 | 4.82 | 0.88 | 0.148 | 0.047 | |
| 10:45 | 4.84 | 0.88 | 0.148 | 0.049 | |
| 11:00 | 4.90 | 0.88 | 0.150 | 0.050 | |
| 11:15 | 5.12 | 0.96 | 0.177 | 0.052 | |
| 11:30 | 4.83 | 0.88 | 0.149 | 0.054 | |
| 11:45 | 4.58 | 0.78 | 0.123 | 0.055 | |
| 12:00 | 4.61 | 0.84 | 0.133 | 0.056 | |
| 12:15 | 4.77 | 0.83 | 0.138 | 0.058 | |
| 12:30 | 4.80 | 0.90 | 0.150 | 0.059 | |
| 12:45 | 4.85 | 0.88 | 0.149 | 0.061 | |
| 13:00 | 4.77 | 0.86 | 0.143 | 0.062 | |
| 13:15 | 4.79 | 0.89 | 0.148 | 0.064 | |
| 13:30 | 4.88 | 0.91 | 0.155 | 0.066 | |
| 13:45 | 4.76 | 0.84 | 0.140 | 0.067 | |
| 14:00 | 4.84 | 0.87 | 0.147 | 0.069 | |
| 14:15 | 5.01 | 0.95 | 0.169 | 0.070 | |
| 14:30 | 4.48 | 0.81 | 0.124 | 0.072 | |
| 14:45 | 4.53 | 0.77 | 0.120 | 0.073 | |
| 15:00 | 4.68 | 0.83 | 0.134 | 0.074 | |
| 15:15 | 4.49 | 0.78 | 0.120 | 0.075 | |
| 15:30 | 4.63 | 0.84 | 0.134 | 0.077 | |
| 15:45 | 4.72 | 0.89 | 0.146 | 0.078 | |
| 16:00 | 4.63 | 0.87 | 0.139 | 0.080 | |
| 16:15 | 4.24 | 0.70 | 0.100 | 0.081 | |
| 16:30 | 4.41 | 0.82 | 0.122 | 0.082 | |
| 16:45 | 4.53 | 0.84 | 0.130 | 0.084 | |
| 17:00 | 4.52 | 0.82 | 0.126 | 0.085 | |
| 17:15 | 4.31 | 0.74 | 0.108 | 0.086 | |
| 17:30 | 5.43 | 1.06 | 0.207 | 0.088 | |
| 17:45 | 5.19 | 1.07 | 0.198 | 0.090 | |
| 18:00 | 5.24 | 1.10 | 0.206 | 0.092 | |
| 18:15 | 5.24 | 1.12 | 0.210 | 0.094 | |
| 18:30 | 4.97 | 1.02 | 0.178 | 0.096 | |
| 18:45 | 5.20 | 1.07 | 0.200 | 0.098 | |
| 19:00 | 4.53 | 0.85 | 0.133 | 0.100 | |
| 19:15 | 4.26 | 0.75 | 0.107 | 0.101 | |
| 19:30 | 4.30 | 0.81 | 0.117 | 0.102 | |
| 19:45 | 4.44 | 0.84 | 0.128 | 0.103 | |
| 20:00 | 5.00 | 1.03 | 0.181 | 0.105 | |
| 20:15 | 4.68 | 0.92 | 0.149 | 0.107 | |
| 20:30 | 4.53 | 0.88 | 0.137 | 0.108 | |
| 20:45 | 4.49 | 0.84 | 0.129 | 0.110 | |
| 21:00 | 4.43 | 0.83 | 0.125 | 0.111 | |
| 21:15 | 4.32 | 0.81 | 0.118 | 0.112 | |
| 21:30 | 4.41 | 0.82 | 0.123 | 0.113 | |
| 21:45 | 4.55 | 0.84 | 0.131 | 0.115 | |
| 22:00 | 4.33 | 0.80 | 0.117 | 0.116 | |
| 22:15 | 4.34 | 0.83 | 0.122 | 0.117 | |
| 22:30 | 4.14 | 0.71 | 0.097 | 0.118 | |
| 22:45 | 3.97 | 0.67 | 0.088 | 0.119 | |
| 23:00 | 3.98 | 0.65 | 0.085 | 0.120 | |
| 23:15 | 4.07 | 0.65 | 0.087 | 0.121 | |
| 23:30 | 3.96 | 0.68 | 0.088 | 0.122 | |
| 23:45 | 3.82 | 0.73 | 0.090 | 0.123 | |
| **Daily Totals:** | | 0.090 | | **0.123** | |

**Data reported every:** 15 Minutes

# Daily Flow Report

**Site:**
1
225 Boston Post Road Port Chester, NY 10" Circular line

FLOW ASSESSMENT SERVICES

| Time | Depth (in) | Velocity (fps) | Flow (mgd) | Cumm Flow (mg) | Rain (in) |
|---|---|---|---|---|---|
| **10/20/2016** | | | | | |
| 0:00 | 3.85 | 0.65 | 0.082 | 0.001 | |
| 0:15 | 3.84 | 0.63 | 0.078 | 0.002 | |
| 0:30 | 3.81 | 0.58 | 0.071 | 0.002 | |
| 0:45 | 3.86 | 0.67 | 0.084 | 0.003 | |
| 1:00 | 3.92 | 0.65 | 0.083 | 0.004 | |
| 1:15 | 3.98 | 0.68 | 0.089 | 0.005 | |
| 1:30 | 3.95 | 0.71 | 0.092 | 0.006 | |
| 1:45 | 4.00 | 0.70 | 0.091 | 0.007 | |
| 2:00 | 3.88 | 0.65 | 0.082 | 0.008 | |
| 2:15 | 3.83 | 0.65 | 0.081 | 0.009 | |
| 2:30 | 3.70 | 0.67 | 0.079 | 0.009 | |
| 2:45 | 3.73 | 0.70 | 0.084 | 0.010 | |
| 3:00 | 3.77 | 0.66 | 0.081 | 0.011 | |
| 3:15 | 3.82 | 0.68 | 0.084 | 0.012 | |
| 3:30 | 3.68 | 0.71 | 0.083 | 0.013 | |
| 3:45 | 4.20 | 0.79 | 0.111 | 0.014 | |
| 4:00 | 4.21 | 0.75 | 0.106 | 0.015 | |
| 4:15 | 4.14 | 0.74 | 0.103 | 0.016 | |
| 4:30 | 4.00 | 0.69 | 0.091 | 0.017 | |
| 4:45 | 3.97 | 0.66 | 0.086 | 0.018 | |
| 5:00 | 4.05 | 0.73 | 0.097 | 0.019 | |
| 5:15 | 4.56 | 0.89 | 0.140 | 0.021 | |
| 5:30 | 4.45 | 0.85 | 0.129 | 0.022 | |
| 5:45 | 4.31 | 0.80 | 0.117 | 0.023 | |
| 6:00 | 4.47 | 0.87 | 0.132 | 0.025 | |
| 6:15 | 4.52 | 0.83 | 0.128 | 0.026 | |
| 6:30 | 4.57 | 0.91 | 0.144 | 0.027 | |
| 6:45 | 4.58 | 0.85 | 0.135 | 0.029 | |
| 7:00 | 4.36 | 0.77 | 0.114 | 0.030 | |
| 7:15 | 4.42 | 0.83 | 0.125 | 0.031 | |
| 7:30 | 4.54 | 0.85 | 0.132 | 0.033 | |
| 7:45 | 4.85 | 0.98 | 0.169 | 0.034 | |
| 8:00 | 4.90 | 0.94 | 0.162 | 0.036 | |
| 8:15 | 4.88 | 0.97 | 0.166 | 0.038 | |
| 8:30 | 4.69 | 0.87 | 0.141 | 0.039 | |
| 8:45 | 4.67 | 0.86 | 0.138 | 0.041 | |
| 9:00 | 1.59 | 0.30 | 0.049 | 0.041 | |
| 9:15 | | | | 0.041 | |
| 9:30 | | | | 0.041 | |
| 9:45 | | | | 0.041 | |
| 10:00 | | | | 0.041 | |
| 10:15 | | | | 0.041 | |
| 10:30 | | | | 0.041 | |
| 10:45 | | | | 0.041 | |
| 11:00 | | | | 0.041 | |
| 11:15 | | | | 0.041 | |
| 11:30 | | | | 0.041 | |
| 11:45 | | | | 0.041 | |
| 12:00 | | | | 0.041 | |
| 12:15 | | | | 0.041 | |
| 12:30 | | | | 0.041 | |
| 12:45 | | | | 0.041 | |
| 13:00 | | | | 0.041 | |
| 13:15 | | | | 0.041 | |
| 13:30 | | | | 0.041 | |
| 13:45 | | | | 0.041 | |
| 14:00 | | | | 0.041 | |
| 14:15 | | | | 0.041 | |
| 14:30 | | | | 0.041 | |
| 14:45 | | | | 0.041 | |
| 15:00 | | | | 0.041 | |
| 15:15 | | | | 0.041 | |
| 15:30 | | | | 0.041 | |
| 15:45 | | | | 0.041 | |
| 16:00 | | | | 0.041 | |
| 16:15 | | | | 0.041 | |
| 16:30 | | | | 0.041 | |
| 16:45 | | | | 0.041 | |
| 17:00 | | | | 0.041 | |
| 17:15 | | | | 0.041 | |
| 17:30 | | | | 0.041 | |
| 17:45 | | | | 0.041 | |
| 18:00 | | | | 0.041 | |
| 18:15 | | | | 0.041 | |
| 18:30 | | | | 0.041 | |
| 18:45 | | | | 0.041 | |
| 19:00 | | | | 0.041 | |
| 19:15 | | | | 0.041 | |
| 19:30 | | | | 0.041 | |
| 19:45 | | | | 0.041 | |
| 20:00 | | | | 0.041 | |
| 20:15 | | | | 0.041 | |
| 20:30 | | | | 0.041 | |
| 20:45 | | | | 0.041 | |
| 21:00 | | | | 0.041 | |
| 21:15 | | | | 0.041 | |
| 21:30 | | | | 0.041 | |
| 21:45 | | | | 0.041 | |
| 22:00 | | | | 0.041 | |
| 22:15 | | | | 0.041 | |
| 22:30 | | | | 0.041 | |
| 22:45 | | | | 0.041 | |
| 23:00 | | | | 0.041 | |
| 23:15 | | | | 0.041 | |
| 23:30 | | | | 0.041 | |
| 23:45 | | | | 0.041 | |
| **Daily Totals:** | | | | **0.041** | |

**Data reported every:** 15 Minutes

# Summary Flow Report

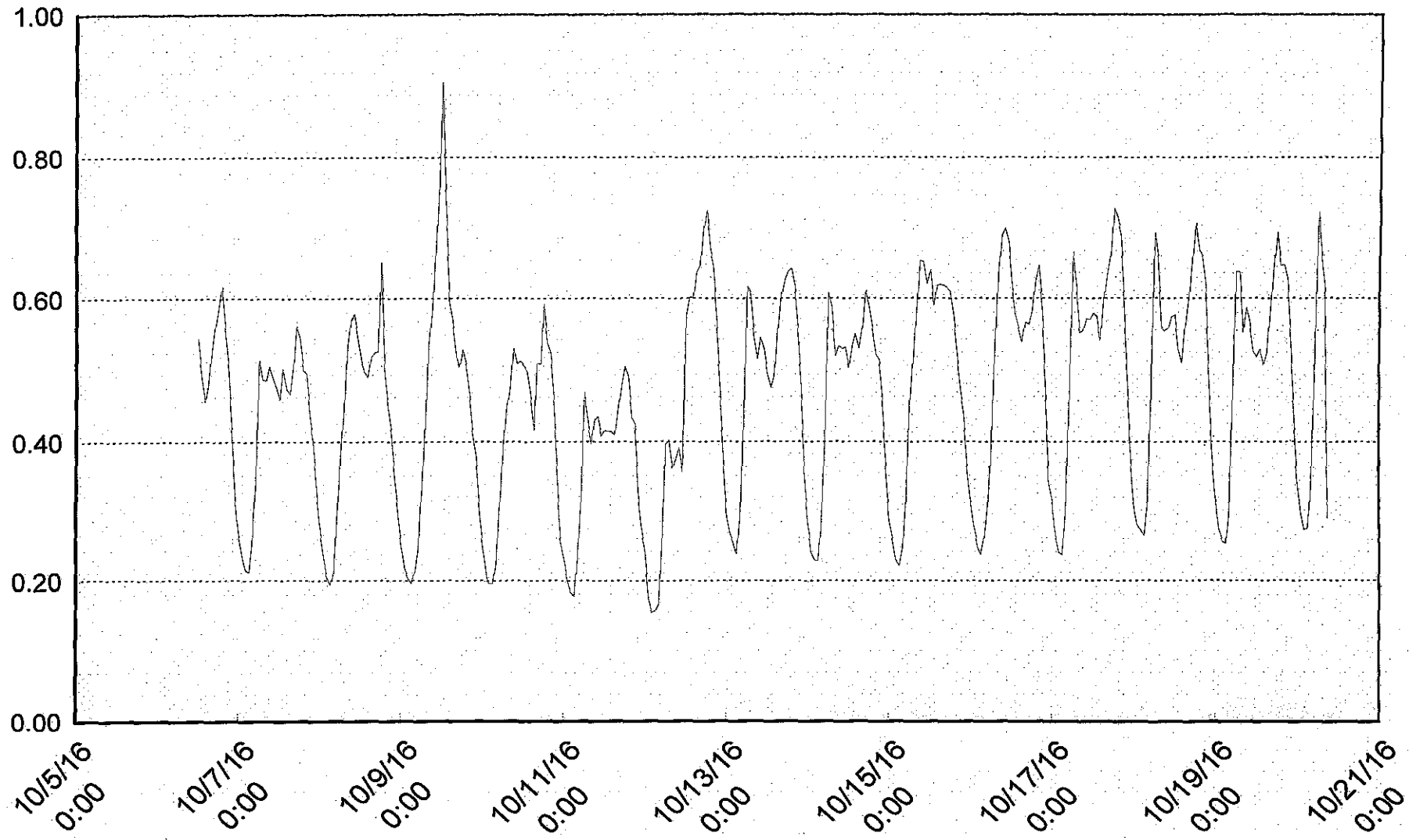
**Site:**
2
137 Boston Post Road Port Chester, NY 17" Circular line

| Date | Minimum Flow (mgd) | Peak Flow (mgd) | Total Daily Flow (mg) | Total Rain (in) | Peak Hourly Rain (in) | Peak Interval Rain (in) |
|---|---|---|---|---|---|---|
| 10/6/2016 (Thu) | 0.276 | 0.654 | 0.252 | | | |
| 10/7/2016 (Fri) | 0.200 | 0.659 | 0.423 | | | |
| 10/8/2016 (Sat) | 0.181 | 0.793 | 0.425 | | | |
| 10/9/2016 (Sun) | 0.185 | **1.036** | 0.460 | | | |
| 10/10/2016 (Mon) | 0.180 | 0.725 | 0.412 | | | |
| 10/11/2016 (Tue) | 0.166 | 0.551 | 0.372 | | | |
| 10/12/2016 (Wed) | **0.131** | 0.798 | 0.443 | | | |
| 10/13/2016 (Thu) | 0.222 | 0.708 | 0.486 | | | |
| 10/14/2016 (Fri) | 0.213 | 0.680 | 0.469 | | | |
| 10/15/2016 (Sat) | 0.212 | 0.714 | 0.488 | | | |
| 10/16/2016 (Sun) | 0.221 | 0.768 | 0.497 | | | |
| 10/17/2016 (Mon) | 0.226 | 0.819 | **0.522** | | | |
| 10/18/2016 (Tue) | 0.252 | 0.777 | 0.518 | | | |
| 10/19/2016 (Wed) | 0.240 | 0.754 | 0.511 | | | |
| 10/20/2016 (Thu) | 0.256 | 0.777 | 0.179 | | | |
| | | **Total for period** | 6.457 | | | |
| | | **Min:** | 0.131 | | | |
| | | **Avg:** | 0.430 | | | |
| | | **Max:** | 1.036 | | | |

# Flow Graph

**Site:**
2
137 Boston Post Road Port Chester, NY 17" Circular line

**Flow (mgd)** **Printed on:** 10/24/2016 **Period Covered:** 10/06/2016 - 10/21/2016 **Every** 1 Hour



# Daily Flow Report

**Site:**
2
137 Boston Post Road  Port Chester, NY  17" Circular line

FLOW ASSESSMENT SERVICES

| Time | Depth (in) | Velocity (fps) | Flow (mgd) | Cumm Flow (mg) | Rain (in) |
|---|---|---|---|---|---|
| **10/6/2016** | | | | | |
| 0:00 | | | | | |
| 0:15 | | | | | |
| 0:30 | | | | | |
| 0:45 | | | | | |
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| 9:00 | | | | | |
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| 9:45 | | | | | |
| 10:00 | | | | | |
| 10:15 | | | | | |
| 10:30 | | | | | |
| 10:45 | | | | | |
| 11:00 | | | | | |
| 11:15 | | | | | |
| 11:30 | | | | | |
| 11:45 | | | | | |
| 12:00 | 3.69 | 1.35 | 0.387 | 0.004 | |
| 12:15 | 5.59 | 2.08 | 0.605 | 0.010 | |
| 12:30 | 5.40 | 2.16 | 0.602 | 0.017 | |
| 12:45 | 5.34 | 2.13 | 0.584 | 0.023 | |
| 13:00 | 5.38 | 2.16 | 0.597 | 0.029 | |
| 13:15 | 4.64 | 2.05 | 0.462 | 0.034 | |
| 13:30 | 4.65 | 2.07 | 0.468 | 0.039 | |
| 13:45 | 4.58 | 2.00 | 0.442 | 0.043 | |
| 14:00 | 4.65 | 2.07 | 0.467 | 0.048 | |
| 14:15 | 4.66 | 1.99 | 0.451 | 0.053 | |
| 14:30 | 4.50 | 2.05 | 0.442 | 0.057 | |
| 14:45 | 4.64 | 2.06 | 0.464 | 0.062 | |
| 15:00 | 4.53 | 2.05 | 0.448 | 0.067 | |
| 15:15 | 4.61 | 2.14 | 0.477 | 0.072 | |
| 15:30 | 4.72 | 2.14 | 0.493 | 0.077 | |
| 15:45 | 4.77 | 2.15 | 0.504 | 0.082 | |
| 16:00 | 4.73 | 2.15 | 0.497 | 0.087 | |
| 16:15 | 4.81 | 2.17 | 0.514 | 0.093 | |
| 16:30 | 4.95 | 2.17 | 0.535 | 0.098 | |
| 16:45 | 5.00 | 2.25 | 0.562 | 0.104 | |
| 17:00 | 5.07 | 2.25 | 0.575 | 0.110 | |
| 17:15 | 4.94 | 2.20 | 0.542 | 0.116 | |
| 17:30 | 4.92 | 2.21 | 0.542 | 0.121 | |
| 17:45 | 5.12 | 2.26 | 0.585 | 0.128 | |
| 18:00 | 5.08 | 2.23 | 0.571 | 0.134 | |
| 18:15 | 5.22 | 2.29 | 0.607 | 0.140 | |
| 18:30 | 5.18 | 2.26 | 0.593 | 0.146 | |
| 18:45 | 5.08 | 2.27 | 0.580 | 0.152 | |
| 19:00 | 5.12 | 2.29 | 0.591 | 0.158 | |
| 19:15 | 5.30 | 2.32 | 0.630 | 0.165 | |
| 19:30 | 5.33 | 2.33 | 0.637 | 0.171 | |
| 19:45 | 5.26 | 2.29 | 0.614 | 0.178 | |
| 20:00 | 5.00 | 2.27 | 0.568 | 0.184 | |
| 20:15 | 5.00 | 2.25 | 0.563 | 0.190 | |
| 20:30 | 5.03 | 2.27 | 0.572 | 0.196 | |
| 20:45 | 4.80 | 2.16 | 0.511 | 0.201 | |
| 21:00 | 4.79 | 2.21 | 0.520 | 0.206 | |
| 21:15 | 4.87 | 2.20 | 0.530 | 0.212 | |
| 21:30 | 4.69 | 2.10 | 0.480 | 0.217 | |
| 21:45 | 4.68 | 2.08 | 0.475 | 0.222 | |
| 22:00 | 4.51 | 2.03 | 0.440 | 0.226 | |
| 22:15 | 4.40 | 1.97 | 0.412 | 0.231 | |
| 22:30 | 4.35 | 1.93 | 0.397 | 0.235 | |
| 22:45 | 4.31 | 1.86 | 0.377 | 0.239 | |
| 23:00 | 4.15 | 1.83 | 0.352 | 0.242 | |
| 23:15 | 4.00 | 1.79 | 0.328 | 0.246 | |
| 23:30 | 3.88 | 1.72 | 0.301 | 0.249 | |
| 23:45 | 3.81 | 1.68 | 0.286 | 0.252 | |
| **Daily Totals:** | | 0.286 | | **0.252** | |

**Data reported every:** 15 Minutes

# Daily Flow Report

**Site:**
2
137 Boston Post Road Port Chester, NY 17" Circular line

FLOW ASSESSMENT SERVICES

| Time | Depth (in) | Velocity (fps) | Flow (mgd) | Cumm Flow (mg) | Rain (in) |
|---|---|---|---|---|---|
| **10/7/2016** | | | | | |
| 0:00 | 3.79 | 1.68 | 0.284 | 0.003 | |
| 0:15 | 3.70 | 1.64 | 0.269 | 0.006 | |
| 0:30 | 3.75 | 1.62 | 0.270 | 0.009 | |
| 0:45 | 3.67 | 1.55 | 0.250 | 0.011 | |
| 1:00 | 3.64 | 1.55 | 0.248 | 0.014 | |
| 1:15 | 3.58 | 1.49 | 0.232 | 0.016 | |
| 1:30 | 3.53 | 1.55 | 0.236 | 0.019 | |
| 1:45 | 3.50 | 1.47 | 0.222 | 0.021 | |
| 2:00 | 3.49 | 1.51 | 0.227 | 0.023 | |
| 2:15 | 3.44 | 1.39 | 0.206 | 0.025 | |
| 2:30 | 3.45 | 1.45 | 0.214 | 0.028 | |
| 2:45 | 3.45 | 1.45 | 0.215 | 0.030 | |
| 3:00 | 3.41 | 1.45 | 0.211 | 0.032 | |
| 3:15 | 3.39 | 1.41 | 0.204 | 0.034 | |
| 3:30 | 3.45 | 1.45 | 0.215 | 0.037 | |
| 3:45 | 3.44 | 1.47 | 0.217 | 0.039 | |
| 4:00 | 3.49 | 1.51 | 0.228 | 0.041 | |
| 4:15 | 3.58 | 1.54 | 0.241 | 0.044 | |
| 4:30 | 3.75 | 1.58 | 0.263 | 0.046 | |
| 4:45 | 3.79 | 1.60 | 0.271 | 0.049 | |
| 5:00 | 4.07 | 1.69 | 0.317 | 0.053 | |
| 5:15 | 4.00 | 1.77 | 0.323 | 0.056 | |
| 5:30 | 4.14 | 1.85 | 0.354 | 0.060 | |
| 5:45 | 4.16 | 1.91 | 0.370 | 0.063 | |
| 6:00 | 4.55 | 2.04 | 0.447 | 0.068 | |
| 6:15 | 4.72 | 2.05 | 0.474 | 0.073 | |
| 6:30 | 5.49 | 2.15 | 0.611 | 0.079 | |
| 6:45 | 4.93 | 2.14 | 0.526 | 0.085 | |
| 7:00 | 4.87 | 2.11 | 0.508 | 0.090 | |
| 7:15 | 4.85 | 2.14 | 0.513 | 0.095 | |
| 7:30 | 4.70 | 2.07 | 0.474 | 0.100 | |
| 7:45 | 4.66 | 2.01 | 0.455 | 0.105 | |
| 8:00 | 4.56 | 2.09 | 0.461 | 0.110 | |
| 8:15 | 4.78 | 2.04 | 0.479 | 0.115 | |
| 8:30 | 4.92 | 2.12 | 0.519 | 0.120 | |
| 8:45 | 4.82 | 2.04 | 0.485 | 0.125 | |
| 9:00 | 4.89 | 2.10 | 0.508 | 0.131 | |
| 9:15 | 4.91 | 2.09 | 0.511 | 0.136 | |
| 9:30 | 4.94 | 2.06 | 0.506 | 0.141 | |
| 9:45 | 5.04 | 1.97 | 0.496 | 0.146 | |
| 10:00 | 4.94 | 2.03 | 0.499 | 0.152 | |
| 10:15 | 4.92 | 1.94 | 0.474 | 0.157 | |
| 10:30 | 5.02 | 1.93 | 0.486 | 0.162 | |
| 10:45 | 4.97 | 2.01 | 0.497 | 0.167 | |
| 11:00 | 4.93 | 2.00 | 0.490 | 0.172 | |
| 11:15 | 5.14 | 1.96 | 0.509 | 0.177 | |
| 11:30 | 4.66 | 1.95 | 0.441 | 0.182 | |
| 11:45 | 4.81 | 1.95 | 0.463 | 0.187 | |
| 12:00 | 4.74 | 1.95 | 0.454 | 0.191 | |
| 12:15 | 4.74 | 1.90 | 0.442 | 0.196 | |
| 12:30 | 4.85 | 1.94 | 0.466 | 0.201 | |
| 12:45 | 4.84 | 1.98 | 0.473 | 0.206 | |
| 13:00 | 5.00 | 1.99 | 0.499 | 0.211 | |
| 13:15 | 4.95 | 1.98 | 0.487 | 0.216 | |
| 13:30 | 5.05 | 2.03 | 0.515 | 0.221 | |
| 13:45 | 5.05 | 2.00 | 0.508 | 0.227 | |
| 14:00 | 4.96 | 2.00 | 0.495 | 0.232 | |
| 14:15 | 4.95 | 2.00 | 0.494 | 0.237 | |
| 14:30 | 4.87 | 1.95 | 0.471 | 0.242 | |
| 14:45 | 4.68 | 1.92 | 0.438 | 0.246 | |
| 15:00 | 4.63 | 1.96 | 0.440 | 0.251 | |
| 15:15 | 4.86 | 2.06 | 0.495 | 0.256 | |
| 15:30 | 4.79 | 1.99 | 0.470 | 0.261 | |
| 15:45 | 4.78 | 1.98 | 0.465 | 0.266 | |
| 16:00 | 4.73 | 1.99 | 0.461 | 0.271 | |
| 16:15 | 4.95 | 2.05 | 0.506 | 0.276 | |
| 16:30 | 5.07 | 2.08 | 0.530 | 0.282 | |
| 16:45 | 5.01 | 2.05 | 0.514 | 0.287 | |
| 17:00 | 5.06 | 2.08 | 0.529 | 0.292 | |
| 17:15 | 5.21 | 2.16 | 0.570 | 0.298 | |
| 17:30 | 5.38 | 2.14 | 0.592 | 0.305 | |
| 17:45 | 5.14 | 2.13 | 0.553 | 0.310 | |
| 18:00 | 5.05 | 2.16 | 0.546 | 0.316 | |
| 18:15 | 5.18 | 2.17 | 0.570 | 0.322 | |
| 18:30 | 5.11 | 2.10 | 0.543 | 0.328 | |
| 18:45 | 4.95 | 2.13 | 0.525 | 0.333 | |
| 19:00 | 4.86 | 2.09 | 0.502 | 0.338 | |
| 19:15 | 4.77 | 2.04 | 0.479 | 0.343 | |
| 19:30 | 4.91 | 2.08 | 0.508 | 0.349 | |
| 19:45 | 4.90 | 2.11 | 0.513 | 0.354 | |
| 20:00 | 4.85 | 2.07 | 0.496 | 0.359 | |
| 20:15 | 4.83 | 2.10 | 0.500 | 0.364 | |
| 20:30 | 4.85 | 2.09 | 0.500 | 0.369 | |
| 20:45 | 4.83 | 2.04 | 0.486 | 0.375 | |
| 21:00 | 4.75 | 2.02 | 0.470 | 0.379 | |
| 21:15 | 4.64 | 1.96 | 0.440 | 0.384 | |
| 21:30 | 4.50 | 1.92 | 0.414 | 0.388 | |
| 21:45 | 4.51 | 1.93 | 0.417 | 0.393 | |
| 22:00 | 4.53 | 1.96 | 0.427 | 0.397 | |
| 22:15 | 4.42 | 1.95 | 0.411 | 0.401 | |
| 22:30 | 4.34 | 1.83 | 0.376 | 0.405 | |
| 22:45 | 4.20 | 1.85 | 0.362 | 0.409 | |
| 23:00 | 4.19 | 1.81 | 0.354 | 0.413 | |
| 23:15 | 4.11 | 1.77 | 0.336 | 0.416 | |
| 23:30 | 4.00 | 1.78 | 0.325 | 0.420 | |
| 23:45 | 3.91 | 1.70 | 0.302 | 0.423 | |
| **Daily Totals:** | | | 0.302 | **0.423** | |

**Data reported every:** 15 Minutes

# Daily Flow Report

**Site:**
2
137 Boston Post Road Port Chester, NY 17" Circular line

FLOW ASSESSMENT SERVICES

| Time | Depth (in) | Velocity (fps) | Flow (mgd) | Cumm Flow (mg) | Rain (in) |
|---|---|---|---|---|---|
| **10/8/2016** | | | | | |
| 0:00 | 3.94 | 1.70 | 0.303 | 0.003 | |
| 0:15 | 3.89 | 1.68 | 0.295 | 0.006 | |
| 0:30 | 3.76 | 1.53 | 0.257 | 0.009 | |
| 0:45 | 3.69 | 1.57 | 0.255 | 0.012 | |
| 1:00 | 3.61 | 1.51 | 0.239 | 0.014 | |
| 1:15 | 3.60 | 1.51 | 0.238 | 0.017 | |
| 1:30 | 3.55 | 1.51 | 0.233 | 0.019 | |
| 1:45 | 3.55 | 1.53 | 0.236 | 0.021 | |
| 2:00 | 3.47 | 1.47 | 0.219 | 0.024 | |
| 2:15 | 3.42 | 1.43 | 0.209 | 0.026 | |
| 2:30 | 3.34 | 1.41 | 0.200 | 0.028 | |
| 2:45 | 3.32 | 1.43 | 0.200 | 0.030 | |
| 3:00 | 3.34 | 1.41 | 0.200 | 0.032 | |
| 3:15 | 3.31 | 1.38 | 0.192 | 0.034 | |
| 3:30 | 3.31 | 1.37 | 0.191 | 0.036 | |
| 3:45 | 3.34 | 1.36 | 0.193 | 0.038 | |
| 4:00 | 3.35 | 1.37 | 0.195 | 0.040 | |
| 4:15 | 3.35 | 1.39 | 0.198 | 0.042 | |
| 4:30 | 3.47 | 1.40 | 0.210 | 0.044 | |
| 4:45 | 3.48 | 1.46 | 0.219 | 0.047 | |
| 5:00 | 3.63 | 1.53 | 0.243 | 0.049 | |
| 5:15 | 3.89 | 1.59 | 0.278 | 0.052 | |
| 5:30 | 3.88 | 1.64 | 0.287 | 0.055 | |
| 5:45 | 4.05 | 1.70 | 0.317 | 0.058 | |
| 6:00 | 4.11 | 1.77 | 0.336 | 0.062 | |
| 6:15 | 4.21 | 1.80 | 0.354 | 0.066 | |
| 6:30 | 4.38 | 1.91 | 0.397 | 0.070 | |
| 6:45 | 4.60 | 2.00 | 0.444 | 0.074 | |
| 7:00 | 4.37 | 1.90 | 0.394 | 0.078 | |
| 7:15 | 4.58 | 1.97 | 0.435 | 0.083 | |
| 7:30 | 4.76 | 2.06 | 0.480 | 0.088 | |
| 7:45 | 4.72 | 2.01 | 0.464 | 0.093 | |
| 8:00 | 4.91 | 2.07 | 0.506 | 0.098 | |
| 8:15 | 4.99 | 2.12 | 0.530 | 0.104 | |
| 8:30 | 5.08 | 2.17 | 0.555 | 0.109 | |
| 8:45 | 5.00 | 2.13 | 0.533 | 0.115 | |
| 9:00 | 5.08 | 2.17 | 0.556 | 0.121 | |
| 9:15 | 5.20 | 2.17 | 0.572 | 0.127 | |
| 9:30 | 5.18 | 2.21 | 0.582 | 0.133 | |
| 9:45 | 5.09 | 2.21 | 0.566 | 0.139 | |
| 10:00 | 5.31 | 2.23 | 0.608 | 0.145 | |
| 10:15 | 5.23 | 2.22 | 0.591 | 0.151 | |
| 10:30 | 5.11 | 2.15 | 0.554 | 0.157 | |
| 10:45 | 5.10 | 2.19 | 0.563 | 0.163 | |
| 11:00 | 5.22 | 2.16 | 0.572 | 0.169 | |
| 11:15 | 5.00 | 2.09 | 0.523 | 0.174 | |
| 11:30 | 5.05 | 2.13 | 0.538 | 0.180 | |
| 11:45 | 5.09 | 2.13 | 0.548 | 0.186 | |
| 12:00 | 4.99 | 2.06 | 0.513 | 0.191 | |
| 12:15 | 5.04 | 2.10 | 0.531 | 0.196 | |
| 12:30 | 4.96 | 2.08 | 0.515 | 0.202 | |
| 12:45 | 4.96 | 2.04 | 0.504 | 0.207 | |
| 13:00 | 4.78 | 2.04 | 0.479 | 0.212 | |
| 13:15 | 4.85 | 2.05 | 0.492 | 0.217 | |
| 13:30 | 4.95 | 2.06 | 0.507 | 0.222 | |
| 13:45 | 4.91 | 2.10 | 0.513 | 0.228 | |
| 14:00 | 4.73 | 2.01 | 0.465 | 0.233 | |
| 14:15 | 4.78 | 2.07 | 0.485 | 0.238 | |
| 14:30 | 4.90 | 2.05 | 0.499 | 0.243 | |
| 14:45 | 4.96 | 2.07 | 0.512 | 0.248 | |
| 15:00 | 4.97 | 2.08 | 0.516 | 0.254 | |
| 15:15 | 4.85 | 2.09 | 0.501 | 0.259 | |
| 15:30 | 4.86 | 2.10 | 0.505 | 0.264 | |
| 15:45 | 5.11 | 2.15 | 0.553 | 0.270 | |
| 16:00 | 4.99 | 2.10 | 0.523 | 0.275 | |
| 16:15 | 5.04 | 2.09 | 0.529 | 0.281 | |
| 16:30 | 5.12 | 2.08 | 0.540 | 0.286 | |
| 16:45 | 5.01 | 2.02 | 0.506 | 0.292 | |
| 17:00 | 5.35 | 2.16 | 0.594 | 0.298 | |
| 17:15 | 5.06 | 2.02 | 0.514 | 0.303 | |
| 17:30 | 5.05 | 2.02 | 0.513 | 0.309 | |
| 17:45 | 4.95 | 1.96 | 0.483 | 0.314 | |
| 18:00 | 5.51 | 2.28 | 0.655 | 0.320 | |
| 18:15 | 5.95 | 2.31 | 0.737 | 0.328 | |
| 18:30 | 5.55 | 2.20 | 0.636 | 0.335 | |
| 18:45 | 5.24 | 2.16 | 0.576 | 0.341 | |
| 19:00 | 4.96 | 2.11 | 0.523 | 0.346 | |
| 19:15 | 4.79 | 2.04 | 0.481 | 0.351 | |
| 19:30 | 4.81 | 2.07 | 0.491 | 0.356 | |
| 19:45 | 4.81 | 2.05 | 0.486 | 0.361 | |
| 20:00 | 4.81 | 2.05 | 0.487 | 0.366 | |
| 20:15 | 4.70 | 2.01 | 0.460 | 0.371 | |
| 20:30 | 4.55 | 1.96 | 0.430 | 0.376 | |
| 20:45 | 4.50 | 1.96 | 0.423 | 0.380 | |
| 21:00 | 4.42 | 1.93 | 0.406 | 0.384 | |
| 21:15 | 4.51 | 1.99 | 0.431 | 0.389 | |
| 21:30 | 4.47 | 1.96 | 0.419 | 0.393 | |
| 21:45 | 4.41 | 1.92 | 0.401 | 0.397 | |
| 22:00 | 4.22 | 1.83 | 0.361 | 0.401 | |
| 22:15 | 4.35 | 1.83 | 0.378 | 0.405 | |
| 22:30 | 4.04 | 1.79 | 0.333 | 0.409 | |
| 22:45 | 4.00 | 1.80 | 0.329 | 0.412 | |
| 23:00 | 3.95 | 1.74 | 0.314 | 0.415 | |
| 23:15 | 3.91 | 1.80 | 0.318 | 0.419 | |
| 23:30 | 3.82 | 1.70 | 0.291 | 0.422 | |
| 23:45 | 3.75 | 1.70 | 0.284 | 0.425 | |
| **Daily Totals:** | | 0.284 | | **0.425** | |

**Data reported every:** 15 Minutes

# Daily Flow Report

**Site:**
2
137 Boston Post Road Port Chester, NY 17" Circular line

FLOW ASSESSMENT SERVICES

| Time | Depth (in) | Velocity (fps) | Flow (mgd) | Cumm Flow (mg) | Rain (in) |
|---|---|---|---|---|---|
| **10/9/2016** | | | | | |
| 0:00 | 3.64 | 1.65 | 0.263 | 0.003 | |
| 0:15 | 3.61 | 1.61 | 0.255 | 0.005 | |
| 0:30 | 3.59 | 1.58 | 0.248 | 0.008 | |
| 0:45 | 3.46 | 1.63 | 0.242 | 0.010 | |
| 1:00 | 3.45 | 1.55 | 0.229 | 0.013 | |
| 1:15 | 3.36 | 1.55 | 0.221 | 0.015 | |
| 1:30 | 3.40 | 1.47 | 0.213 | 0.017 | |
| 1:45 | 3.38 | 1.44 | 0.208 | 0.020 | |
| 2:00 | 3.45 | 1.44 | 0.214 | 0.022 | |
| 2:15 | 3.36 | 1.43 | 0.204 | 0.024 | |
| 2:30 | 3.26 | 1.42 | 0.194 | 0.026 | |
| 2:45 | 3.28 | 1.47 | 0.203 | 0.028 | |
| 3:00 | 3.29 | 1.45 | 0.200 | 0.030 | |
| 3:15 | 3.31 | 1.43 | 0.199 | 0.032 | |
| 3:30 | 3.27 | 1.41 | 0.193 | 0.034 | |
| 3:45 | 3.25 | 1.39 | 0.189 | 0.036 | |
| 4:00 | 3.26 | 1.42 | 0.194 | 0.038 | |
| 4:15 | 3.33 | 1.46 | 0.206 | 0.040 | |
| 4:30 | 3.45 | 1.51 | 0.224 | 0.043 | |
| 4:45 | 3.47 | 1.50 | 0.224 | 0.045 | |
| 5:00 | 3.53 | 1.49 | 0.228 | 0.047 | |
| 5:15 | 3.50 | 1.50 | 0.226 | 0.050 | |
| 5:30 | 3.60 | 1.53 | 0.241 | 0.052 | |
| 5:45 | 3.84 | 1.56 | 0.270 | 0.055 | |
| 6:00 | 3.74 | 1.67 | 0.278 | 0.058 | |
| 6:15 | 3.94 | 1.73 | 0.310 | 0.061 | |
| 6:30 | 4.17 | 1.80 | 0.348 | 0.065 | |
| 6:45 | 4.33 | 1.89 | 0.387 | 0.069 | |
| 7:00 | 4.44 | 1.87 | 0.395 | 0.073 | |
| 7:15 | 4.39 | 1.92 | 0.400 | 0.077 | |
| 7:30 | 4.50 | 1.98 | 0.427 | 0.082 | |
| 7:45 | 4.68 | 2.04 | 0.466 | 0.086 | |
| 8:00 | 4.80 | 2.10 | 0.496 | 0.092 | |
| 8:15 | 5.03 | 2.16 | 0.546 | 0.097 | |
| 8:30 | 5.05 | 2.18 | 0.553 | 0.103 | |
| 8:45 | 5.06 | 2.17 | 0.552 | 0.109 | |
| 9:00 | 5.25 | 2.22 | 0.595 | 0.115 | |
| 9:15 | 5.22 | 2.24 | 0.595 | 0.121 | |
| 9:30 | 5.22 | 2.19 | 0.581 | 0.127 | |
| 9:45 | 5.20 | 2.15 | 0.569 | 0.133 | |
| 10:00 | 5.36 | 2.26 | 0.622 | 0.140 | |
| 10:15 | 5.55 | 2.30 | 0.664 | 0.147 | |
| 10:30 | 5.56 | 2.28 | 0.661 | 0.153 | |
| 10:45 | 5.71 | 2.41 | 0.724 | 0.161 | |
| 11:00 | 5.58 | 2.34 | 0.680 | 0.168 | |
| 11:15 | 5.70 | 2.36 | 0.707 | 0.175 | |
| 11:30 | 5.97 | 2.47 | 0.790 | 0.184 | |
| 11:45 | 6.08 | 2.50 | 0.818 | 0.192 | |
| 12:00 | 6.22 | 2.48 | 0.839 | 0.201 | |
| 12:15 | 6.36 | 2.48 | 0.864 | 0.210 | |
| 12:30 | 6.72 | 2.53 | 0.949 | 0.220 | |
| 12:45 | 6.81 | 2.55 | 0.971 | 0.230 | |
| 13:00 | 6.43 | 2.47 | 0.873 | 0.239 | |
| 13:15 | 5.99 | 2.31 | 0.741 | 0.247 | |
| 13:30 | 5.76 | 2.28 | 0.694 | 0.254 | |
| 13:45 | 5.57 | 2.20 | 0.639 | 0.261 | |
| 14:00 | 5.54 | 2.19 | 0.632 | 0.267 | |
| 14:15 | 5.33 | 2.12 | 0.579 | 0.273 | |
| 14:30 | 5.39 | 2.16 | 0.599 | 0.280 | |
| 14:45 | 5.26 | 2.15 | 0.578 | 0.286 | |
| 15:00 | 5.31 | 2.16 | 0.588 | 0.292 | |
| 15:15 | 5.31 | 2.10 | 0.572 | 0.298 | |
| 15:30 | 5.21 | 2.09 | 0.553 | 0.303 | |
| 15:45 | 5.22 | 2.12 | 0.564 | 0.309 | |
| 16:00 | 5.08 | 2.03 | 0.519 | 0.315 | |
| 16:15 | 4.97 | 1.99 | 0.494 | 0.320 | |
| 16:30 | 5.06 | 2.04 | 0.519 | 0.325 | |
| 16:45 | 5.09 | 2.13 | 0.546 | 0.331 | |
| 17:00 | 5.03 | 2.03 | 0.511 | 0.336 | |
| 17:15 | 4.91 | 2.00 | 0.487 | 0.341 | |
| 17:30 | 4.98 | 2.04 | 0.507 | 0.347 | |
| 17:45 | 5.03 | 2.04 | 0.514 | 0.352 | |
| 18:00 | 5.15 | 2.08 | 0.542 | 0.358 | |
| 18:15 | 5.08 | 2.11 | 0.539 | 0.363 | |
| 18:30 | 4.90 | 2.10 | 0.510 | 0.368 | |
| 18:45 | 4.97 | 2.12 | 0.524 | 0.374 | |
| 19:00 | 4.84 | 2.10 | 0.502 | 0.379 | |
| 19:15 | 4.87 | 2.05 | 0.495 | 0.384 | |
| 19:30 | 4.88 | 2.12 | 0.512 | 0.390 | |
| 19:45 | 4.90 | 2.16 | 0.526 | 0.395 | |
| 20:00 | 4.93 | 2.09 | 0.513 | 0.400 | |
| 20:15 | 4.76 | 2.08 | 0.485 | 0.406 | |
| 20:30 | 4.64 | 2.03 | 0.457 | 0.410 | |
| 20:45 | 4.52 | 1.93 | 0.419 | 0.415 | |
| 21:00 | 4.44 | 1.93 | 0.410 | 0.419 | |
| 21:15 | 4.36 | 1.92 | 0.397 | 0.423 | |
| 21:30 | 4.42 | 1.98 | 0.415 | 0.427 | |
| 21:45 | 4.52 | 1.96 | 0.425 | 0.432 | |
| 22:00 | 4.39 | 1.95 | 0.406 | 0.436 | |
| 22:15 | 4.32 | 1.86 | 0.380 | 0.440 | |
| 22:30 | 4.20 | 1.90 | 0.373 | 0.444 | |
| 22:45 | 4.17 | 1.82 | 0.352 | 0.448 | |
| 23:00 | 4.00 | 1.78 | 0.325 | 0.451 | |
| 23:15 | 3.89 | 1.72 | 0.301 | 0.454 | |
| 23:30 | 3.92 | 1.68 | 0.299 | 0.457 | |
| 23:45 | 3.85 | 1.68 | 0.290 | 0.460 | |
| **Daily Totals:** | | 0.290 | | **0.460** | |

**Data reported every:** 15 Minutes

# Daily Flow Report

**Site:**
2
137 Boston Post Road Port Chester, NY 17" Circular line

FLOW ASSESSMENT SERVICES

| Time | Depth (in) | Velocity (fps) | Flow (mgd) | Cumm Flow (mg) | Rain (in) |
|---|---|---|---|---|---|
| **10/10/2016** | | | | | |
| 0:00 | 3.68 | 1.59 | 0.259 | 0.003 | |
| 0:15 | 3.68 | 1.59 | 0.259 | 0.005 | |
| 0:30 | 3.61 | 1.56 | 0.247 | 0.008 | |
| 0:45 | 3.51 | 1.50 | 0.228 | 0.010 | |
| 1:00 | 3.44 | 1.48 | 0.218 | 0.013 | |
| 1:15 | 3.40 | 1.47 | 0.214 | 0.015 | |
| 1:30 | 3.39 | 1.46 | 0.211 | 0.017 | |
| 1:45 | 3.32 | 1.44 | 0.202 | 0.019 | |
| 2:00 | 3.32 | 1.42 | 0.199 | 0.021 | |
| 2:15 | 3.28 | 1.38 | 0.190 | 0.023 | |
| 2:30 | 3.29 | 1.42 | 0.197 | 0.025 | |
| 2:45 | 3.29 | 1.41 | 0.195 | 0.027 | |
| 3:00 | 3.28 | 1.41 | 0.194 | 0.029 | |
| 3:15 | 3.26 | 1.43 | 0.195 | 0.031 | |
| 3:30 | 3.33 | 1.35 | 0.190 | 0.033 | |
| 3:45 | 3.36 | 1.43 | 0.204 | 0.035 | |
| 4:00 | 3.40 | 1.48 | 0.215 | 0.038 | |
| 4:15 | 3.39 | 1.46 | 0.211 | 0.040 | |
| 4:30 | 3.52 | 1.53 | 0.233 | 0.042 | |
| 4:45 | 3.56 | 1.54 | 0.239 | 0.045 | |
| 5:00 | 3.80 | 1.66 | 0.284 | 0.048 | |
| 5:15 | 3.83 | 1.70 | 0.292 | 0.051 | |
| 5:30 | 3.86 | 1.72 | 0.298 | 0.054 | |
| 5:45 | 4.15 | 1.80 | 0.346 | 0.057 | |
| 6:00 | 4.29 | 1.92 | 0.387 | 0.062 | |
| 6:15 | 4.28 | 1.84 | 0.370 | 0.065 | |
| 6:30 | 4.43 | 1.89 | 0.399 | 0.070 | |
| 6:45 | 4.54 | 1.93 | 0.423 | 0.074 | |
| 7:00 | 4.60 | 1.96 | 0.437 | 0.079 | |
| 7:15 | 4.54 | 1.97 | 0.430 | 0.083 | |
| 7:30 | 4.67 | 2.00 | 0.454 | 0.088 | |
| 7:45 | 4.80 | 1.99 | 0.470 | 0.093 | |
| 8:00 | 4.69 | 1.98 | 0.453 | 0.097 | |
| 8:15 | 4.60 | 2.01 | 0.447 | 0.102 | |
| 8:30 | 4.77 | 2.04 | 0.478 | 0.107 | |
| 8:45 | 4.97 | 2.13 | 0.528 | 0.112 | |
| 9:00 | 5.05 | 2.05 | 0.522 | 0.118 | |
| 9:15 | 4.96 | 2.11 | 0.522 | 0.123 | |
| 9:30 | 5.17 | 2.18 | 0.571 | 0.129 | |
| 9:45 | 4.87 | 2.10 | 0.506 | 0.135 | |
| 10:00 | 4.86 | 2.11 | 0.507 | 0.140 | |
| 10:15 | 4.82 | 2.06 | 0.488 | 0.145 | |
| 10:30 | 4.95 | 2.15 | 0.530 | 0.150 | |
| 10:45 | 4.86 | 2.13 | 0.512 | 0.156 | |
| 11:00 | 4.87 | 2.09 | 0.502 | 0.161 | |
| 11:15 | 5.30 | 2.08 | 0.565 | 0.167 | |
| 11:30 | 4.82 | 2.06 | 0.491 | 0.172 | |
| 11:45 | 4.87 | 2.05 | 0.495 | 0.177 | |
| 12:00 | 4.84 | 2.11 | 0.504 | 0.182 | |
| 12:15 | 4.98 | 1.96 | 0.486 | 0.187 | |
| 12:30 | 5.09 | 2.01 | 0.515 | 0.193 | |
| 12:45 | 5.05 | 2.07 | 0.524 | 0.198 | |
| 13:00 | 5.05 | 2.10 | 0.533 | 0.204 | |
| 13:15 | 4.90 | 2.02 | 0.490 | 0.209 | |
| 13:30 | 4.70 | 2.11 | 0.485 | 0.214 | |
| 13:45 | 4.81 | 2.06 | 0.487 | 0.219 | |
| 14:00 | 4.65 | 2.06 | 0.466 | 0.224 | |
| 14:15 | 4.81 | 2.06 | 0.488 | 0.229 | |
| 14:30 | 4.65 | 2.05 | 0.463 | 0.234 | |
| 14:45 | 4.61 | 2.01 | 0.451 | 0.239 | |
| 15:00 | 4.38 | 1.96 | 0.406 | 0.243 | |
| 15:15 | 4.35 | 2.00 | 0.412 | 0.247 | |
| 15:30 | 4.42 | 1.99 | 0.418 | 0.251 | |
| 15:45 | 4.46 | 2.01 | 0.429 | 0.256 | |
| 16:00 | 4.69 | 2.09 | 0.478 | 0.261 | |
| 16:15 | 4.87 | 2.16 | 0.522 | 0.266 | |
| 16:30 | 4.79 | 2.11 | 0.498 | 0.271 | |
| 16:45 | 4.93 | 2.22 | 0.545 | 0.277 | |
| 17:00 | 4.76 | 2.15 | 0.502 | 0.282 | |
| 17:15 | 4.78 | 2.20 | 0.517 | 0.288 | |
| 17:30 | 4.76 | 2.09 | 0.488 | 0.293 | |
| 17:45 | 4.90 | 2.17 | 0.527 | 0.298 | |
| 18:00 | 6.03 | 2.17 | 0.701 | 0.306 | |
| 18:15 | 5.20 | 2.19 | 0.578 | 0.312 | |
| 18:30 | 5.08 | 2.19 | 0.559 | 0.317 | |
| 18:45 | 4.95 | 2.15 | 0.529 | 0.323 | |
| 19:00 | 4.93 | 2.17 | 0.531 | 0.329 | |
| 19:15 | 4.92 | 2.20 | 0.538 | 0.334 | |
| 19:30 | 4.91 | 2.24 | 0.546 | 0.340 | |
| 19:45 | 4.94 | 2.18 | 0.537 | 0.345 | |
| 20:00 | 4.88 | 2.13 | 0.515 | 0.351 | |
| 20:15 | 5.00 | 2.17 | 0.542 | 0.356 | |
| 20:30 | 4.88 | 2.18 | 0.526 | 0.362 | |
| 20:45 | 4.83 | 2.13 | 0.508 | 0.367 | |
| 21:00 | 4.75 | 2.09 | 0.485 | 0.372 | |
| 21:15 | 4.51 | 2.01 | 0.435 | 0.377 | |
| 21:30 | 4.48 | 2.06 | 0.442 | 0.381 | |
| 21:45 | 4.58 | 2.03 | 0.448 | 0.386 | |
| 22:00 | 4.32 | 1.95 | 0.397 | 0.390 | |
| 22:15 | 4.21 | 1.87 | 0.366 | 0.394 | |
| 22:30 | 4.11 | 1.81 | 0.344 | 0.398 | |
| 22:45 | 3.92 | 1.69 | 0.301 | 0.401 | |
| 23:00 | 3.81 | 1.63 | 0.278 | 0.404 | |
| 23:15 | 3.72 | 1.62 | 0.267 | 0.406 | |
| 23:30 | 3.61 | 1.56 | 0.247 | 0.409 | |
| 23:45 | 3.65 | 1.52 | 0.244 | 0.412 | |
| **Daily Totals:** | | 0.244 | | **0.412** | |

**Data reported every:** 15 Minutes

# Daily Flow Report

**Site:**
2
137 Boston Post Road  Port Chester, NY  17" Circular line

FLOW ASSESSMENT SERVICES

| Time | Depth (in) | Velocity (fps) | Flow (mgd) | Cumm Flow (mg) | Rain (in) |
|---|---|---|---|---|---|
| **10/11/2016** | | | | | |
| 0:00 | 3.57 | 1.53 | 0.237 | 0.002 | |
| 0:15 | 3.58 | 1.50 | 0.235 | 0.005 | |
| 0:30 | 3.55 | 1.47 | 0.227 | 0.007 | |
| 0:45 | 3.50 | 1.49 | 0.225 | 0.010 | |
| 1:00 | 3.47 | 1.42 | 0.213 | 0.012 | |
| 1:15 | 3.42 | 1.43 | 0.209 | 0.014 | |
| 1:30 | 3.34 | 1.40 | 0.198 | 0.016 | |
| 1:45 | 3.35 | 1.38 | 0.196 | 0.018 | |
| 2:00 | 3.17 | 1.36 | 0.179 | 0.020 | |
| 2:15 | 3.14 | 1.39 | 0.180 | 0.022 | |
| 2:30 | 3.21 | 1.37 | 0.184 | 0.024 | |
| 2:45 | 3.21 | 1.39 | 0.185 | 0.026 | |
| 3:00 | 3.12 | 1.34 | 0.171 | 0.027 | |
| 3:15 | 3.12 | 1.31 | 0.167 | 0.029 | |
| 3:30 | 3.14 | 1.36 | 0.176 | 0.031 | |
| 3:45 | 3.37 | 1.35 | 0.193 | 0.033 | |
| 4:00 | 3.41 | 1.41 | 0.206 | 0.035 | |
| 4:15 | 3.49 | 1.43 | 0.216 | 0.037 | |
| 4:30 | 3.60 | 1.49 | 0.234 | 0.040 | |
| 4:45 | 3.65 | 1.64 | 0.263 | 0.043 | |
| 5:00 | 3.64 | 1.66 | 0.266 | 0.045 | |
| 5:15 | 3.77 | 1.71 | 0.287 | 0.048 | |
| 5:30 | 3.95 | 1.80 | 0.323 | 0.052 | |
| 5:45 | 4.06 | 1.87 | 0.349 | 0.055 | |
| 6:00 | 4.35 | 2.00 | 0.411 | 0.060 | |
| 6:15 | 4.53 | 2.03 | 0.443 | 0.064 | |
| 6:30 | 4.84 | 2.13 | 0.510 | 0.070 | |
| 6:45 | 4.86 | 2.14 | 0.514 | 0.075 | |
| 7:00 | 4.71 | 2.10 | 0.483 | 0.080 | |
| 7:15 | 4.52 | 2.03 | 0.440 | 0.085 | |
| 7:30 | 4.38 | 1.96 | 0.409 | 0.089 | |
| 7:45 | 4.30 | 1.95 | 0.395 | 0.093 | |
| 8:00 | 4.25 | 1.92 | 0.382 | 0.097 | |
| 8:15 | 4.25 | 1.92 | 0.381 | 0.101 | |
| 8:30 | 4.38 | 1.98 | 0.412 | 0.105 | |
| 8:45 | 4.48 | 1.92 | 0.411 | 0.109 | |
| 9:00 | 4.61 | 1.98 | 0.443 | 0.114 | |
| 9:15 | 4.40 | 1.95 | 0.408 | 0.118 | |
| 9:30 | 4.57 | 2.01 | 0.444 | 0.123 | |
| 9:45 | 4.54 | 1.96 | 0.428 | 0.127 | |
| 10:00 | 4.59 | 1.99 | 0.443 | 0.132 | |
| 10:15 | 4.73 | 2.01 | 0.467 | 0.137 | |
| 10:30 | 4.57 | 2.00 | 0.442 | 0.141 | |
| 10:45 | 4.38 | 1.89 | 0.392 | 0.146 | |
| 11:00 | 4.45 | 1.95 | 0.413 | 0.150 | |
| 11:15 | 4.33 | 1.93 | 0.395 | 0.154 | |
| 11:30 | 4.30 | 1.90 | 0.386 | 0.158 | |
| 11:45 | 4.51 | 2.03 | 0.439 | 0.163 | |
| 12:00 | 4.49 | 2.03 | 0.436 | 0.167 | |
| 12:15 | 4.30 | 2.05 | 0.414 | 0.171 | |
| 12:30 | 4.47 | 1.91 | 0.410 | 0.176 | |
| 12:45 | 4.36 | 1.95 | 0.403 | 0.180 | |
| 13:00 | 4.35 | 1.91 | 0.393 | 0.184 | |
| 13:15 | 4.52 | 1.99 | 0.432 | 0.189 | |
| 13:30 | 4.39 | 1.99 | 0.415 | 0.193 | |
| 13:45 | 4.47 | 1.97 | 0.422 | 0.197 | |
| 14:00 | 4.64 | 2.04 | 0.459 | 0.202 | |
| 14:15 | 4.42 | 1.95 | 0.410 | 0.206 | |
| 14:30 | 4.33 | 1.88 | 0.384 | 0.210 | |
| 14:45 | 4.31 | 1.99 | 0.404 | 0.214 | |
| 15:00 | 4.35 | 1.93 | 0.396 | 0.219 | |
| 15:15 | 4.46 | 1.94 | 0.412 | 0.223 | |
| 15:30 | 4.43 | 1.92 | 0.406 | 0.227 | |
| 15:45 | 4.46 | 1.99 | 0.424 | 0.232 | |
| 16:00 | 4.60 | 2.02 | 0.450 | 0.236 | |
| 16:15 | 4.59 | 2.00 | 0.445 | 0.241 | |
| 16:30 | 4.56 | 1.98 | 0.435 | 0.245 | |
| 16:45 | 4.65 | 2.01 | 0.454 | 0.250 | |
| 17:00 | 4.66 | 2.10 | 0.476 | 0.255 | |
| 17:15 | 4.67 | 2.03 | 0.462 | 0.260 | |
| 17:30 | 4.75 | 2.12 | 0.494 | 0.265 | |
| 17:45 | 4.73 | 2.10 | 0.484 | 0.270 | |
| 18:00 | 4.81 | 2.04 | 0.483 | 0.275 | |
| 18:15 | 4.81 | 2.10 | 0.498 | 0.280 | |
| 18:30 | 4.96 | 2.14 | 0.529 | 0.286 | |
| 18:45 | 4.86 | 2.12 | 0.509 | 0.291 | |
| 19:00 | 4.90 | 2.14 | 0.520 | 0.297 | |
| 19:15 | 4.82 | 2.10 | 0.500 | 0.302 | |
| 19:30 | 4.79 | 2.03 | 0.479 | 0.307 | |
| 19:45 | 4.73 | 2.01 | 0.466 | 0.312 | |
| 20:00 | 4.63 | 1.94 | 0.437 | 0.316 | |
| 20:15 | 4.66 | 1.99 | 0.450 | 0.321 | |
| 20:30 | 4.57 | 1.93 | 0.426 | 0.325 | |
| 20:45 | 4.55 | 1.94 | 0.425 | 0.330 | |
| 21:00 | 4.64 | 2.01 | 0.453 | 0.334 | |
| 21:15 | 4.47 | 2.00 | 0.427 | 0.339 | |
| 21:30 | 4.52 | 2.01 | 0.436 | 0.343 | |
| 21:45 | 4.39 | 1.83 | 0.383 | 0.347 | |
| 22:00 | 4.17 | 1.76 | 0.341 | 0.351 | |
| 22:15 | 4.06 | 1.75 | 0.326 | 0.354 | |
| 22:30 | 4.07 | 1.73 | 0.325 | 0.358 | |
| 22:45 | 3.97 | 1.71 | 0.309 | 0.361 | |
| 23:00 | 3.89 | 1.68 | 0.295 | 0.364 | |
| 23:15 | 3.86 | 1.59 | 0.275 | 0.367 | |
| 23:30 | 3.82 | 1.63 | 0.280 | 0.370 | |
| 23:45 | 3.70 | 1.49 | 0.245 | 0.372 | |
| **Daily Totals:** | | 0.245 | | **0.372** | |

**Data reported every:** 15 Minutes

# Daily Flow Report

**Site:**
2
137 Boston Post Road Port Chester, NY 17" Circular line

FLOW ASSESSMENT SERVICES

| Time | Depth (in) | Velocity (fps) | Flow (mgd) | Cumm Flow (mg) | Rain (in) |
|---|---|---|---|---|---|
| **10/12/2016** | | | | | |
| 0:00 | 3.77 | 1.56 | 0.263 | 0.003 | |
| 0:15 | 3.80 | 1.55 | 0.263 | 0.005 | |
| 0:30 | 3.69 | 1.44 | 0.234 | 0.008 | |
| 0:45 | 3.44 | 1.39 | 0.205 | 0.010 | |
| 1:00 | 3.30 | 1.38 | 0.191 | 0.012 | |
| 1:15 | 3.01 | 1.30 | 0.158 | 0.014 | |
| 1:30 | 3.28 | 1.36 | 0.187 | 0.016 | |
| 1:45 | 3.04 | 1.27 | 0.157 | 0.017 | |
| 2:00 | 3.01 | 1.22 | 0.148 | 0.019 | |
| 2:15 | 2.98 | 1.28 | 0.153 | 0.020 | |
| 2:30 | 3.03 | 1.24 | 0.152 | 0.022 | |
| 2:45 | 3.10 | 1.29 | 0.164 | 0.024 | |
| 3:00 | 3.27 | 1.29 | 0.177 | 0.026 | |
| 3:15 | 3.25 | 1.24 | 0.168 | 0.027 | |
| 3:30 | 2.96 | 1.16 | 0.138 | 0.029 | |
| 3:45 | 2.93 | 1.21 | 0.142 | 0.030 | |
| 4:00 | 2.97 | 1.15 | 0.138 | 0.032 | |
| 4:15 | 3.09 | 1.26 | 0.159 | 0.033 | |
| 4:30 | 3.38 | 1.26 | 0.182 | 0.035 | |
| 4:45 | 3.38 | 1.26 | 0.181 | 0.037 | |
| 5:00 | 3.49 | 1.37 | 0.206 | 0.039 | |
| 5:15 | 3.66 | 1.49 | 0.240 | 0.042 | |
| 5:30 | 3.75 | 1.52 | 0.253 | 0.044 | |
| 5:45 | 3.94 | 1.60 | 0.285 | 0.047 | |
| 6:00 | 4.29 | 1.72 | 0.347 | 0.051 | |
| 6:15 | 4.50 | 1.80 | 0.388 | 0.055 | |
| 6:30 | 4.57 | 1.81 | 0.400 | 0.059 | |
| 6:45 | 4.76 | 1.93 | 0.450 | 0.064 | |
| 7:00 | 4.81 | 1.85 | 0.439 | 0.068 | |
| 7:15 | 4.67 | 1.78 | 0.405 | 0.073 | |
| 7:30 | 4.57 | 1.78 | 0.392 | 0.077 | |
| 7:45 | 4.40 | 1.78 | 0.373 | 0.081 | |
| 8:00 | 4.54 | 1.83 | 0.400 | 0.085 | |
| 8:15 | 4.26 | 1.64 | 0.328 | 0.088 | |
| 8:30 | 4.32 | 1.73 | 0.353 | 0.092 | |
| 8:45 | 4.46 | 1.73 | 0.369 | 0.096 | |
| 9:00 | 4.27 | 1.71 | 0.341 | 0.099 | |
| 9:15 | 4.48 | 1.78 | 0.383 | 0.103 | |
| 9:30 | 4.54 | 1.76 | 0.384 | 0.107 | |
| 9:45 | 4.56 | 1.80 | 0.395 | 0.111 | |
| 10:00 | 4.61 | 1.72 | 0.384 | 0.115 | |
| 10:15 | 4.66 | 1.79 | 0.406 | 0.120 | |
| 10:30 | 4.56 | 1.74 | 0.383 | 0.124 | |
| 10:45 | 4.62 | 1.74 | 0.390 | 0.128 | |
| 11:00 | 4.59 | 1.73 | 0.386 | 0.132 | |
| 11:15 | 4.37 | 1.65 | 0.343 | 0.135 | |
| 11:30 | 4.39 | 1.77 | 0.370 | 0.139 | |
| 11:45 | 4.24 | 1.67 | 0.331 | 0.143 | |
| 12:00 | 5.12 | 2.03 | 0.534 | 0.148 | |
| 12:15 | 5.33 | 2.16 | 0.591 | 0.154 | |
| 12:30 | 5.31 | 2.18 | 0.592 | 0.160 | |
| 12:45 | 5.29 | 2.17 | 0.587 | 0.167 | |
| 13:00 | 5.34 | 2.26 | 0.619 | 0.173 | |
| 13:15 | 5.31 | 2.23 | 0.607 | 0.179 | |
| 13:30 | 5.29 | 2.16 | 0.583 | 0.185 | |
| 13:45 | 5.31 | 2.21 | 0.599 | 0.192 | |
| 14:00 | 5.42 | 2.24 | 0.626 | 0.198 | |
| 14:15 | 5.27 | 2.19 | 0.588 | 0.204 | |
| 14:30 | 5.36 | 2.25 | 0.621 | 0.211 | |
| 14:45 | 5.23 | 2.12 | 0.565 | 0.217 | |
| 15:00 | 5.40 | 2.24 | 0.624 | 0.223 | |
| 15:15 | 5.45 | 2.25 | 0.635 | 0.230 | |
| 15:30 | 5.51 | 2.29 | 0.653 | 0.237 | |
| 15:45 | 5.45 | 2.25 | 0.634 | 0.243 | |
| 16:00 | 5.40 | 2.24 | 0.622 | 0.250 | |
| 16:15 | 5.44 | 2.25 | 0.633 | 0.256 | |
| 16:30 | 5.52 | 2.27 | 0.652 | 0.263 | |
| 16:45 | 5.56 | 2.32 | 0.671 | 0.270 | |
| 17:00 | 5.51 | 2.31 | 0.659 | 0.277 | |
| 17:15 | 5.59 | 2.32 | 0.678 | 0.284 | |
| 17:30 | 5.61 | 2.37 | 0.695 | 0.291 | |
| 17:45 | 5.85 | 2.43 | 0.753 | 0.299 | |
| 18:00 | 5.92 | 2.49 | 0.787 | 0.307 | |
| 18:15 | 5.54 | 2.45 | 0.705 | 0.315 | |
| 18:30 | 5.67 | 2.42 | 0.721 | 0.322 | |
| 18:45 | 5.53 | 2.38 | 0.684 | 0.329 | |
| 19:00 | 5.41 | 2.36 | 0.657 | 0.336 | |
| 19:15 | 5.39 | 2.39 | 0.665 | 0.343 | |
| 19:30 | 5.44 | 2.41 | 0.676 | 0.350 | |
| 19:45 | 5.47 | 2.41 | 0.684 | 0.357 | |
| 20:00 | 5.31 | 2.35 | 0.639 | 0.364 | |
| 20:15 | 5.33 | 2.39 | 0.655 | 0.371 | |
| 20:30 | 5.33 | 2.38 | 0.651 | 0.377 | |
| 20:45 | 5.31 | 2.33 | 0.632 | 0.384 | |
| 21:00 | 5.07 | 2.26 | 0.576 | 0.390 | |
| 21:15 | 5.04 | 2.23 | 0.565 | 0.396 | |
| 21:30 | 5.04 | 2.28 | 0.576 | 0.402 | |
| 21:45 | 4.92 | 2.20 | 0.539 | 0.407 | |
| 22:00 | 4.82 | 2.21 | 0.526 | 0.413 | |
| 22:15 | 4.62 | 2.09 | 0.468 | 0.418 | |
| 22:30 | 4.62 | 2.10 | 0.470 | 0.423 | |
| 22:45 | 4.52 | 1.98 | 0.431 | 0.427 | |
| 23:00 | 4.43 | 1.94 | 0.410 | 0.431 | |
| 23:15 | 4.30 | 1.90 | 0.384 | 0.435 | |
| 23:30 | 4.15 | 1.89 | 0.363 | 0.439 | |
| 23:45 | 4.16 | 1.86 | 0.360 | 0.443 | |
| **Daily Totals:** | | 0.360 | | **0.443** | |

**Data reported every:** 15 Minutes

# Daily Flow Report

**Site:**
2
137 Boston Post Road Port Chester, NY 17" Circular line

FLOW ASSESSMENT SERVICES

| Time | Depth (in) | Velocity (fps) | Flow (mgd) | Cumm Flow (mg) | Rain (in) |
|---|---|---|---|---|---|
| **10/13/2016** | | | | | |
| 0:00 | 3.99 | 1.76 | 0.321 | 0.003 | |
| 0:15 | 3.83 | 1.70 | 0.293 | 0.006 | |
| 0:30 | 3.82 | 1.72 | 0.295 | 0.009 | |
| 0:45 | 3.75 | 1.68 | 0.280 | 0.012 | |
| 1:00 | 3.70 | 1.65 | 0.270 | 0.015 | |
| 1:15 | 3.65 | 1.62 | 0.260 | 0.018 | |
| 1:30 | 3.65 | 1.65 | 0.265 | 0.021 | |
| 1:45 | 3.67 | 1.66 | 0.268 | 0.023 | |
| 2:00 | 3.64 | 1.60 | 0.256 | 0.026 | |
| 2:15 | 3.66 | 1.62 | 0.260 | 0.029 | |
| 2:30 | 3.57 | 1.63 | 0.252 | 0.031 | |
| 2:45 | 3.60 | 1.60 | 0.253 | 0.034 | |
| 3:00 | 3.54 | 1.53 | 0.235 | 0.037 | |
| 3:15 | 3.48 | 1.54 | 0.232 | 0.039 | |
| 3:30 | 3.56 | 1.55 | 0.240 | 0.041 | |
| 3:45 | 3.58 | 1.58 | 0.246 | 0.044 | |
| 4:00 | 3.64 | 1.59 | 0.254 | 0.047 | |
| 4:15 | 3.73 | 1.63 | 0.270 | 0.049 | |
| 4:30 | 3.91 | 1.72 | 0.305 | 0.053 | |
| 4:45 | 4.02 | 1.77 | 0.325 | 0.056 | |
| 5:00 | 4.15 | 1.86 | 0.358 | 0.060 | |
| 5:15 | 4.34 | 1.93 | 0.397 | 0.064 | |
| 5:30 | 4.56 | 2.09 | 0.461 | 0.069 | |
| 5:45 | 4.69 | 2.13 | 0.486 | 0.074 | |
| 6:00 | 4.93 | 2.23 | 0.547 | 0.079 | |
| 6:15 | 5.13 | 2.26 | 0.587 | 0.086 | |
| 6:30 | 5.33 | 2.37 | 0.648 | 0.092 | |
| 6:45 | 5.43 | 2.43 | 0.682 | 0.099 | |
| 7:00 | 5.45 | 2.46 | 0.692 | 0.107 | |
| 7:15 | 5.29 | 2.35 | 0.635 | 0.113 | |
| 7:30 | 5.03 | 2.27 | 0.574 | 0.119 | |
| 7:45 | 4.92 | 2.17 | 0.529 | 0.125 | |
| 8:00 | 4.87 | 2.16 | 0.521 | 0.130 | |
| 8:15 | 4.90 | 2.21 | 0.537 | 0.136 | |
| 8:30 | 5.03 | 2.24 | 0.565 | 0.142 | |
| 8:45 | 5.00 | 2.27 | 0.568 | 0.148 | |
| 9:00 | 4.77 | 2.15 | 0.505 | 0.153 | |
| 9:15 | 4.81 | 2.15 | 0.508 | 0.158 | |
| 9:30 | 4.84 | 2.18 | 0.521 | 0.164 | |
| 9:45 | 4.89 | 2.17 | 0.526 | 0.169 | |
| 10:00 | 5.04 | 2.24 | 0.566 | 0.175 | |
| 10:15 | 4.86 | 2.20 | 0.528 | 0.180 | |
| 10:30 | 4.88 | 2.18 | 0.526 | 0.186 | |
| 10:45 | 5.03 | 2.22 | 0.560 | 0.192 | |
| 11:00 | 5.01 | 2.24 | 0.563 | 0.198 | |
| 11:15 | 4.87 | 2.17 | 0.524 | 0.203 | |
| 11:30 | 4.88 | 2.18 | 0.527 | 0.209 | |
| 11:45 | 4.82 | 2.10 | 0.500 | 0.214 | |
| 12:00 | 4.74 | 2.13 | 0.495 | 0.219 | |
| 12:15 | 4.73 | 2.11 | 0.488 | 0.224 | |
| 12:30 | 4.80 | 2.17 | 0.513 | 0.229 | |
| 12:45 | 4.71 | 2.09 | 0.480 | 0.234 | |
| 13:00 | 4.62 | 2.03 | 0.455 | 0.239 | |
| 13:15 | 4.75 | 2.09 | 0.487 | 0.244 | |
| 13:30 | 4.69 | 2.08 | 0.475 | 0.249 | |
| 13:45 | 4.71 | 2.11 | 0.486 | 0.254 | |
| 14:00 | 4.76 | 2.10 | 0.492 | 0.259 | |
| 14:15 | 4.80 | 2.09 | 0.494 | 0.264 | |
| 14:30 | 4.74 | 2.04 | 0.472 | 0.269 | |
| 14:45 | 4.82 | 2.15 | 0.511 | 0.275 | |
| 15:00 | 4.90 | 2.21 | 0.537 | 0.280 | |
| 15:15 | 4.97 | 2.23 | 0.552 | 0.286 | |
| 15:30 | 4.97 | 2.23 | 0.552 | 0.292 | |
| 15:45 | 5.07 | 2.28 | 0.582 | 0.298 | |
| 16:00 | 5.11 | 2.26 | 0.582 | 0.304 | |
| 16:15 | 5.22 | 2.27 | 0.603 | 0.310 | |
| 16:30 | 5.20 | 2.27 | 0.599 | 0.316 | |
| 16:45 | 5.27 | 2.35 | 0.632 | 0.323 | |
| 17:00 | 5.18 | 2.31 | 0.606 | 0.329 | |
| 17:15 | 5.22 | 2.29 | 0.607 | 0.336 | |
| 17:30 | 5.38 | 2.36 | 0.654 | 0.342 | |
| 17:45 | 5.28 | 2.37 | 0.640 | 0.349 | |
| 18:00 | 5.32 | 2.41 | 0.656 | 0.356 | |
| 18:15 | 5.36 | 2.30 | 0.635 | 0.363 | |
| 18:30 | 5.27 | 2.31 | 0.621 | 0.369 | |
| 18:45 | 5.32 | 2.35 | 0.641 | 0.376 | |
| 19:00 | 5.39 | 2.38 | 0.659 | 0.383 | |
| 19:15 | 5.34 | 2.34 | 0.642 | 0.389 | |
| 19:30 | 5.36 | 2.29 | 0.631 | 0.396 | |
| 19:45 | 5.37 | 2.30 | 0.636 | 0.402 | |
| 20:00 | 5.33 | 2.32 | 0.633 | 0.409 | |
| 20:15 | 5.36 | 2.36 | 0.651 | 0.416 | |
| 20:30 | 5.16 | 2.27 | 0.592 | 0.422 | |
| 20:45 | 5.13 | 2.28 | 0.591 | 0.428 | |
| 21:00 | 5.13 | 2.27 | 0.588 | 0.434 | |
| 21:15 | 5.07 | 2.23 | 0.569 | 0.440 | |
| 21:30 | 4.96 | 2.22 | 0.549 | 0.446 | |
| 21:45 | 4.90 | 2.11 | 0.514 | 0.451 | |
| 22:00 | 4.97 | 2.21 | 0.548 | 0.457 | |
| 22:15 | 4.68 | 2.07 | 0.472 | 0.462 | |
| 22:30 | 4.62 | 2.06 | 0.461 | 0.467 | |
| 22:45 | 4.47 | 1.98 | 0.423 | 0.471 | |
| 23:00 | 4.35 | 1.91 | 0.394 | 0.475 | |
| 23:15 | 4.20 | 1.84 | 0.360 | 0.479 | |
| 23:30 | 4.17 | 1.84 | 0.357 | 0.483 | |
| 23:45 | 4.09 | 1.79 | 0.336 | 0.486 | |
| **Daily Totals:** | | 0.336 | | **0.486** | |

**Data reported every:** 15 Minutes

# Daily Flow Report

**Site:**
2
137 Boston Post Road  Port Chester, NY  17" Circular line

FLOW ASSESSMENT SERVICES

| Time | Depth (in) | Velocity (fps) | Flow (mgd) | Cumm Flow (mg) | Rain (in) |
|---|---|---|---|---|---|
| **10/14/2016** | | | | | |
| 0:00 | 3.99 | 1.74 | 0.317 | 0.003 | |
| 0:15 | 3.85 | 1.65 | 0.286 | 0.006 | |
| 0:30 | 3.81 | 1.68 | 0.287 | 0.009 | |
| 0:45 | 3.64 | 1.60 | 0.255 | 0.012 | |
| 1:00 | 3.61 | 1.57 | 0.248 | 0.015 | |
| 1:15 | 3.61 | 1.56 | 0.247 | 0.017 | |
| 1:30 | 3.57 | 1.53 | 0.237 | 0.020 | |
| 1:45 | 3.51 | 1.54 | 0.233 | 0.022 | |
| 2:00 | 3.50 | 1.53 | 0.232 | 0.024 | |
| 2:15 | 3.49 | 1.50 | 0.226 | 0.027 | |
| 2:30 | 3.46 | 1.52 | 0.226 | 0.029 | |
| 2:45 | 3.49 | 1.52 | 0.228 | 0.031 | |
| 3:00 | 3.45 | 1.51 | 0.224 | 0.034 | |
| 3:15 | 3.47 | 1.48 | 0.221 | 0.036 | |
| 3:30 | 3.56 | 1.50 | 0.233 | 0.039 | |
| 3:45 | 3.53 | 1.51 | 0.232 | 0.041 | |
| 4:00 | 3.68 | 1.57 | 0.254 | 0.044 | |
| 4:15 | 3.76 | 1.59 | 0.266 | 0.046 | |
| 4:30 | 3.86 | 1.70 | 0.295 | 0.049 | |
| 4:45 | 3.88 | 1.70 | 0.297 | 0.053 | |
| 5:00 | 4.08 | 1.78 | 0.335 | 0.056 | |
| 5:15 | 4.27 | 1.90 | 0.381 | 0.060 | |
| 5:30 | 4.50 | 1.92 | 0.414 | 0.064 | |
| 5:45 | 4.65 | 2.03 | 0.458 | 0.069 | |
| 6:00 | 4.97 | 2.24 | 0.556 | 0.075 | |
| 6:15 | 5.21 | 2.23 | 0.590 | 0.081 | |
| 6:30 | 5.42 | 2.32 | 0.650 | 0.088 | |
| 6:45 | 5.40 | 2.29 | 0.639 | 0.094 | |
| 7:00 | 5.40 | 2.39 | 0.665 | 0.101 | |
| 7:15 | 5.20 | 2.29 | 0.605 | 0.108 | |
| 7:30 | 5.02 | 2.21 | 0.556 | 0.113 | |
| 7:45 | 4.86 | 2.20 | 0.529 | 0.119 | |
| 8:00 | 4.93 | 2.13 | 0.522 | 0.124 | |
| 8:15 | 4.86 | 2.14 | 0.515 | 0.130 | |
| 8:30 | 4.88 | 2.18 | 0.526 | 0.135 | |
| 8:45 | 4.83 | 2.16 | 0.514 | 0.141 | |
| 9:00 | 4.99 | 2.22 | 0.553 | 0.146 | |
| 9:15 | 4.84 | 2.20 | 0.526 | 0.152 | |
| 9:30 | 4.86 | 2.15 | 0.517 | 0.157 | |
| 9:45 | 4.98 | 2.16 | 0.536 | 0.163 | |
| 10:00 | 4.93 | 2.19 | 0.538 | 0.168 | |
| 10:15 | 4.95 | 2.14 | 0.528 | 0.174 | |
| 10:30 | 4.88 | 2.20 | 0.531 | 0.179 | |
| 10:45 | 4.86 | 2.17 | 0.521 | 0.185 | |
| 11:00 | 4.89 | 2.19 | 0.531 | 0.190 | |
| 11:15 | 4.87 | 2.19 | 0.528 | 0.196 | |
| 11:30 | 4.92 | 2.21 | 0.540 | 0.202 | |
| 11:45 | 4.94 | 2.15 | 0.529 | 0.207 | |
| 12:00 | 4.82 | 2.13 | 0.508 | 0.212 | |
| 12:15 | 4.73 | 2.11 | 0.488 | 0.217 | |
| 12:30 | 4.82 | 2.11 | 0.502 | 0.223 | |
| 12:45 | 4.87 | 2.14 | 0.516 | 0.228 | |
| 13:00 | 4.80 | 2.13 | 0.504 | 0.233 | |
| 13:15 | 4.80 | 2.13 | 0.502 | 0.239 | |
| 13:30 | 4.99 | 2.24 | 0.560 | 0.244 | |
| 13:45 | 5.03 | 2.24 | 0.566 | 0.250 | |
| 14:00 | 5.03 | 2.24 | 0.563 | 0.256 | |
| 14:15 | 5.06 | 2.23 | 0.568 | 0.262 | |
| 14:30 | 4.92 | 2.19 | 0.535 | 0.268 | |
| 14:45 | 4.89 | 2.20 | 0.534 | 0.273 | |
| 15:00 | 4.91 | 2.16 | 0.527 | 0.279 | |
| 15:15 | 4.87 | 2.17 | 0.522 | 0.284 | |
| 15:30 | 4.94 | 2.19 | 0.538 | 0.290 | |
| 15:45 | 4.92 | 2.18 | 0.534 | 0.295 | |
| 16:00 | 5.06 | 2.29 | 0.581 | 0.301 | |
| 16:15 | 5.00 | 2.27 | 0.567 | 0.307 | |
| 16:30 | 4.91 | 2.20 | 0.538 | 0.313 | |
| 16:45 | 4.95 | 2.24 | 0.553 | 0.319 | |
| 17:00 | 5.08 | 2.32 | 0.593 | 0.325 | |
| 17:15 | 5.16 | 2.33 | 0.608 | 0.331 | |
| 17:30 | 5.25 | 2.33 | 0.626 | 0.338 | |
| 17:45 | 5.19 | 2.33 | 0.614 | 0.344 | |
| 18:00 | 5.13 | 2.28 | 0.591 | 0.350 | |
| 18:15 | 5.14 | 2.28 | 0.593 | 0.356 | |
| 18:30 | 5.13 | 2.33 | 0.603 | 0.363 | |
| 18:45 | 5.00 | 2.25 | 0.564 | 0.368 | |
| 19:00 | 5.06 | 2.27 | 0.577 | 0.374 | |
| 19:15 | 4.96 | 2.24 | 0.554 | 0.380 | |
| 19:30 | 4.95 | 2.22 | 0.546 | 0.386 | |
| 19:45 | 4.93 | 2.25 | 0.551 | 0.392 | |
| 20:00 | 4.79 | 2.14 | 0.505 | 0.397 | |
| 20:15 | 4.92 | 2.23 | 0.546 | 0.403 | |
| 20:30 | 4.82 | 2.16 | 0.515 | 0.408 | |
| 20:45 | 4.87 | 2.17 | 0.522 | 0.413 | |
| 21:00 | 4.86 | 2.18 | 0.524 | 0.419 | |
| 21:15 | 4.87 | 2.17 | 0.524 | 0.424 | |
| 21:30 | 4.71 | 2.16 | 0.498 | 0.430 | |
| 21:45 | 4.82 | 2.15 | 0.511 | 0.435 | |
| 22:00 | 4.76 | 2.13 | 0.498 | 0.440 | |
| 22:15 | 4.70 | 2.09 | 0.480 | 0.445 | |
| 22:30 | 4.51 | 1.99 | 0.431 | 0.450 | |
| 22:45 | 4.42 | 1.95 | 0.411 | 0.454 | |
| 23:00 | 4.34 | 1.93 | 0.396 | 0.458 | |
| 23:15 | 4.24 | 1.89 | 0.375 | 0.462 | |
| 23:30 | 4.14 | 1.85 | 0.356 | 0.466 | |
| 23:45 | 4.09 | 1.84 | 0.347 | 0.469 | |
| **Daily Totals:** | | 0.347 | | **0.469** | |

**Data reported every:** 15 Minutes

# Daily Flow Report

**Site:**
2
137 Boston Post Road Port Chester, NY 17" Circular line

FLOW ASSESSMENT SERVICES

| Time | Depth (in) | Velocity (fps) | Flow (mgd) | Cumm Flow (mg) | Rain (in) |
|---|---|---|---|---|---|
| **10/15/2016** | | | | | |
| 0:00 | 4.00 | 1.73 | 0.317 | 0.003 | |
| 0:15 | 3.86 | 1.72 | 0.298 | 0.006 | |
| 0:30 | 3.77 | 1.66 | 0.279 | 0.009 | |
| 0:45 | 3.68 | 1.60 | 0.259 | 0.012 | |
| 1:00 | 3.69 | 1.63 | 0.266 | 0.015 | |
| 1:15 | 3.68 | 1.61 | 0.261 | 0.017 | |
| 1:30 | 3.66 | 1.60 | 0.258 | 0.020 | |
| 1:45 | 3.61 | 1.59 | 0.251 | 0.023 | |
| 2:00 | 3.52 | 1.56 | 0.237 | 0.025 | |
| 2:15 | 3.48 | 1.50 | 0.225 | 0.028 | |
| 2:30 | 3.50 | 1.54 | 0.233 | 0.030 | |
| 2:45 | 3.44 | 1.50 | 0.221 | 0.032 | |
| 3:00 | 3.42 | 1.48 | 0.217 | 0.035 | |
| 3:15 | 3.41 | 1.51 | 0.219 | 0.037 | |
| 3:30 | 3.44 | 1.49 | 0.219 | 0.039 | |
| 3:45 | 3.42 | 1.52 | 0.223 | 0.041 | |
| 4:00 | 3.45 | 1.49 | 0.220 | 0.044 | |
| 4:15 | 3.50 | 1.53 | 0.231 | 0.046 | |
| 4:30 | 3.63 | 1.59 | 0.254 | 0.049 | |
| 4:45 | 3.78 | 1.66 | 0.281 | 0.052 | |
| 5:00 | 3.85 | 1.70 | 0.294 | 0.055 | |
| 5:15 | 3.87 | 1.65 | 0.288 | 0.058 | |
| 5:30 | 3.97 | 1.76 | 0.319 | 0.061 | |
| 5:45 | 4.13 | 1.85 | 0.353 | 0.065 | |
| 6:00 | 4.29 | 1.92 | 0.387 | 0.069 | |
| 6:15 | 4.53 | 2.01 | 0.438 | 0.073 | |
| 6:30 | 4.74 | 2.05 | 0.477 | 0.078 | |
| 6:45 | 4.86 | 2.14 | 0.516 | 0.084 | |
| 7:00 | 4.74 | 2.07 | 0.481 | 0.089 | |
| 7:15 | 4.76 | 2.17 | 0.506 | 0.094 | |
| 7:30 | 4.76 | 2.11 | 0.493 | 0.099 | |
| 7:45 | 5.15 | 2.21 | 0.574 | 0.105 | |
| 8:00 | 5.06 | 2.28 | 0.579 | 0.111 | |
| 8:15 | 5.04 | 2.27 | 0.574 | 0.117 | |
| 8:30 | 5.08 | 2.28 | 0.584 | 0.123 | |
| 8:45 | 5.14 | 2.32 | 0.604 | 0.130 | |
| 9:00 | 5.36 | 2.35 | 0.647 | 0.136 | |
| 9:15 | 5.43 | 2.41 | 0.675 | 0.143 | |
| 9:30 | 5.32 | 2.41 | 0.655 | 0.150 | |
| 9:45 | 5.29 | 2.35 | 0.635 | 0.157 | |
| 10:00 | 5.21 | 2.34 | 0.620 | 0.163 | |
| 10:15 | 5.30 | 2.40 | 0.649 | 0.170 | |
| 10:30 | 5.38 | 2.42 | 0.670 | 0.177 | |
| 10:45 | 5.37 | 2.42 | 0.667 | 0.184 | |
| 11:00 | 5.34 | 2.37 | 0.651 | 0.191 | |
| 11:15 | 5.18 | 2.32 | 0.611 | 0.197 | |
| 11:30 | 5.20 | 2.32 | 0.614 | 0.203 | |
| 11:45 | 5.18 | 2.30 | 0.605 | 0.210 | |
| 12:00 | 5.30 | 2.38 | 0.644 | 0.216 | |
| 12:15 | 5.33 | 2.44 | 0.668 | 0.223 | |
| 12:30 | 5.32 | 2.39 | 0.651 | 0.230 | |
| 12:45 | 5.13 | 2.30 | 0.596 | 0.236 | |
| 13:00 | 5.07 | 2.26 | 0.575 | 0.242 | |
| 13:15 | 5.17 | 2.31 | 0.605 | 0.249 | |
| 13:30 | 5.17 | 2.30 | 0.602 | 0.255 | |
| 13:45 | 5.15 | 2.21 | 0.577 | 0.261 | |
| 14:00 | 5.16 | 2.25 | 0.588 | 0.267 | |
| 14:15 | 5.21 | 2.31 | 0.612 | 0.273 | |
| 14:30 | 5.28 | 2.38 | 0.641 | 0.280 | |
| 14:45 | 5.31 | 2.32 | 0.632 | 0.287 | |
| 15:00 | 5.15 | 2.31 | 0.602 | 0.293 | |
| 15:15 | 5.15 | 2.32 | 0.604 | 0.299 | |
| 15:30 | 5.22 | 2.30 | 0.612 | 0.306 | |
| 15:45 | 5.37 | 2.38 | 0.656 | 0.312 | |
| 16:00 | 5.13 | 2.25 | 0.584 | 0.319 | |
| 16:15 | 5.16 | 2.30 | 0.600 | 0.325 | |
| 16:30 | 5.32 | 2.35 | 0.640 | 0.331 | |
| 16:45 | 5.28 | 2.38 | 0.644 | 0.338 | |
| 17:00 | 5.27 | 2.31 | 0.622 | 0.345 | |
| 17:15 | 5.21 | 2.27 | 0.600 | 0.351 | |
| 17:30 | 5.23 | 2.30 | 0.612 | 0.357 | |
| 17:45 | 5.27 | 2.30 | 0.620 | 0.364 | |
| 18:00 | 5.37 | 2.31 | 0.636 | 0.370 | |
| 18:15 | 5.25 | 2.31 | 0.619 | 0.377 | |
| 18:30 | 5.19 | 2.23 | 0.588 | 0.383 | |
| 18:45 | 5.15 | 2.26 | 0.590 | 0.389 | |
| 19:00 | 5.15 | 2.28 | 0.593 | 0.395 | |
| 19:15 | 5.10 | 2.25 | 0.578 | 0.401 | |
| 19:30 | 5.06 | 2.26 | 0.575 | 0.407 | |
| 19:45 | 4.97 | 2.19 | 0.544 | 0.413 | |
| 20:00 | 4.90 | 2.14 | 0.520 | 0.418 | |
| 20:15 | 4.86 | 2.12 | 0.510 | 0.424 | |
| 20:30 | 4.89 | 2.15 | 0.521 | 0.429 | |
| 20:45 | 4.90 | 2.16 | 0.524 | 0.435 | |
| 21:00 | 4.85 | 2.16 | 0.518 | 0.440 | |
| 21:15 | 4.76 | 2.04 | 0.477 | 0.445 | |
| 21:30 | 4.59 | 2.01 | 0.445 | 0.450 | |
| 21:45 | 4.57 | 2.03 | 0.447 | 0.454 | |
| 22:00 | 4.57 | 1.98 | 0.437 | 0.459 | |
| 22:15 | 4.56 | 2.02 | 0.444 | 0.463 | |
| 22:30 | 4.67 | 2.03 | 0.461 | 0.468 | |
| 22:45 | 4.44 | 1.93 | 0.409 | 0.472 | |
| 23:00 | 4.28 | 1.88 | 0.379 | 0.476 | |
| 23:15 | 4.25 | 1.89 | 0.378 | 0.480 | |
| 23:30 | 4.16 | 1.91 | 0.369 | 0.484 | |
| 23:45 | 4.09 | 1.76 | 0.333 | 0.488 | |
| **Daily Totals:** | | 0.333 | | **0.488** | |

**Data reported every:** 15 Minutes

# Daily Flow Report

**Site:**
2
137 Boston Post Road Port Chester, NY 17" Circular line

FLOW ASSESSMENT SERVICES

| Time | Depth (in) | Velocity (fps) | Flow (mgd) | Cumm Flow (mg) | Rain (in) |
|---|---|---|---|---|---|
| **10/16/2016** | | | | | |
| 0:00 | 4.02 | 1.73 | 0.319 | 0.003 | |
| 0:15 | 3.98 | 1.72 | 0.312 | 0.007 | |
| 0:30 | 4.04 | 1.73 | 0.320 | 0.010 | |
| 0:45 | 3.97 | 1.75 | 0.316 | 0.013 | |
| 1:00 | 3.91 | 1.71 | 0.304 | 0.016 | |
| 1:15 | 3.75 | 1.67 | 0.279 | 0.019 | |
| 1:30 | 3.68 | 1.62 | 0.264 | 0.022 | |
| 1:45 | 3.71 | 1.64 | 0.269 | 0.025 | |
| 2:00 | 3.64 | 1.56 | 0.249 | 0.027 | |
| 2:15 | 3.63 | 1.56 | 0.249 | 0.030 | |
| 2:30 | 3.63 | 1.60 | 0.254 | 0.033 | |
| 2:45 | 3.57 | 1.56 | 0.243 | 0.035 | |
| 3:00 | 3.56 | 1.58 | 0.245 | 0.038 | |
| 3:15 | 3.57 | 1.54 | 0.240 | 0.040 | |
| 3:30 | 3.54 | 1.58 | 0.242 | 0.043 | |
| 3:45 | 3.50 | 1.51 | 0.229 | 0.045 | |
| 4:00 | 3.61 | 1.57 | 0.248 | 0.048 | |
| 4:15 | 3.65 | 1.57 | 0.252 | 0.050 | |
| 4:30 | 3.67 | 1.61 | 0.261 | 0.053 | |
| 4:45 | 3.76 | 1.67 | 0.280 | 0.056 | |
| 5:00 | 3.80 | 1.68 | 0.284 | 0.059 | |
| 5:15 | 3.84 | 1.65 | 0.284 | 0.062 | |
| 5:30 | 3.96 | 1.68 | 0.303 | 0.065 | |
| 5:45 | 4.04 | 1.79 | 0.332 | 0.069 | |
| 6:00 | 4.04 | 1.76 | 0.326 | 0.072 | |
| 6:15 | 4.11 | 1.81 | 0.343 | 0.075 | |
| 6:30 | 4.31 | 1.91 | 0.387 | 0.080 | |
| 6:45 | 4.56 | 2.01 | 0.444 | 0.084 | |
| 7:00 | 4.57 | 2.00 | 0.442 | 0.089 | |
| 7:15 | 4.85 | 2.14 | 0.513 | 0.094 | |
| 7:30 | 5.04 | 2.20 | 0.556 | 0.100 | |
| 7:45 | 5.11 | 2.19 | 0.565 | 0.106 | |
| 8:00 | 5.11 | 2.26 | 0.583 | 0.112 | |
| 8:15 | 5.23 | 2.36 | 0.629 | 0.118 | |
| 8:30 | 5.41 | 2.37 | 0.661 | 0.125 | |
| 8:45 | 5.48 | 2.35 | 0.668 | 0.132 | |
| 9:00 | 5.43 | 2.37 | 0.663 | 0.139 | |
| 9:15 | 5.52 | 2.41 | 0.691 | 0.146 | |
| 9:30 | 5.54 | 2.34 | 0.673 | 0.153 | |
| 9:45 | 5.72 | 2.43 | 0.730 | 0.161 | |
| 10:00 | 5.53 | 2.41 | 0.694 | 0.168 | |
| 10:15 | 5.58 | 2.39 | 0.697 | 0.175 | |
| 10:30 | 5.55 | 2.44 | 0.704 | 0.183 | |
| 10:45 | 5.55 | 2.42 | 0.699 | 0.190 | |
| 11:00 | 5.73 | 2.49 | 0.751 | 0.198 | |
| 11:15 | 5.50 | 2.39 | 0.683 | 0.205 | |
| 11:30 | 5.28 | 2.32 | 0.627 | 0.212 | |
| 11:45 | 5.39 | 2.36 | 0.655 | 0.218 | |
| 12:00 | 5.35 | 2.34 | 0.644 | 0.225 | |
| 12:15 | 5.28 | 2.25 | 0.608 | 0.231 | |
| 12:30 | 5.50 | 2.23 | 0.636 | 0.238 | |
| 12:45 | 5.25 | 2.21 | 0.591 | 0.244 | |
| 13:00 | 5.26 | 2.25 | 0.603 | 0.250 | |
| 13:15 | 5.07 | 2.24 | 0.571 | 0.256 | |
| 13:30 | 5.12 | 2.22 | 0.574 | 0.262 | |
| 13:45 | 5.12 | 2.17 | 0.559 | 0.268 | |
| 14:00 | 5.00 | 2.15 | 0.538 | 0.274 | |
| 14:15 | 4.97 | 2.16 | 0.536 | 0.279 | |
| 14:30 | 5.05 | 2.20 | 0.559 | 0.285 | |
| 14:45 | 5.26 | 2.26 | 0.607 | 0.292 | |
| 15:00 | 5.03 | 2.18 | 0.550 | 0.297 | |
| 15:15 | 4.93 | 2.15 | 0.527 | 0.303 | |
| 15:30 | 4.97 | 2.12 | 0.526 | 0.308 | |
| 15:45 | 5.05 | 2.18 | 0.553 | 0.314 | |
| 16:00 | 5.06 | 2.14 | 0.543 | 0.320 | |
| 16:15 | 5.10 | 2.25 | 0.577 | 0.326 | |
| 16:30 | 5.10 | 2.23 | 0.572 | 0.332 | |
| 16:45 | 5.13 | 2.22 | 0.576 | 0.338 | |
| 17:00 | 4.97 | 2.15 | 0.533 | 0.343 | |
| 17:15 | 4.97 | 2.14 | 0.529 | 0.349 | |
| 17:30 | 5.19 | 2.26 | 0.594 | 0.355 | |
| 17:45 | 5.21 | 2.26 | 0.599 | 0.361 | |
| 18:00 | 5.11 | 2.22 | 0.572 | 0.367 | |
| 18:15 | 5.18 | 2.30 | 0.604 | 0.373 | |
| 18:30 | 5.16 | 2.21 | 0.576 | 0.379 | |
| 18:45 | 5.15 | 2.22 | 0.578 | 0.385 | |
| 19:00 | 5.28 | 2.24 | 0.605 | 0.392 | |
| 19:15 | 5.39 | 2.24 | 0.621 | 0.398 | |
| 19:30 | 5.46 | 2.30 | 0.648 | 0.405 | |
| 19:45 | 5.44 | 2.25 | 0.632 | 0.411 | |
| 20:00 | 5.49 | 2.30 | 0.655 | 0.418 | |
| 20:15 | 5.56 | 2.30 | 0.668 | 0.425 | |
| 20:30 | 5.42 | 2.26 | 0.631 | 0.432 | |
| 20:45 | 5.40 | 2.27 | 0.631 | 0.438 | |
| 21:00 | 5.35 | 2.22 | 0.610 | 0.445 | |
| 21:15 | 5.24 | 2.21 | 0.589 | 0.451 | |
| 21:30 | 5.16 | 2.14 | 0.558 | 0.457 | |
| 21:45 | 5.21 | 2.18 | 0.578 | 0.463 | |
| 22:00 | 5.09 | 2.03 | 0.522 | 0.468 | |
| 22:15 | 4.89 | 1.96 | 0.475 | 0.473 | |
| 22:30 | 4.92 | 1.97 | 0.481 | 0.478 | |
| 22:45 | 4.69 | 1.92 | 0.440 | 0.483 | |
| 23:00 | 4.41 | 1.81 | 0.379 | 0.487 | |
| 23:15 | 4.27 | 1.75 | 0.351 | 0.490 | |
| 23:30 | 4.19 | 1.71 | 0.334 | 0.494 | |
| 23:45 | 4.14 | 1.65 | 0.316 | 0.497 | |
| **Daily Totals:** | | 0.316 | | **0.497** | |

**Data reported every:** 15 Minutes

# Daily Flow Report

**Site:**
2
137 Boston Post Road Port Chester, NY 17" Circular line

FLOW ASSESSMENT SERVICES

| Time | Depth (in) | Velocity (fps) | Flow (mgd) | Cumm Flow (mg) | Rain (in) |
|---|---|---|---|---|---|
| **10/17/2016** | | | | | |
| 0:00 | 4.25 | 1.71 | 0.341 | 0.004 | |
| 0:15 | 4.18 | 1.71 | 0.332 | 0.007 | |
| 0:30 | 4.07 | 1.65 | 0.310 | 0.010 | |
| 0:45 | 3.93 | 1.61 | 0.287 | 0.013 | |
| 1:00 | 3.82 | 1.55 | 0.265 | 0.016 | |
| 1:15 | 3.83 | 1.56 | 0.267 | 0.019 | |
| 1:30 | 3.78 | 1.58 | 0.267 | 0.022 | |
| 1:45 | 3.74 | 1.54 | 0.256 | 0.024 | |
| 2:00 | 3.70 | 1.50 | 0.246 | 0.027 | |
| 2:15 | 3.71 | 1.49 | 0.245 | 0.029 | |
| 2:30 | 3.66 | 1.51 | 0.243 | 0.032 | |
| 2:45 | 3.62 | 1.45 | 0.230 | 0.034 | |
| 3:00 | 3.60 | 1.48 | 0.233 | 0.037 | |
| 3:15 | 3.63 | 1.50 | 0.238 | 0.039 | |
| 3:30 | 3.65 | 1.46 | 0.234 | 0.042 | |
| 3:45 | 3.72 | 1.50 | 0.248 | 0.044 | |
| 4:00 | 3.75 | 1.52 | 0.254 | 0.047 | |
| 4:15 | 3.87 | 1.59 | 0.278 | 0.050 | |
| 4:30 | 4.13 | 1.63 | 0.311 | 0.053 | |
| 4:45 | 4.30 | 1.71 | 0.346 | 0.057 | |
| 5:00 | 4.47 | 1.79 | 0.384 | 0.061 | |
| 5:15 | 4.60 | 1.88 | 0.419 | 0.065 | |
| 5:30 | 4.94 | 1.97 | 0.484 | 0.070 | |
| 5:45 | 5.01 | 2.03 | 0.509 | 0.075 | |
| 6:00 | 5.24 | 2.13 | 0.570 | 0.081 | |
| 6:15 | 5.41 | 2.26 | 0.629 | 0.088 | |
| 6:30 | 5.75 | 2.39 | 0.724 | 0.095 | |
| 6:45 | 5.84 | 2.37 | 0.735 | 0.103 | |
| 7:00 | 5.56 | 2.28 | 0.661 | 0.110 | |
| 7:15 | 5.38 | 2.33 | 0.643 | 0.117 | |
| 7:30 | 5.21 | 2.21 | 0.586 | 0.123 | |
| 7:45 | 5.20 | 2.17 | 0.572 | 0.129 | |
| 8:00 | 5.18 | 2.18 | 0.573 | 0.135 | |
| 8:15 | 5.06 | 2.12 | 0.540 | 0.140 | |
| 8:30 | 5.03 | 2.12 | 0.535 | 0.146 | |
| 8:45 | 5.09 | 2.16 | 0.555 | 0.152 | |
| 9:00 | 5.15 | 2.17 | 0.565 | 0.157 | |
| 9:15 | 5.11 | 2.15 | 0.554 | 0.163 | |
| 9:30 | 5.04 | 2.11 | 0.533 | 0.169 | |
| 9:45 | 5.13 | 2.17 | 0.564 | 0.175 | |
| 10:00 | 5.23 | 2.20 | 0.585 | 0.181 | |
| 10:15 | 5.28 | 2.23 | 0.603 | 0.187 | |
| 10:30 | 5.18 | 2.18 | 0.572 | 0.193 | |
| 10:45 | 5.06 | 2.07 | 0.525 | 0.198 | |
| 11:00 | 5.17 | 2.14 | 0.561 | 0.204 | |
| 11:15 | 5.22 | 2.21 | 0.587 | 0.210 | |
| 11:30 | 5.24 | 2.13 | 0.568 | 0.216 | |
| 11:45 | 5.17 | 2.16 | 0.565 | 0.222 | |
| 12:00 | 5.18 | 2.14 | 0.563 | 0.228 | |
| 12:15 | 5.19 | 2.18 | 0.575 | 0.234 | |
| 12:30 | 5.35 | 2.23 | 0.613 | 0.240 | |
| 12:45 | 5.23 | 2.13 | 0.566 | 0.246 | |
| 13:00 | 5.17 | 2.13 | 0.559 | 0.252 | |
| 13:15 | 5.28 | 2.19 | 0.591 | 0.258 | |
| 13:30 | 5.33 | 2.16 | 0.589 | 0.264 | |
| 13:45 | 5.24 | 2.10 | 0.559 | 0.270 | |
| 14:00 | 5.12 | 2.14 | 0.552 | 0.276 | |
| 14:15 | 5.15 | 2.10 | 0.548 | 0.282 | |
| 14:30 | 5.10 | 2.09 | 0.539 | 0.287 | |
| 14:45 | 5.10 | 2.04 | 0.524 | 0.293 | |
| 15:00 | 5.22 | 2.12 | 0.562 | 0.299 | |
| 15:15 | 5.29 | 2.22 | 0.599 | 0.305 | |
| 15:30 | 5.34 | 2.18 | 0.597 | 0.311 | |
| 15:45 | 5.44 | 2.24 | 0.629 | 0.318 | |
| 16:00 | 5.53 | 2.28 | 0.655 | 0.325 | |
| 16:15 | 5.54 | 2.16 | 0.622 | 0.331 | |
| 16:30 | 5.57 | 2.14 | 0.620 | 0.337 | |
| 16:45 | 5.52 | 2.22 | 0.636 | 0.344 | |
| 17:00 | 5.57 | 2.30 | 0.668 | 0.351 | |
| 17:15 | 5.55 | 2.21 | 0.640 | 0.358 | |
| 17:30 | 5.54 | 2.25 | 0.650 | 0.364 | |
| 17:45 | 5.63 | 2.29 | 0.674 | 0.371 | |
| 18:00 | 5.70 | 2.36 | 0.708 | 0.379 | |
| 18:15 | 5.70 | 2.37 | 0.710 | 0.386 | |
| 18:30 | 5.93 | 2.47 | 0.780 | 0.394 | |
| 18:45 | 5.71 | 2.36 | 0.708 | 0.402 | |
| 19:00 | 5.68 | 2.34 | 0.698 | 0.409 | |
| 19:15 | 5.73 | 2.39 | 0.721 | 0.417 | |
| 19:30 | 5.78 | 2.36 | 0.719 | 0.424 | |
| 19:45 | 5.80 | 2.33 | 0.714 | 0.431 | |
| 20:00 | 5.74 | 2.37 | 0.717 | 0.439 | |
| 20:15 | 5.71 | 2.34 | 0.703 | 0.446 | |
| 20:30 | 5.65 | 2.29 | 0.678 | 0.453 | |
| 20:45 | 5.52 | 2.27 | 0.650 | 0.460 | |
| 21:00 | 5.53 | 2.26 | 0.650 | 0.467 | |
| 21:15 | 5.42 | 2.20 | 0.616 | 0.473 | |
| 21:30 | 5.22 | 2.16 | 0.574 | 0.479 | |
| 21:45 | 5.10 | 2.10 | 0.539 | 0.485 | |
| 22:00 | 5.13 | 2.09 | 0.542 | 0.491 | |
| 22:15 | 4.94 | 2.05 | 0.505 | 0.496 | |
| 22:30 | 4.93 | 1.99 | 0.487 | 0.501 | |
| 22:45 | 4.75 | 1.94 | 0.453 | 0.506 | |
| 23:00 | 4.61 | 1.91 | 0.425 | 0.510 | |
| 23:15 | 4.45 | 1.84 | 0.392 | 0.514 | |
| 23:30 | 4.38 | 1.83 | 0.380 | 0.518 | |
| 23:45 | 4.36 | 1.83 | 0.377 | 0.522 | |
| **Daily Totals:** | | 0.377 | | **0.522** | |

**Data reported every:** 15 Minutes

# Daily Flow Report

**Site:**
2
137 Boston Post Road Port Chester, NY 17" Circular line

FLOW ASSESSMENT SERVICES

| Time | Depth (in) | Velocity (fps) | Flow (mgd) | Cumm Flow (mg) | Rain (in) |
|---|---|---|---|---|---|
| **10/18/2016** | | | | | |
| 0:00 | 4.22 | 1.78 | 0.352 | 0.004 | |
| 0:15 | 4.08 | 1.65 | 0.310 | 0.007 | |
| 0:30 | 4.04 | 1.65 | 0.306 | 0.010 | |
| 0:45 | 3.99 | 1.53 | 0.280 | 0.013 | |
| 1:00 | 3.90 | 1.60 | 0.281 | 0.016 | |
| 1:15 | 3.87 | 1.59 | 0.277 | 0.019 | |
| 1:30 | 3.90 | 1.58 | 0.279 | 0.022 | |
| 1:45 | 3.95 | 1.63 | 0.293 | 0.025 | |
| 2:00 | 4.04 | 1.64 | 0.304 | 0.028 | |
| 2:15 | 3.82 | 1.58 | 0.270 | 0.031 | |
| 2:30 | 3.78 | 1.53 | 0.258 | 0.033 | |
| 2:45 | 3.76 | 1.57 | 0.263 | 0.036 | |
| 3:00 | 3.78 | 1.53 | 0.258 | 0.039 | |
| 3:15 | 3.81 | 1.57 | 0.267 | 0.042 | |
| 3:30 | 3.83 | 1.57 | 0.270 | 0.044 | |
| 3:45 | 3.79 | 1.54 | 0.261 | 0.047 | |
| 4:00 | 3.80 | 1.56 | 0.265 | 0.050 | |
| 4:15 | 3.95 | 1.62 | 0.291 | 0.053 | |
| 4:30 | 4.10 | 1.67 | 0.317 | 0.056 | |
| 4:45 | 4.29 | 1.74 | 0.352 | 0.060 | |
| 5:00 | 4.41 | 1.76 | 0.370 | 0.064 | |
| 5:15 | 4.63 | 1.86 | 0.419 | 0.068 | |
| 5:30 | 4.89 | 1.99 | 0.483 | 0.073 | |
| 5:45 | 5.09 | 2.04 | 0.523 | 0.079 | |
| 6:00 | 5.50 | 2.21 | 0.632 | 0.085 | |
| 6:15 | 5.73 | 2.34 | 0.707 | 0.093 | |
| 6:30 | 5.75 | 2.33 | 0.705 | 0.100 | |
| 6:45 | 5.81 | 2.35 | 0.724 | 0.107 | |
| 7:00 | 5.80 | 2.42 | 0.743 | 0.115 | |
| 7:15 | 5.63 | 2.29 | 0.674 | 0.122 | |
| 7:30 | 5.51 | 2.24 | 0.640 | 0.129 | |
| 7:45 | 5.24 | 2.14 | 0.572 | 0.135 | |
| 8:00 | 5.37 | 2.16 | 0.595 | 0.141 | |
| 8:15 | 5.22 | 2.08 | 0.551 | 0.147 | |
| 8:30 | 5.09 | 2.07 | 0.530 | 0.152 | |
| 8:45 | 5.24 | 2.13 | 0.568 | 0.158 | |
| 9:00 | 5.30 | 2.11 | 0.574 | 0.164 | |
| 9:15 | 5.25 | 2.16 | 0.578 | 0.170 | |
| 9:30 | 5.14 | 2.09 | 0.543 | 0.176 | |
| 9:45 | 5.08 | 2.04 | 0.522 | 0.181 | |
| 10:00 | 5.19 | 2.12 | 0.559 | 0.187 | |
| 10:15 | 5.26 | 2.15 | 0.576 | 0.193 | |
| 10:30 | 5.17 | 2.09 | 0.547 | 0.199 | |
| 10:45 | 5.20 | 2.09 | 0.552 | 0.205 | |
| 11:00 | 5.29 | 2.16 | 0.585 | 0.211 | |
| 11:15 | 5.26 | 2.12 | 0.569 | 0.217 | |
| 11:30 | 5.23 | 2.10 | 0.560 | 0.222 | |
| 11:45 | 5.25 | 2.18 | 0.583 | 0.229 | |
| 12:00 | 5.26 | 2.11 | 0.565 | 0.234 | |
| 12:15 | 5.32 | 2.20 | 0.601 | 0.241 | |
| 12:30 | 5.29 | 2.18 | 0.591 | 0.247 | |
| 12:45 | 5.11 | 2.13 | 0.549 | 0.253 | |
| 13:00 | 5.06 | 2.08 | 0.530 | 0.258 | |
| 13:15 | 5.09 | 2.16 | 0.553 | 0.264 | |
| 13:30 | 4.98 | 2.08 | 0.517 | 0.269 | |
| 13:45 | 4.98 | 2.06 | 0.514 | 0.275 | |
| 14:00 | 4.98 | 2.09 | 0.520 | 0.280 | |
| 14:15 | 4.86 | 2.00 | 0.482 | 0.285 | |
| 14:30 | 4.91 | 2.04 | 0.498 | 0.290 | |
| 14:45 | 5.02 | 2.14 | 0.538 | 0.296 | |
| 15:00 | 5.17 | 2.19 | 0.574 | 0.302 | |
| 15:15 | 5.20 | 2.17 | 0.573 | 0.308 | |
| 15:30 | 5.12 | 2.09 | 0.541 | 0.313 | |
| 15:45 | 5.12 | 2.12 | 0.549 | 0.319 | |
| 16:00 | 5.17 | 2.13 | 0.557 | 0.325 | |
| 16:15 | 5.26 | 2.20 | 0.592 | 0.331 | |
| 16:30 | 5.39 | 2.26 | 0.628 | 0.338 | |
| 16:45 | 5.34 | 2.24 | 0.613 | 0.344 | |
| 17:00 | 5.41 | 2.28 | 0.636 | 0.351 | |
| 17:15 | 5.48 | 2.25 | 0.639 | 0.357 | |
| 17:30 | 5.54 | 2.35 | 0.677 | 0.364 | |
| 17:45 | 5.50 | 2.30 | 0.657 | 0.371 | |
| 18:00 | 5.56 | 2.35 | 0.679 | 0.378 | |
| 18:15 | 5.71 | 2.44 | 0.732 | 0.386 | |
| 18:30 | 5.73 | 2.37 | 0.716 | 0.393 | |
| 18:45 | 5.60 | 2.38 | 0.697 | 0.401 | |
| 19:00 | 5.53 | 2.30 | 0.661 | 0.407 | |
| 19:15 | 5.47 | 2.33 | 0.659 | 0.414 | |
| 19:30 | 5.55 | 2.29 | 0.663 | 0.421 | |
| 19:45 | 5.65 | 2.32 | 0.688 | 0.428 | |
| 20:00 | 5.58 | 2.25 | 0.656 | 0.435 | |
| 20:15 | 5.44 | 2.28 | 0.640 | 0.442 | |
| 20:30 | 5.60 | 2.30 | 0.672 | 0.449 | |
| 20:45 | 5.59 | 2.29 | 0.669 | 0.456 | |
| 21:00 | 5.65 | 2.23 | 0.661 | 0.463 | |
| 21:15 | 5.44 | 2.29 | 0.645 | 0.469 | |
| 21:30 | 5.30 | 2.20 | 0.596 | 0.476 | |
| 21:45 | 5.25 | 2.13 | 0.571 | 0.482 | |
| 22:00 | 5.21 | 2.13 | 0.563 | 0.487 | |
| 22:15 | 4.97 | 2.01 | 0.498 | 0.493 | |
| 22:30 | 4.84 | 1.96 | 0.469 | 0.498 | |
| 22:45 | 4.68 | 1.99 | 0.455 | 0.502 | |
| 23:00 | 4.59 | 1.90 | 0.422 | 0.507 | |
| 23:15 | 4.42 | 1.80 | 0.379 | 0.511 | |
| 23:30 | 4.43 | 1.76 | 0.371 | 0.514 | |
| 23:45 | 4.36 | 1.75 | 0.361 | 0.518 | |
| **Daily Totals:** | | 0.361 | | **0.518** | |

**Data reported every:** 15 Minutes

# Daily Flow Report

**Site:**
2
137 Boston Post Road Port Chester, NY 17" Circular line

FLOW ASSESSMENT SERVICES

| Time | Depth (in) | Velocity (fps) | Flow (mgd) | Cumm Flow (mg) | Rain (in) |
|---|---|---|---|---|---|
| **10/19/2016** | | | | | |
| 0:00 | 4.27 | 1.73 | 0.346 | 0.004 | |
| 0:15 | 4.16 | 1.68 | 0.324 | 0.007 | |
| 0:30 | 4.19 | 1.61 | 0.315 | 0.010 | |
| 0:45 | 4.01 | 1.63 | 0.300 | 0.013 | |
| 1:00 | 3.98 | 1.56 | 0.283 | 0.016 | |
| 1:15 | 3.97 | 1.61 | 0.291 | 0.019 | |
| 1:30 | 3.86 | 1.54 | 0.268 | 0.022 | |
| 1:45 | 3.82 | 1.51 | 0.258 | 0.025 | |
| 2:00 | 3.80 | 1.57 | 0.267 | 0.028 | |
| 2:15 | 3.81 | 1.53 | 0.261 | 0.030 | |
| 2:30 | 3.74 | 1.51 | 0.251 | 0.033 | |
| 2:45 | 3.77 | 1.48 | 0.248 | 0.036 | |
| 3:00 | 3.78 | 1.50 | 0.253 | 0.038 | |
| 3:15 | 3.77 | 1.52 | 0.255 | 0.041 | |
| 3:30 | 3.77 | 1.52 | 0.256 | 0.043 | |
| 3:45 | 3.79 | 1.49 | 0.253 | 0.046 | |
| 4:00 | 3.84 | 1.52 | 0.262 | 0.049 | |
| 4:15 | 3.93 | 1.57 | 0.279 | 0.052 | |
| 4:30 | 4.04 | 1.66 | 0.307 | 0.055 | |
| 4:45 | 4.19 | 1.65 | 0.321 | 0.058 | |
| 5:00 | 4.43 | 1.73 | 0.367 | 0.062 | |
| 5:15 | 4.60 | 1.84 | 0.411 | 0.066 | |
| 5:30 | 4.92 | 2.00 | 0.490 | 0.072 | |
| 5:45 | 5.08 | 2.06 | 0.525 | 0.077 | |
| 6:00 | 5.26 | 2.12 | 0.568 | 0.083 | |
| 6:15 | 5.51 | 2.22 | 0.635 | 0.090 | |
| 6:30 | 5.65 | 2.29 | 0.679 | 0.097 | |
| 6:45 | 5.58 | 2.31 | 0.672 | 0.104 | |
| 7:00 | 5.66 | 2.35 | 0.698 | 0.111 | |
| 7:15 | 5.51 | 2.22 | 0.635 | 0.117 | |
| 7:30 | 5.51 | 2.22 | 0.635 | 0.124 | |
| 7:45 | 5.34 | 2.12 | 0.579 | 0.130 | |
| 8:00 | 5.20 | 2.09 | 0.553 | 0.136 | |
| 8:15 | 5.19 | 2.11 | 0.555 | 0.142 | |
| 8:30 | 5.22 | 2.14 | 0.568 | 0.148 | |
| 8:45 | 5.20 | 2.02 | 0.533 | 0.153 | |
| 9:00 | 5.22 | 2.09 | 0.554 | 0.159 | |
| 9:15 | 5.25 | 2.17 | 0.581 | 0.165 | |
| 9:30 | 5.31 | 2.20 | 0.599 | 0.171 | |
| 9:45 | 5.32 | 2.25 | 0.613 | 0.178 | |
| 10:00 | 5.29 | 2.14 | 0.578 | 0.184 | |
| 10:15 | 5.30 | 2.18 | 0.591 | 0.190 | |
| 10:30 | 5.27 | 2.12 | 0.570 | 0.196 | |
| 10:45 | 5.07 | 2.06 | 0.527 | 0.201 | |
| 11:00 | 5.01 | 2.09 | 0.524 | 0.207 | |
| 11:15 | 5.06 | 2.10 | 0.534 | 0.212 | |
| 11:30 | 5.02 | 2.10 | 0.528 | 0.218 | |
| 11:45 | 4.99 | 2.07 | 0.516 | 0.223 | |
| 12:00 | 4.91 | 2.07 | 0.504 | 0.228 | |
| 12:15 | 4.93 | 2.05 | 0.503 | 0.234 | |
| 12:30 | 4.98 | 2.19 | 0.546 | 0.239 | |
| 12:45 | 5.05 | 2.05 | 0.519 | 0.245 | |
| 13:00 | 5.18 | 2.11 | 0.554 | 0.250 | |
| 13:15 | 5.04 | 2.06 | 0.522 | 0.256 | |
| 13:30 | 4.99 | 2.09 | 0.521 | 0.261 | |
| 13:45 | 4.96 | 2.09 | 0.517 | 0.267 | |
| 14:00 | 4.99 | 2.05 | 0.512 | 0.272 | |
| 14:15 | 5.04 | 2.08 | 0.525 | 0.277 | |
| 14:30 | 4.95 | 1.98 | 0.489 | 0.283 | |
| 14:45 | 5.00 | 2.02 | 0.504 | 0.288 | |
| 15:00 | 5.02 | 2.12 | 0.534 | 0.293 | |
| 15:15 | 4.95 | 2.07 | 0.512 | 0.299 | |
| 15:30 | 4.92 | 2.08 | 0.510 | 0.304 | |
| 15:45 | 5.07 | 2.12 | 0.542 | 0.310 | |
| 16:00 | 5.17 | 2.23 | 0.583 | 0.316 | |
| 16:15 | 5.15 | 2.18 | 0.569 | 0.322 | |
| 16:30 | 5.18 | 2.12 | 0.558 | 0.327 | |
| 16:45 | 5.35 | 2.25 | 0.617 | 0.334 | |
| 17:00 | 5.41 | 2.26 | 0.629 | 0.340 | |
| 17:15 | 5.30 | 2.21 | 0.599 | 0.347 | |
| 17:30 | 5.55 | 2.29 | 0.664 | 0.354 | |
| 17:45 | 5.62 | 2.35 | 0.689 | 0.361 | |
| 18:00 | 5.77 | 2.35 | 0.717 | 0.368 | |
| 18:15 | 5.66 | 2.27 | 0.675 | 0.375 | |
| 18:30 | 5.64 | 2.36 | 0.699 | 0.383 | |
| 18:45 | 5.60 | 2.33 | 0.681 | 0.390 | |
| 19:00 | 5.57 | 2.29 | 0.663 | 0.397 | |
| 19:15 | 5.60 | 2.32 | 0.680 | 0.404 | |
| 19:30 | 5.48 | 2.26 | 0.641 | 0.410 | |
| 19:45 | 5.30 | 2.21 | 0.599 | 0.417 | |
| 20:00 | 5.49 | 2.27 | 0.647 | 0.423 | |
| 20:15 | 5.54 | 2.26 | 0.651 | 0.430 | |
| 20:30 | 5.39 | 2.27 | 0.632 | 0.437 | |
| 20:45 | 5.56 | 2.28 | 0.660 | 0.444 | |
| 21:00 | 5.73 | 2.20 | 0.663 | 0.450 | |
| 21:15 | 5.68 | 2.14 | 0.639 | 0.457 | |
| 21:30 | 5.52 | 2.09 | 0.600 | 0.463 | |
| 21:45 | 5.51 | 2.12 | 0.607 | 0.470 | |
| 22:00 | 5.47 | 2.09 | 0.593 | 0.476 | |
| 22:15 | 5.21 | 2.01 | 0.532 | 0.481 | |
| 22:30 | 5.24 | 2.03 | 0.543 | 0.487 | |
| 22:45 | 5.17 | 1.96 | 0.515 | 0.492 | |
| 23:00 | 5.05 | 1.95 | 0.495 | 0.498 | |
| 23:15 | 4.85 | 1.88 | 0.450 | 0.502 | |
| 23:30 | 4.77 | 1.84 | 0.430 | 0.507 | |
| 23:45 | 4.61 | 1.76 | 0.393 | 0.511 | |
| **Daily Totals:** | | | 0.393 | **0.511** | |

**Data reported every:** 15 Minutes

# Daily Flow Report

**Site:**
2
137 Boston Post Road  Port Chester, NY  17" Circular line

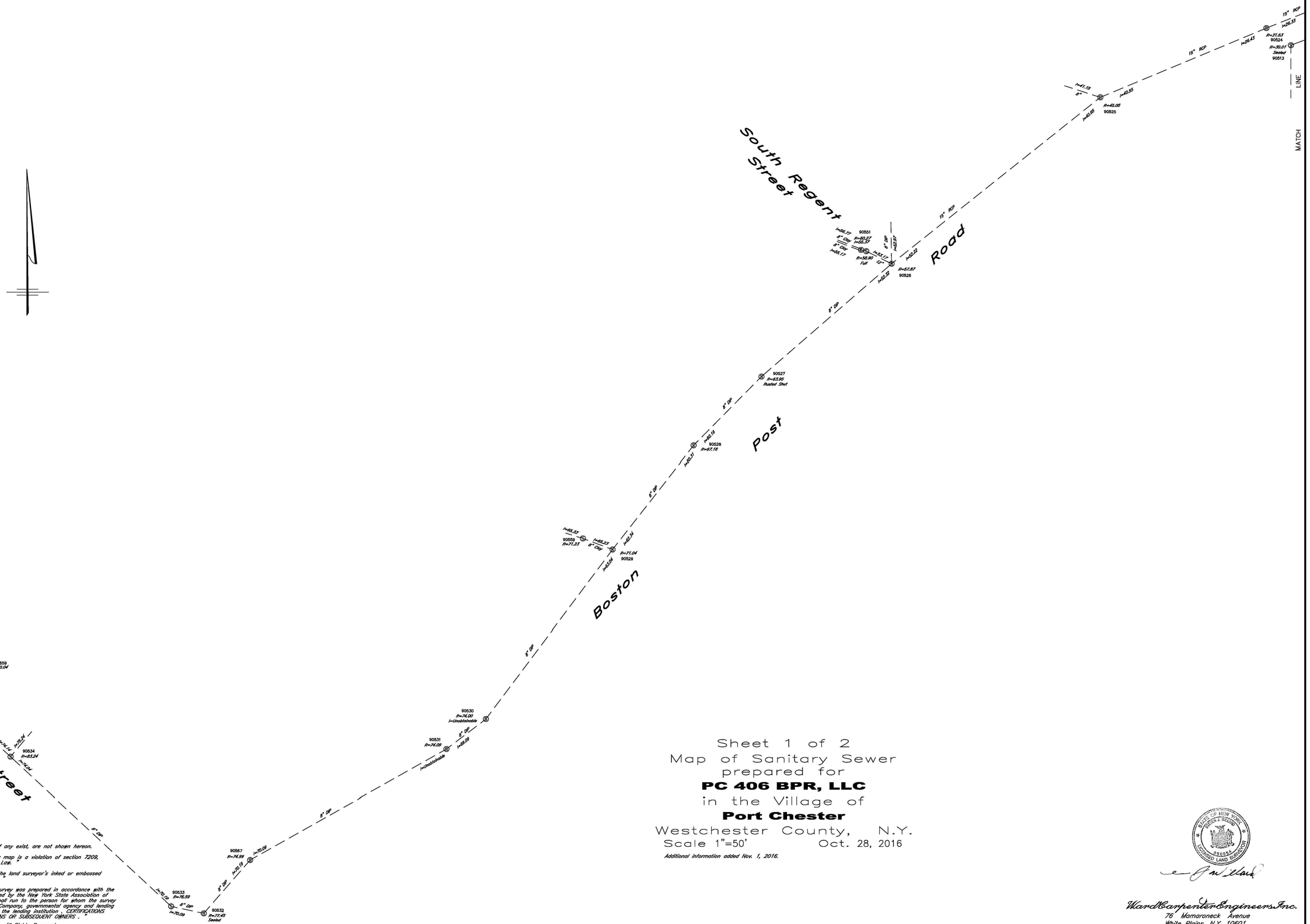
FLOW ASSESSMENT SERVICES

| Time | Depth (in) | Velocity (fps) | Flow (mgd) | Cumm Flow (mg) | Rain (in) |
|---|---|---|---|---|---|
| **10/20/2016** | | | | | |
| 0:00 | 4.50 | 1.66 | 0.360 | 0.004 | |
| 0:15 | 4.33 | 1.65 | 0.336 | 0.007 | |
| 0:30 | 4.38 | 1.72 | 0.357 | 0.011 | |
| 0:45 | 4.31 | 1.67 | 0.339 | 0.014 | |
| 1:00 | 4.22 | 1.60 | 0.315 | 0.018 | |
| 1:15 | 4.13 | 1.57 | 0.300 | 0.021 | |
| 1:30 | 4.11 | 1.59 | 0.303 | 0.024 | |
| 1:45 | 4.08 | 1.56 | 0.294 | 0.027 | |
| 2:00 | 4.01 | 1.56 | 0.287 | 0.030 | |
| 2:15 | 3.98 | 1.53 | 0.276 | 0.033 | |
| 2:30 | 3.98 | 1.51 | 0.273 | 0.036 | |
| 2:45 | 3.94 | 1.47 | 0.264 | 0.039 | |
| 3:00 | 3.92 | 1.49 | 0.264 | 0.041 | |
| 3:15 | 3.99 | 1.56 | 0.285 | 0.044 | |
| 3:30 | 3.99 | 1.52 | 0.276 | 0.047 | |
| 3:45 | 4.03 | 1.54 | 0.284 | 0.050 | |
| 4:00 | 4.13 | 1.56 | 0.299 | 0.053 | |
| 4:15 | 4.21 | 1.66 | 0.326 | 0.057 | |
| 4:30 | 4.26 | 1.64 | 0.329 | 0.060 | |
| 4:45 | 4.45 | 1.69 | 0.359 | 0.064 | |
| 5:00 | 4.51 | 1.75 | 0.380 | 0.068 | |
| 5:15 | 4.88 | 1.88 | 0.453 | 0.072 | |
| 5:30 | 5.21 | 1.97 | 0.522 | 0.078 | |
| 5:45 | 5.43 | 2.07 | 0.581 | 0.084 | |
| 6:00 | 5.72 | 2.20 | 0.661 | 0.091 | |
| 6:15 | 5.86 | 2.25 | 0.701 | 0.098 | |
| 6:30 | 6.01 | 2.35 | 0.757 | 0.106 | |
| 6:45 | 6.02 | 2.38 | 0.770 | 0.114 | |
| 7:00 | 5.87 | 2.31 | 0.722 | 0.122 | |
| 7:15 | 5.78 | 2.21 | 0.674 | 0.129 | |
| 7:30 | 5.69 | 2.11 | 0.631 | 0.135 | |
| 7:45 | 5.53 | 2.14 | 0.615 | 0.142 | |
| 8:00 | 5.53 | 2.13 | 0.611 | 0.148 | |
| 8:15 | 5.59 | 2.16 | 0.629 | 0.155 | |
| 8:30 | 5.49 | 2.14 | 0.608 | 0.161 | |
| 8:45 | 5.45 | 2.15 | 0.605 | 0.167 | |
| 9:00 | 5.31 | 2.13 | 0.579 | 0.173 | |
| 9:15 | 5.36 | 2.12 | 0.584 | 0.179 | |
| 9:30 | | | | 0.179 | |
| 9:45 | | | | 0.179 | |
| 10:00 | | | | 0.179 | |
| 10:15 | | | | 0.179 | |
| 10:30 | | | | 0.179 | |
| 10:45 | | | | 0.179 | |
| 11:00 | | | | 0.179 | |
| 11:15 | | | | 0.179 | |
| 11:30 | | | | 0.179 | |
| 11:45 | | | | 0.179 | |
| 12:00 | | | | 0.179 | |
| 12:15 | | | | 0.179 | |
| 12:30 | | | | 0.179 | |
| 12:45 | | | | 0.179 | |
| 13:00 | | | | 0.179 | |
| 13:15 | | | | 0.179 | |
| 13:30 | | | | 0.179 | |
| 13:45 | | | | 0.179 | |
| 14:00 | | | | 0.179 | |
| 14:15 | | | | 0.179 | |
| 14:30 | | | | 0.179 | |
| 14:45 | | | | 0.179 | |
| 15:00 | | | | 0.179 | |
| 15:15 | | | | 0.179 | |
| 15:30 | | | | 0.179 | |
| 15:45 | | | | 0.179 | |
| 16:00 | | | | 0.179 | |
| 16:15 | | | | 0.179 | |
| 16:30 | | | | 0.179 | |
| 16:45 | | | | 0.179 | |
| 17:00 | | | | 0.179 | |
| 17:15 | | | | 0.179 | |
| 17:30 | | | | 0.179 | |
| 17:45 | | | | 0.179 | |
| 18:00 | | | | 0.179 | |
| 18:15 | | | | 0.179 | |
| 18:30 | | | | 0.179 | |
| 18:45 | | | | 0.179 | |
| 19:00 | | | | 0.179 | |
| 19:15 | | | | 0.179 | |
| 19:30 | | | | 0.179 | |
| 19:45 | | | | 0.179 | |
| 20:00 | | | | 0.179 | |
| 20:15 | | | | 0.179 | |
| 20:30 | | | | 0.179 | |
| 20:45 | | | | 0.179 | |
| 21:00 | | | | 0.179 | |
| 21:15 | | | | 0.179 | |
| 21:30 | | | | 0.179 | |
| 21:45 | | | | 0.179 | |
| 22:00 | | | | 0.179 | |
| 22:15 | | | | 0.179 | |
| 22:30 | | | | 0.179 | |
| 22:45 | | | | 0.179 | |
| 23:00 | | | | 0.179 | |
| 23:15 | | | | 0.179 | |
| 23:30 | | | | 0.179 | |
| 23:45 | | | | 0.179 | |
| **Daily Totals:** | | | | **0.179** | |

**Data reported every:** 15 Minutes

## APPENDIX B

**MAP OF SANITARY SEWER PREPARED BY WARD CARPENTER ENGINEERS, INC.**




Spatial Reference System:
USA/NAD83-CORS96/ New York (East)
Vertical Datum: NAVD88-Geoid09

Subsurface structures and their encroachments, if any exist, are not shown hereon.

"Unauthorized alterations or additions to a survey map is a violation of section 7209, sub-division 2, of the New York State Education Law. "

"Only copies of the original survey marked with the land surveyor's inked or embossed seal shall be considered a true and valid copy . "

"Certifications indicated hereon signify that this survey was prepared in accordance with the existing code of practice for Land Surveys adopted by the New York State Association of Professional Land Surveyors. Said certifications shall run to the person for whom the survey is prepared only, and on his behalf to the Title Company, governmental agency and lending institution listed hereon, and to the assignees of the lending institution . CERTIFICATIONS ARE NOT TRANSFERABLE TO ADDITIONAL INSTITUTIONS OR SUBSEQUENT OWNERS . "

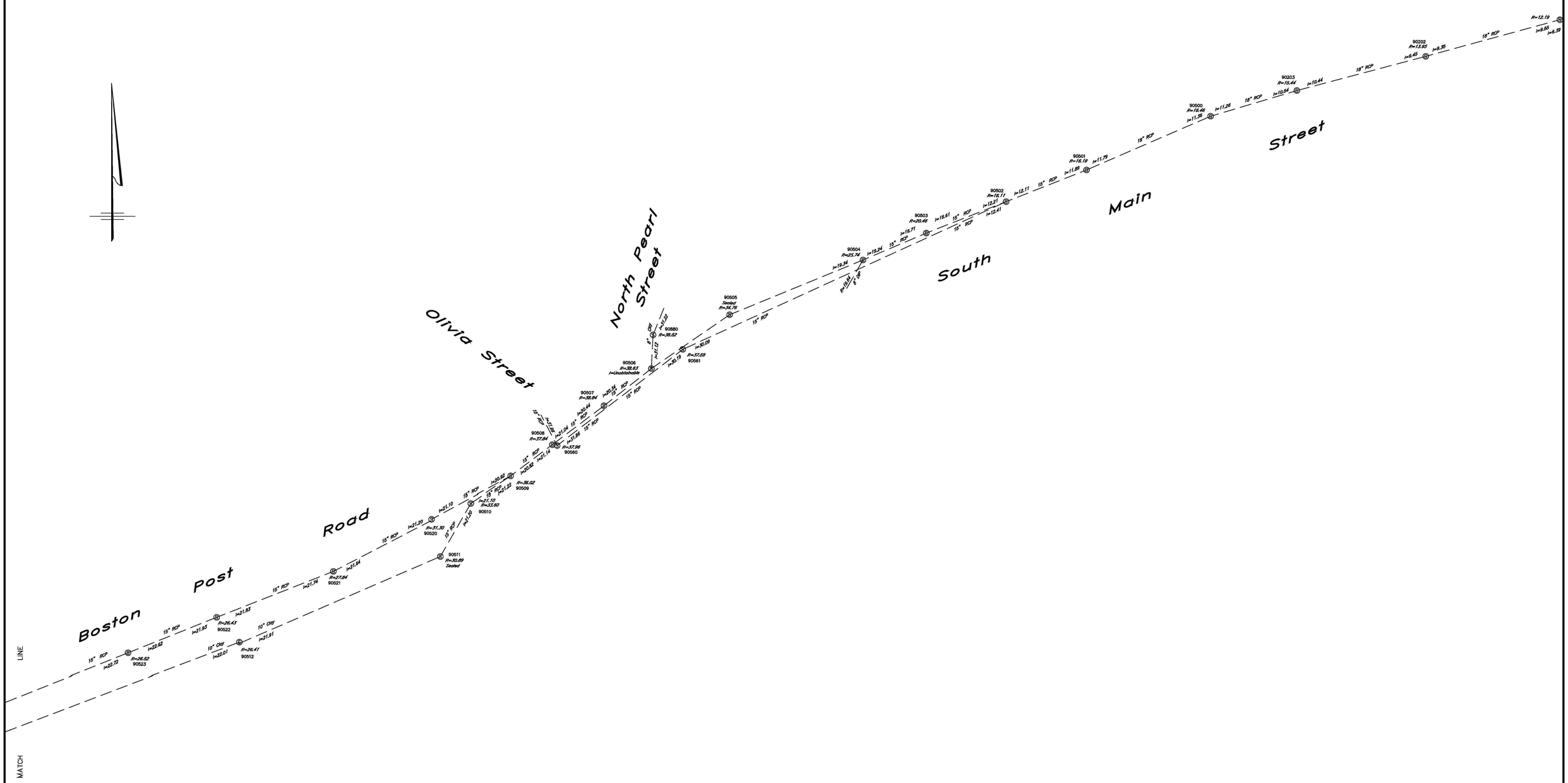
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Sheet 1 of 2
Map of Sanitary Sewer
prepared for
**PC 406 BPR, LLC**
in the Village of
**Port Chester**
Westchester County, N.Y.
Scale 1"=50' Oct. 28, 2016

*Additional information added Nov. 1, 2016.*

STATE OF NEW YORK
ROBERT J. BELLANO
050084
LICENSED LAND SURVEYOR

Ward Carpenter Engineers Inc.
76 Mamaroneck Avenue
White Plains, N.Y. 10601




Spatial Reference System:
USA/NAD83-CORS96 / New York (East)
Vertical Datum: NAVD88-Geoid09

Subsurface structures and their encroachments, if any exist, are not shown hereon.

"Unauthorized alterations or additions to a survey map is a violation of section 7209, sub-division 2, of the New York State Education Law."

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Sheet 2 of 2
Map of Sanitary Sewer
prepared for
**PC 406 BPR, LLC**
in the Village of
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Westchester County, N.Y.
Scale 1"=50' Oct. 28, 2016

Additional information added Nov. 1, 2016.

STATE OF NEW YORK
JOHN J. KELLARD
050084
LICENSED LAND SURVEYOR

Ward Carpenter Engineers Inc.
76 Mamaroneck Avenue
White Plains, N.Y. 10601

Job # 52464

LDD 52464\dwg\52464.dwg

# APPENDIX C

## EXISTING SYSTEM PIPE ANALYSIS
## BASE SANITARY FLOW DATA

## EXISTING SEWER ANALYSIS

| Pipe Run | | | | | Average Flow | | | Peak Flow | | | | Infiltration | | Design Flow | Pipe Data | | | | | | | | | | Invert | | Rim Elevation | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Run | From | To | Location & Description | | Mgd | ∑ Mgd | cfs | Pop | ∑ Pop | PF | cfs | mgd/idm | cfs | cfs | Cap. (cfs) | "n" Value | Size (in) | Vdes (fps) | Vpeak (fps) | Vcap (fps) | Slope (%) | OAL (ft) | MH Dia. (ft) | Lgth. (ft) | Fall (ft) | Upper | Lower | Upper | Lower |
| 1 | 90537 | 90536 | High St. | | | - | - | - | - | 4.5 | - | 0.000176 | 0.00003 | 0.00 | 2.5 | 0.013 | 8 | 0.00 | 0.00 | 7.23 | 4.36% | 75.0 | 2.0 | 73.0 | 3.18 | 83.57 | 80.39 | 93.77 | 91.89 |
| 2 | 90536 | 90535 | High St. | | | - | - | - | - | 4.5 | - | 0.000176 | 0.00006 | 0.00 | 2.2 | 0.013 | 8 | 0.00 | 0.00 | 6.18 | 3.18% | 152.0 | 4.0 | 148.0 | 4.71 | 80.29 | 75.58 | 91.89 | 85.93 |
| 3 | 90535 | 90534 | High St. | Nursing Home | 0.024 | 0.024 | 0.04 | 300 | 300 | 4.1 | 0.15 | 0.000176 | 0.00003 | 0.04 | 1.5 | 0.013 | 8 | 1.68 | 2.79 | 4.43 | 1.63% | 86.0 | 4.0 | 82.0 | 1.34 | 75.48 | 74.14 | 85.93 | 83.24 |
| 4 | 90534 | 90533 | High St. | | | 0.024 | 0.04 | - | 300 | 4.1 | 0.15 | 0.000176 | 0.00011 | 0.04 | 1.5 | 0.013 | 8 | 1.64 | 2.65 | 4.21 | 1.48% | 262.0 | 2.0 | 260.0 | 3.85 | 74.04 | 70.19 | 83.24 | 76.59 |
| 5 | 90533 | 90532 | High St. | | | 0.024 | 0.04 | - | 300 | 4.1 | 0.15 | 0.000176 | 0.00001 | 0.04 | 0.0 | 0.013 | 8 | | | | 0.00% | 40.0 | 4.0 | 36.0 | 0.00 | 70.09 | *70.09* | 76.59 | 77.45 |
| 6 | 90532 | 90567 | Post Rd. | | | 0.024 | 0.04 | - | 300 | 4.1 | 0.15 | 0.000176 | 0.00003 | 0.04 | 0.0 | 0.013 | 8 | | | | 0.00% | 85.0 | 4.0 | 81.0 | 0.00 | *70.19* | 70.19 | 77.45 | 74.99 |
| 7 | 90567 | 90531 | Post Rd. | | | 0.024 | 0.04 | - | 300 | 4.1 | 0.15 | 0.000176 | 0.00011 | 0.04 | 1.3 | 0.013 | 8 | 1.63 | 2.50 | 3.79 | 1.20% | 270.0 | 4.0 | 266.0 | 3.19 | 70.09 | *66.90* | 74.99 | 74.09 |
| 8 | 90531 | 90530 | Post Rd. | | | 0.024 | 0.04 | - | 300 | 4.1 | 0.15 | 0.000176 | 0.00002 | 0.04 | 1.3 | 0.013 | 8 | 1.62 | 2.48 | 3.76 | 1.18% | 59.0 | 4.0 | 55.0 | 0.65 | *66.80* | *66.15* | 74.09 | 74.00 |
| 9 | 90530 | 90529 | Post Rd. | | | 0.024 | 0.04 | - | 300 | 4.1 | 0.15 | 0.000176 | 0.00010 | 0.04 | 1.3 | 0.013 | 8 | 1.63 | 2.50 | 3.79 | 1.20% | 253.0 | 2.0 | 251.0 | 3.01 | *66.05* | 63.04 | 74.00 | 71.04 |
| 10 | 90529 | 90528 | Post Rd. | | | 0.024 | 0.04 | - | 300 | 4.1 | 0.15 | 0.000176 | 0.00006 | 0.04 | 1.4 | 0.013 | 8 | 1.67 | 2.59 | 3.99 | 1.33% | 157.0 | 4.0 | 153.0 | 2.03 | 62.34 | 60.31 | 71.04 | 67.16 |
| 11 | 90528 | 90527 | Post Rd. | | | 0.024 | 0.04 | - | 300 | 4.1 | 0.15 | 0.000176 | 0.00005 | 0.04 | 1.9 | 0.013 | 8 | 2.17 | 3.25 | 5.41 | 2.45% | 116.0 | 4.0 | 112.0 | 2.74 | 60.16 | *57.42* | 67.16 | 63.95 |
| 12 | 90527 | 90526 | Post Rd. | | | 0.024 | 0.04 | - | 300 | 4.1 | 0.15 | 0.000176 | 0.00008 | 0.04 | 1.9 | 0.013 | 8 | 2.18 | 3.27 | 5.45 | 2.48% | 206.0 | 4.0 | 202.0 | 5.00 | *57.32* | 52.32 | 63.95 | 57.87 |
| 13 | 90526 | 90525 | Post Rd. | S. Regent | 0.047 | 0.071 | 0.11 | 588 | 888 | 3.8 | 0.42 | 0.000176 | 0.00024 | 0.11 | 12.4 | 0.013 | 15 | 3.03 | 4.54 | 10.09 | 3.67% | 319.0 | 4.0 | 315.0 | 11.57 | 52.22 | 40.65 | 57.87 | 45.05 |
| 14 | 90525 | 90524 | Post Rd. | | 0.007 | 0.078 | 0.12 | 88 | 975 | 3.8 | 0.46 | 0.000208 | 0.00019 | 0.12 | 16.7 | 0.013 | 15 | 4.09 | 6.13 | 13.62 | 6.69% | 215.0 | 4.0 | 211.0 | 14.12 | 40.55 | 26.43 | 45.05 | 31.53 |
| 15 | 90524 | 90523 | Post Rd. | | 0.007 | 0.085 | 0.13 | 88 | 1,063 | 3.8 | 0.50 | 0.000228 | 0.00019 | 0.13 | 8.8 | 0.013 | 15 | 2.59 | 4.03 | 7.20 | 1.87% | 197.0 | 4.0 | 193.0 | 3.61 | 26.33 | 22.72 | 31.53 | 26.52 |
| 16 | 90523 | 90522 | Post Rd. | | 0.007 | 0.092 | 0.14 | 88 | 1,150 | 3.8 | 0.54 | 0.000245 | 0.00009 | 0.14 | 2.9 | 0.013 | 12 | 1.94 | 2.84 | 3.73 | 0.68% | 106.0 | 4.0 | 102.0 | 0.69 | 22.62 | 21.93 | 26.52 | 26.43 |
| 17 | 90522 | 90521 | Post Rd. | | 0.007 | 0.099 | 0.15 | 88 | 1,238 | 3.7 | 0.57 | 0.000254 | 0.00012 | 0.15 | 0.9 | 0.013 | 12 | 0.87 | 1.23 | 1.17 | 0.07% | 139.0 | 4.0 | 135.0 | 0.09 | 21.83 | 21.74 | 26.43 | 27.84 |
| 18 | 90521 | 90520 | Post Rd. | Flow Monitor 1 | 0.007 | 0.106 | 0.16 | 88 | 1,325 | 3.7 | 0.61 | 0.000265 | 0.00011 | 0.16 | 2.2 | 0.013 | 12 | 1.63 | 2.37 | 2.76 | 0.37% | 121.0 | 2.0 | 119.0 | 0.44 | 21.64 | 21.20 | 27.84 | 31.30 |
| 19 | 90520 | 90509 | Post Rd. | | | 0.106 | 0.16 | - | 1,325 | 3.7 | 0.61 | 0.000274 | 0.00012 | 0.16 | 2.8 | 0.013 | 15 | 2.26 | 1.80 | 2.26 | 0.18% | 100.0 | 2.0 | 98.0 | 0.18 | 21.10 | 20.92 | 31.30 | 36.02 |
| 20 | 90509 | 90508 | Post Rd. | Shopping Center | 0.046 | 0.152 | 0.23 | 574 | 1,899 | 3.6 | 0.85 | 0.000282 | 0.00007 | 0.24 | #NUM! | 0.013 | 15 | | | | -0.59% | 58.0 | 4.0 | 54.0 | (0.32) | 20.82 | 21.14 | 36.02 | 37.84 |
| 21 | 90508 | 90507 | Post Rd. | Olivia St. | 0.120 | 0.272 | 0.42 | 1,500 | 3,399 | 3.4 | 1.43 | 0.000286 | 0.00009 | 0.42 | 6.1 | 0.013 | 15 | 2.92 | 4.10 | 4.94 | 0.88% | 72.0 | 4.0 | 68.0 | 0.60 | 21.04 | 20.44 | 37.84 | 38.84 |
| 22 | 90507 | 90506 | Post Rd. | | | 0.272 | 0.42 | - | 3,399 | 3.4 | 1.43 | 0.000291 | 0.00008 | 0.42 | 3.3 | 0.013 | 15 | 1.80 | 2.57 | 2.65 | 0.25% | 67.0 | 4.0 | 63.0 | 0.16 | 20.34 | *20.18* | 38.84 | 38.63 |
| 23 | 90506 | 90505 | Post Rd. | N. Pearl Street | 0.120 | 0.392 | 0.61 | 1,500 | 4,899 | 3.3 | 1.97 | 0.000295 | 0.00013 | 0.61 | 3.2 | 0.013 | 15 | 2.02 | 2.75 | 2.62 | 0.25% | 105.0 | 4.0 | 101.0 | 0.25 | *20.08* | *19.83* | 38.63 | 34.76 |
| 24 | 90505 | 90504 | Post Rd. | | | 0.392 | 0.61 | - | 4,899 | 3.3 | 1.97 | 0.000303 | 0.00021 | 0.61 | 3.2 | 0.013 | 15 | 2.01 | 2.75 | 2.62 | 0.25% | 160.0 | 2.0 | 158.0 | 0.39 | *19.73* | 19.34 | 34.76 | 25.74 |
| 25 | 90504 | 90503 | Post Rd. | | | 0.392 | 0.61 | - | 4,899 | 3.3 | 1.97 | 0.000313 | 0.00010 | 0.61 | 12.1 | 0.013 | 15 | 5.13 | 7.20 | 9.87 | 3.51% | 76.0 | 4.0 | 72.0 | 2.53 | 19.24 | 16.71 | 25.74 | 20.46 |
| 26 | 90503 | 90502 | Post Rd. | | | 0.392 | 0.61 | - | 4,899 | 3.3 | 1.97 | 0.000318 | 0.00013 | 0.61 | 14.2 | 0.013 | 15 | 5.44 | 8.10 | 11.57 | 4.84% | 95.0 | 4.0 | 91.0 | 4.40 | 16.61 | 12.21 | 20.46 | 16.11 |
| 27 | 90502 | 90501 | Post Rd. | | | 0.392 | 0.61 | - | 4,899 | 3.3 | 1.97 | 0.000324 | 0.00013 | 0.61 | 3.2 | 0.013 | 15 | 2.01 | 2.70 | 2.57 | 0.24% | 96.0 | 4.0 | 92.0 | 0.22 | 12.11 | 11.89 | 16.11 | 16.19 |
| 28 | 90501 | 90500 | Post Rd. | Flow Monitor 2 | | 0.392 | 0.61 | - | 4,899 | 3.3 | 1.97 | 0.000560 | 0.00043 | 0.61 | 5.7 | 0.013 | 18 | 2.10 | 2.94 | 3.23 | 0.29% | 150.0 | 4.0 | 146.0 | 0.43 | 11.79 | 11.36 | 16.19 | 16.46 |
| 29 | 90500 | 90203 | Post Rd. | | | 0.392 | 0.61 | - | 4,899 | 3.3 | 1.97 | 0.000560 | 0.00028 | 0.61 | 9.1 | 0.013 | 18 | 2.99 | 5.35 | 5.15 | 0.75% | 100.0 | 4.0 | 96.0 | 0.72 | 11.26 | 10.54 | 16.46 | 15.44 |
| 30 | 90203 | 90202 | Post Rd. | | | 0.392 | 0.61 | - | 4,899 | 3.3 | 1.97 | 0.000560 | 0.00043 | 0.61 | 8.7 | 0.013 | 18 | 2.86 | 3.99 | 4.93 | 0.69% | 148.0 | 4.0 | 144.0 | 0.99 | 10.44 | 9.45 | 15.44 | 13.95 |
| 31 | 90202 | 90198 | Post Rd. | | | 0.392 | 0.61 | - | 4,899 | 3.3 | 1.97 | 0.000560 | 0.00044 | 0.61 | #NUM! | 0.013 | 18 | | | | -0.13% | 154.0 | 4.0 | 150.0 | (0.20) | 9.35 | 9.55 | 13.95 | 12.19 |

| | |
|---|---|
| Overall Pipe Length (OAL) = | 3,837 |
| Pipe Length (L) = | 3,737 |
| Pipe Length from MH 90526 to 90500 = | 1,703 |

Inverts Interpolated

Adverse Pipe Slope

| SEWER CALCULATION LEGEND AND FORMULAE | |
|---|---|
| **Abbreviation** | **Description** |
| mgd = | Million Gallons per day |
| Pop = | Estimated Population = gallons per day /80 gallons/person/day |
| PF = | Peaking Factor based on Harmon equation and the estimated population<br>$\frac{18 + P^{1/2}}{4 + P^{1/2}}$ Where P= design contributing population in thousands |
| cfs = | cubic feet per second (calculated using Mannings equation) |
| Cap = | Q = AV Where V = $\frac{K (A/P)^{2/3} S^{1/2}}{n}$ (Mannings Equation)<br>Q = Discharge (flow rate), cfs<br>A = Flow area of the pipe, culvert, or channel, $ft^2$<br>k = unit conversion factor = 1.486<br>P = Wetted perimeter which is the portion of the circumference that is in contact with water.<br>n = Manning coefficient of roughness<br>S = Downward (longitudinal) slope of the culvert, ft/ft<br>V = Average velocity in the pipe, culvert, or channel, fps |
| mgd/idm | Million gallons per day per inch of diameter per mile of pipe (mgd/idm) |
| Infitration = | mgd/idm times length times diameter times 1.547 (conversion factor) |
| Design Flow = | Average Flow (cfs) plus Infiltration (cfs) |
| fps | feet per second (cfs/pipe area) |
| in | Pipe diameter in inches |
| OAL = | Overall Pipe Length (center of manhole to center of manhole) |
| Lgth = | Length (Pipe length less manhole diameter) |
| Vdes = | Pipe velocity at design flow = Design Flow / Flow Area of Pipe at Design Flow |
| Vpeak = | Pipe velocity at design flow = Peak Flow / Flow Area of Pipe at Peak Flow |
| Vcap = | Pipe velocity at Capacity = Capacity (full flow) / Flow Area of Pipe at Full Flow |
| Fall = | Upper invert minus lower invert |
| Slope = | Fall/Length |

# APPENDIX D

## EXISTING SYSTEM PIPE ANALYSIS
## BASE SANITARY FLOW DATA PLUS PROJECTED SITE FLOWS

## EXISTING SEWER ANALYSIS WITH PROJECTED SITE FLOW

| Pipe Run | | | | | Average Flow | | | Peak Flow | | | | Infiltration | | Design Flow | Pipe Data | | | | | | | | | | Invert | | Rim Elevation | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Run | From | To | Location & Description | | Mgd | ∑ Mgd | cfs | Pop | ∑ Pop | PF | cfs | mgd/idm | cfs | cfs | Cap. (cfs) | "n" Value | Size (in) | Vdes (fps) | Vpeak (fps) | Vcap (fps) | Slope (%) | OAL (ft) | MH Dia. (ft) | Lgth. (ft) | Fall (ft) | Upper | Lower | Upper | Lower |
| 1 | 90537 | 90536 | High St. | Site Conn. #1 | 0.038 | 0.038 | 0.06 | 475 | 475 | 4.0 | 0.23 | 0.000176 | 0.00003 | 0.06 | 2.5 | 0.013 | 8 | 2.7 | 3.2 | 7.2 | 4.36% | 75.0 | 2.0 | 73.0 | 3.18 | 83.57 | 80.39 | 93.77 | 91.89 |
| 2 | 90536 | 90535 | High St. | | | 0.038 | 0.06 | - | 475 | 4.0 | 0.23 | 0.000176 | 0.00006 | 0.06 | 2.2 | 0.013 | 8 | 2.7 | 2.8 | 6.2 | 3.18% | 152.0 | 4.0 | 148.0 | 4.71 | 80.29 | 75.58 | 91.89 | 85.93 |
| 3 | 90535 | 90534 | High St. | Nursing Home | 0.024 | 0.062 | 0.10 | 300 | 775 | 3.9 | 0.37 | 0.000176 | 0.00003 | 0.10 | 1.5 | 0.013 | 8 | 2.4 | 2.7 | 4.4 | 1.63% | 86.0 | 4.0 | 82.0 | 1.34 | 75.48 | 74.14 | 85.93 | 83.24 |
| 4 | 90534 | 90533 | High St. | Site Conn. #2 | 0.012 | 0.074 | 0.11 | 150 | 925 | 3.8 | 0.44 | 0.000176 | 0.00011 | 0.11 | 1.5 | 0.013 | 8 | 2.5 | 2.7 | 4.2 | 1.48% | 262.0 | 2.0 | 260.0 | 3.85 | 74.04 | 70.19 | 83.24 | 76.59 |
| 5 | 90533 | 90532 | High St. | | | 0.074 | 0.11 | - | 925 | 3.8 | 0.44 | 0.000176 | 0.00001 | 0.11 | 0.0 | 0.013 | 8 | 0.0 | 0.0 | 0.0 | 0.00% | 40.0 | 4.0 | 36.0 | 0.00 | 70.09 | *70.09* | 76.59 | 77.45 |
| 6 | 90532 | 90567 | Post Rd. | | | 0.074 | 0.11 | - | 925 | 3.8 | 0.44 | 0.000176 | 0.00003 | 0.11 | 0.0 | 0.013 | 8 | 0.0 | 0.0 | 0.0 | 0.00% | 85.0 | 4.0 | 81.0 | 0.00 | *70.19* | 70.19 | 77.45 | 74.99 |
| 7 | 90567 | 90531 | Post Rd. | | | 0.074 | 0.11 | - | 925 | 3.8 | 0.44 | 0.000176 | 0.00011 | 0.11 | 1.3 | 0.013 | 8 | 2.3 | 2.5 | 3.8 | 1.20% | 270.0 | 4.0 | 266.0 | 3.19 | 70.09 | *66.90* | 74.99 | 74.09 |
| 8 | 90531 | 90530 | Post Rd. | Site Conn. #3 | 0.093 | 0.167 | 0.26 | 1,163 | 2,088 | 3.6 | 0.92 | 0.000176 | 0.00002 | 0.26 | 1.3 | 0.013 | 8 | 2.9 | 3.1 | 3.8 | 1.18% | 59.0 | 4.0 | 55.0 | 0.65 | *66.80* | *66.15* | 74.09 | 74.00 |
| 9 | 90530 | 90529 | Post Rd. | | | 0.167 | 0.26 | - | 2,088 | 3.6 | 0.92 | 0.000176 | 0.00010 | 0.26 | 1.3 | 0.013 | 8 | 2.9 | 3.1 | 3.8 | 1.20% | 253.0 | 2.0 | 251.0 | 3.01 | *66.05* | 63.04 | 74.00 | 71.04 |
| 10 | 90529 | 90528 | Post Rd. | | | 0.167 | 0.26 | - | 2,088 | 3.6 | 0.92 | 0.000176 | 0.00006 | 0.26 | 1.4 | 0.013 | 8 | 3.1 | 3.2 | 4.0 | 1.33% | 157.0 | 4.0 | 153.0 | 2.03 | 62.34 | 60.31 | 71.04 | 67.16 |
| 11 | 90528 | 90527 | Post Rd. | Site Conn. #4 | 0.022 | 0.189 | 0.29 | 280 | 2,368 | 3.5 | 1.03 | 0.000176 | 0.00005 | 0.29 | 1.9 | 0.013 | 8 | 4.0 | 4.2 | 5.4 | 2.45% | 116.0 | 4.0 | 112.0 | 2.74 | 60.16 | *57.42* | 67.16 | 63.95 |
| 12 | 90527 | 90526 | Post Rd. | | | 0.189 | 0.29 | - | 2,368 | 3.5 | 1.03 | 0.000176 | 0.00008 | 0.29 | 1.9 | 0.013 | 8 | 3.9 | 4.2 | 5.4 | 2.48% | 206.0 | 4.0 | 202.0 | 5.00 | *57.32* | 52.32 | 63.95 | 57.87 |
| 13 | 90526 | 90525 | Post Rd. | S. Regent | 0.047 | 0.236 | 0.37 | 588 | 2,955 | 3.4 | 1.26 | 0.000176 | 0.00024 | 0.37 | 12.4 | 0.013 | 15 | 4.5 | 6.9 | 10.1 | 3.67% | 319.0 | 4.0 | 315.0 | 11.57 | 52.22 | 40.65 | 57.87 | 45.05 |
| 14 | 90525 | 90524 | Post Rd. | | 0.007 | 0.243 | 0.38 | 88 | 3,043 | 3.4 | 1.29 | 0.000208 | 0.00019 | 0.38 | 16.7 | 0.013 | 15 | 5.0 | 8.6 | 13.6 | 6.69% | 215.0 | 4.0 | 211.0 | 14.12 | 40.55 | 26.43 | 45.05 | 31.53 |
| 15 | 90524 | 90523 | Post Rd. | | 0.007 | 0.250 | 0.39 | 88 | 3,130 | 3.4 | 1.33 | 0.000228 | 0.00019 | 0.39 | 8.8 | 0.013 | 15 | 3.5 | 5.5 | 7.2 | 1.87% | 197.0 | 4.0 | 193.0 | 3.61 | 26.33 | 22.72 | 31.53 | 26.52 |
| 16 | 90523 | 90522 | Post Rd. | | 0.007 | 0.257 | 0.40 | 88 | 3,218 | 3.4 | 1.36 | 0.000245 | 0.00009 | 0.40 | 2.9 | 0.013 | 12 | 2.6 | 3.4 | 3.7 | 0.68% | 106.0 | 4.0 | 102.0 | 0.69 | 22.62 | 21.93 | 26.52 | 26.43 |
| 17 | 90522 | 90521 | Post Rd. | | 0.007 | 0.264 | 0.41 | 88 | 3,305 | 3.4 | 1.39 | 0.000254 | 0.00012 | 0.41 | 0.9 | 0.013 | 12 | 1.1 | 1.3 | 1.2 | 0.07% | 139.0 | 4.0 | 135.0 | 0.09 | 21.83 | 21.74 | 26.43 | 27.84 |
| 18 | 90521 | 90520 | Post Rd. | Flow Monitor 1 | 0.007 | 0.271 | 0.42 | 88 | 3,393 | 3.4 | 1.43 | 0.000265 | 0.00011 | 0.42 | 2.2 | 0.013 | 12 | 2.1 | 2.8 | 2.8 | 0.37% | 121.0 | 2.0 | 119.0 | 0.44 | 21.64 | 21.20 | 27.84 | 31.30 |
| 19 | 90520 | 90509 | Post Rd. | | | 0.271 | 0.42 | - | 3,393 | 3.4 | 1.43 | 0.000274 | 0.00012 | 0.42 | 2.8 | 0.013 | 15 | 1.6 | 2.4 | 2.3 | 0.18% | 100.0 | 2.0 | 98.0 | 0.18 | 21.10 | 20.92 | 31.30 | 36.02 |
| 20 | 90509 | 90508 | Post Rd. | Shopping Center | 0.046 | 0.317 | 0.49 | 574 | 3,966 | 3.3 | 1.64 | 0.000282 | 0.00007 | 0.49 | #NUM! | 0.013 | 15 | | | | -0.59% | 58.0 | 4.0 | 54.0 | (0.32) | 20.82 | 21.14 | 36.02 | 37.84 |
| 21 | 90508 | 90507 | Post Rd. | Olivia St. | 0.120 | 0.437 | 0.68 | 1,500 | 5,466 | 3.2 | 2.17 | 0.000286 | 0.00009 | 0.68 | 6.1 | 0.013 | 15 | 3.2 | 4.8 | 4.9 | 0.88% | 72.0 | 4.0 | 68.0 | 0.60 | 21.04 | 20.44 | 37.84 | 38.84 |
| 22 | 90507 | 90506 | Post Rd. | | | 0.437 | 0.68 | - | 5,466 | 3.2 | 2.17 | 0.000291 | 0.00008 | 0.68 | 3.3 | 0.013 | 15 | 2.1 | 3.0 | 2.7 | 0.25% | 67.0 | 4.0 | 63.0 | 0.16 | 20.34 | *20.18* | 38.84 | 38.63 |
| 23 | 90506 | 90505 | Post Rd. | N. Pearl Street | 0.120 | 0.557 | 0.86 | 1,500 | 6,966 | 3.1 | 2.68 | 0.000295 | 0.00013 | 0.86 | 3.2 | 0.013 | 15 | 2.1 | 3.0 | 2.6 | 0.25% | 105.0 | 4.0 | 101.0 | 0.25 | *20.08* | *19.83* | 38.63 | 34.76 |
| 24 | 90505 | 90504 | Post Rd. | | | 0.557 | 0.86 | - | 6,966 | 3.1 | 2.68 | 0.000303 | 0.00021 | 0.86 | 3.2 | 0.013 | 15 | 2.1 | 3.0 | 2.6 | 0.25% | 160.0 | 2.0 | 158.0 | 0.39 | *19.73* | 19.34 | 34.76 | 25.74 |
| 25 | 90504 | 90503 | Post Rd. | | | 0.557 | 0.86 | - | 6,966 | 3.1 | 2.68 | 0.000313 | 0.00010 | 0.86 | 12.1 | 0.013 | 15 | 5.7 | 8.4 | 9.9 | 3.51% | 76.0 | 4.0 | 72.0 | 2.53 | 19.24 | 16.71 | 25.74 | 20.46 |
| 26 | 90503 | 90502 | Post Rd. | | | 0.557 | 0.86 | - | 6,966 | 3.1 | 2.68 | 0.000318 | 0.00013 | 0.86 | 14.2 | 0.013 | 15 | 6.5 | 9.4 | 11.6 | 4.84% | 95.0 | 4.0 | 91.0 | 4.40 | 16.61 | 12.21 | 20.46 | 16.11 |
| 27 | 90502 | 90501 | Post Rd. | | | 0.557 | 0.86 | - | 6,966 | 3.1 | 2.68 | 0.000324 | 0.00013 | 0.86 | 3.2 | 0.013 | 15 | 2.2 | 2.9 | 2.6 | 0.24% | 96.0 | 4.0 | 92.0 | 0.22 | 12.11 | 11.89 | 16.11 | 16.19 |
| 28 | 90501 | 90500 | Post Rd. | Flow Monitor 2 | | 0.557 | 0.86 | - | 6,966 | 3.1 | 2.68 | 0.000560 | 0.00043 | 0.86 | 5.7 | 0.013 | 18 | 2.3 | 3.6 | 3.2 | 0.29% | 150.0 | 4.0 | 146.0 | 0.43 | 11.79 | 11.36 | 16.19 | 16.46 |
| 29 | 90500 | 90203 | Post Rd. | | | 0.557 | 0.86 | - | 6,966 | 3.1 | 2.68 | 0.000560 | 0.00028 | 0.86 | 9.1 | 0.013 | 18 | 3.2 | 5.2 | 5.1 | 0.75% | 100.0 | 4.0 | 96.0 | 0.72 | 11.26 | 10.54 | 16.46 | 15.44 |
| 30 | 90203 | 90202 | Post Rd. | | | 0.557 | 0.86 | - | 6,966 | 3.1 | 2.68 | 0.000560 | 0.00043 | 0.86 | 8.7 | 0.013 | 18 | 3.1 | 5.0 | 4.9 | 0.69% | 148.0 | 4.0 | 144.0 | 0.99 | 10.44 | 9.45 | 15.44 | 13.95 |
| 31 | 90202 | 90198 | Post Rd. | | | 0.557 | 0.86 | - | 6,966 | 3.1 | 2.68 | 0.000560 | 0.00044 | 0.86 | #NUM! | 0.013 | 18 | | | | -0.13% | 154.0 | 4.0 | 150.0 | (0.20) | 9.35 | 9.55 | 13.95 | 12.19 |

| | |
|---|---|
| Overall Pipe Length (OAL) = | 3,837 |
| Pipe Length (L) = | 3,737 |
| Pipe Length from MH 90526 to 90500 = | 1,703 |

Inverts Interpolated
Adverse Pipe Slope

**EXISTING SEWER ANALYSIS WITH PROJECTED SITE FLOW AND PROPOSED PIPE RECONTRUCTION**

| Pipe Run | | | | | Average Flow | | | Peak Flow | | | | Infiltration | | Design Flow | Pipe Data | | | | | | | | | | Invert | | Rim Elevation | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Run | From | To | Location & Description | | Mgd | ∑ Mgd | cfs | Pop | ∑ Pop | PF | cfs | mgd/idm | cfs | cfs | Cap. (cfs) | "n" Value | Size (in) | Vdes (fps) | Vpeak (fps) | Vcap (fps) | Slope (%) | OAL (ft) | MH Dia. (ft) | Lgth. (ft) | Fall (ft) | Upper | Lower | Upper | Lower |
| 1 | 90537 | 90536 | High St. | Site Conn. #1 | 0.038 | 0.038 | 0.06 | 475 | 475 | 4.0 | 0.23 | 0.000176 | 0.00003 | 0.06 | 2.5 | 0.013 | 8 | 2.7 | 3.2 | 7.2 | 4.36% | 75.0 | 2.0 | 73.0 | 3.18 | 83.57 | 80.39 | 93.77 | 91.89 |
| 2 | 90536 | 90535 | High St. | | | 0.038 | 0.06 | - | 475 | 4.0 | 0.23 | 0.000176 | 0.00006 | 0.06 | 2.2 | 0.013 | 8 | 2.7 | 2.8 | 6.2 | 3.18% | 152.0 | 4.0 | 148.0 | 4.71 | 80.29 | 75.58 | 91.89 | 85.93 |
| 3 | 90535 | 90534 | High St. | Nursing Home | 0.024 | 0.062 | 0.10 | 300 | 775 | 3.9 | 0.37 | 0.000176 | 0.00003 | 0.10 | 1.5 | 0.013 | 8 | 2.4 | 2.7 | 4.4 | 1.63% | 86.0 | 4.0 | 82.0 | 1.34 | 75.48 | 74.14 | 85.93 | 83.24 |
| 4 | 90534 | 90533 | High St. | Site Conn. #2 | 0.012 | 0.074 | 0.11 | 150 | 925 | 3.8 | 0.44 | 0.000176 | 0.00011 | 0.11 | 1.5 | 0.013 | 8 | 2.5 | 2.7 | 4.2 | 1.49% | 262.0 | 4.0 | 258.0 | 3.85 | 74.04 | 70.19 | 83.24 | 76.59 |
| **5** | 90533 | 90532 | High St. | | | 0.074 | 0.11 | - | 925 | 3.8 | 0.44 | 0.000176 | 0.00001 | 0.11 | 1.5 | 0.013 | **8** | 2.5 | 2.7 | 4.2 | **1.48%** | **40.0** | **4.0** | **36.0** | **0.53** | **70.09** | **69.56** | 76.59 | 77.45 |
| **6** | 90532 | 90567 | Post Rd. | | | 0.074 | 0.11 | - | 925 | 3.8 | 0.44 | 0.000176 | 0.00003 | 0.11 | 1.5 | 0.013 | **8** | 2.5 | 2.7 | 4.2 | **1.48%** | **85.0** | **4.0** | **81.0** | **1.20** | **69.46** | **68.26** | 77.45 | 74.99 |
| **7** | 90567 | 90531 | Post Rd. | | | 0.074 | 0.11 | - | 925 | 3.8 | 0.44 | 0.000176 | 0.00011 | 0.11 | 1.5 | 0.013 | **8** | 2.5 | 2.7 | 4.2 | **1.48%** | **270.0** | **4.0** | **266.0** | **3.94** | **68.16** | **64.22** | 74.99 | 74.09 |
| **8** | 90531 | 90530 | Post Rd. | Site Conn. #3 | 0.093 | 0.167 | 0.26 | 1,163 | 2,088 | 3.6 | 0.92 | 0.000176 | 0.00002 | 0.26 | 1.5 | 0.013 | **8** | 3.2 | 3.4 | 4.2 | **1.48%** | **59.0** | **4.0** | **55.0** | **0.81** | **64.12** | **63.31** | 74.09 | 74.00 |
| **9** | 90530 | 90529 | Post Rd. | | | 0.167 | 0.26 | - | 2,088 | 3.6 | 0.92 | 0.000176 | 0.00010 | 0.26 | 1.5 | 0.013 | **8** | 3.2 | 3.4 | 4.2 | **1.48%** | **253.0** | **4.0** | **249.0** | **3.69** | **63.21** | **59.52** | 74.00 | 71.04 |
| **10** | 90529 | 90528 | Post Rd. | | | 0.167 | 0.26 | - | 2,088 | 3.6 | 0.92 | 0.000176 | 0.00006 | 0.26 | 1.5 | 0.013 | **8** | 3.2 | 3.4 | 4.2 | **1.48%** | **157.0** | **4.0** | **153.0** | **2.26** | **59.42** | **57.16** | 71.04 | 67.16 |
| **11** | 90528 | 90527 | Post Rd. | Site Conn. #4 | 0.022 | 0.189 | 0.29 | 280 | 2,368 | 3.5 | 1.03 | 0.000176 | 0.00005 | 0.29 | 1.5 | 0.013 | **8** | 3.3 | 3.5 | 4.2 | **1.48%** | **116.0** | **4.0** | **112.0** | **1.66** | **57.06** | **55.40** | 67.16 | 63.95 |
| **12** | 90527 | 90526 | Post Rd. | | | 0.189 | 0.29 | - | 2,368 | 3.5 | 1.03 | 0.000176 | 0.00008 | 0.29 | 1.5 | 0.013 | **8** | 3.3 | 3.5 | 4.2 | **1.48%** | **206.0** | **4.0** | **202.0** | **2.99** | **55.30** | **52.31** | 63.95 | 57.87 |
| 13 | 90526 | 90525 | Post Rd. | S. Regent | 0.047 | 0.236 | 0.37 | 588 | 2,955 | 3.4 | 1.26 | 0.000176 | 0.00024 | 0.37 | 12.4 | 0.013 | 15 | 4.5 | 6.3 | 10.1 | 3.67% | 319.0 | 4.0 | 315.0 | 11.57 | 52.22 | 40.65 | 57.87 | 45.05 |
| 14 | 90525 | 90524 | Post Rd. | | 0.007 | 0.243 | 0.38 | 88 | 3,043 | 3.4 | 1.29 | 0.000208 | 0.00019 | 0.38 | 16.7 | 0.013 | 15 | 5.0 | 7.9 | 13.6 | 6.69% | 215.0 | 4.0 | 211.0 | 14.12 | 40.55 | 26.43 | 45.05 | 31.53 |
| 15 | 90524 | 90523 | Post Rd. | | 0.007 | 0.250 | 0.39 | 88 | 3,130 | 3.4 | 1.33 | 0.000228 | 0.00019 | 0.39 | 8.8 | 0.013 | 15 | 3.5 | 4.9 | 7.2 | 1.87% | 197.0 | 4.0 | 193.0 | 3.61 | 26.33 | 22.72 | 31.53 | 26.52 |
| **16** | 90523 | 90522 | Post Rd. | | 0.007 | 0.257 | 0.40 | 88 | 3,218 | 3.4 | 1.36 | 0.000246 | 0.00011 | 0.40 | 3.5 | 0.013 | **15** | 2.0 | 2.4 | 2.8 | **0.29%** | **106.0** | **4.0** | **102.0** | **0.30** | **22.62** | **22.32** | 26.52 | 26.43 |
| **17** | 90522 | 90521 | Post Rd. | | 0.007 | 0.264 | 0.41 | 88 | 3,305 | 3.4 | 1.39 | 0.000254 | 0.00015 | 0.41 | 3.5 | 0.013 | **15** | 2.7 | 3.2 | 2.8 | **0.29%** | **139.0** | **4.0** | **135.0** | **0.39** | **22.22** | **21.83** | 26.43 | 27.84 |
| **18** | 90521 | 90520 | Post Rd. | Flow Monitor 1 | 0.007 | 0.271 | 0.42 | 88 | 3,393 | 3.4 | 1.43 | 0.000265 | 0.00014 | 0.42 | 3.5 | 0.013 | **15** | 2.2 | 2.6 | 2.8 | **0.29%** | **121.0** | **4.0** | **117.0** | **0.34** | **21.73** | **21.39** | 27.84 | 31.30 |
| **19** | 90520 | 90509 | Post Rd. | | | 0.271 | 0.42 | - | 3,393 | 3.4 | 1.43 | 0.000274 | 0.00012 | 0.42 | 3.5 | 0.013 | **15** | 2.1 | 2.7 | 2.8 | **0.29%** | **100.0** | **4.0** | **96.0** | **0.28** | **21.29** | **21.02** | 31.30 | 36.02 |
| **20** | 90509 | 90508 | Post Rd. | Shopping Center | 0.046 | 0.317 | 0.49 | 574 | 3,966 | 3.3 | 1.64 | 0.000282 | 0.00007 | 0.49 | 3.5 | 0.013 | **15** | 2.8 | 2.8 | 2.8 | **0.29%** | **58.0** | **4.0** | **54.0** | **0.16** | **20.92** | **20.76** | 36.02 | 37.84 |
| **21** | 90508 | 90507 | Post Rd. | Olivia St. | 0.120 | 0.437 | 0.68 | 1,500 | 5,466 | 3.2 | 2.17 | 0.000286 | 0.00009 | 0.68 | 3.5 | 0.013 | **15** | 1.8 | 2.6 | 2.8 | **0.29%** | **72.0** | **4.0** | **68.0** | **0.20** | **20.66** | **20.46** | 37.84 | 38.84 |
| 22 | 90507 | 90506 | Post Rd. | | | 0.437 | 0.68 | - | 5,466 | 3.2 | 2.17 | 0.000291 | 0.00008 | 0.68 | 3.3 | 0.013 | 15 | 2.1 | 2.8 | 2.7 | 0.25% | 67.0 | 4.0 | 63.0 | 0.16 | 20.34 | *20.18* | 38.84 | 38.63 |
| 23 | 90506 | 90505 | Post Rd. | N. Pearl Street | 0.120 | 0.557 | 0.86 | 1,500 | 6,966 | 3.1 | 2.68 | 0.000295 | 0.00013 | 0.86 | 3.2 | 0.013 | 15 | 2.1 | 2.9 | 2.6 | 0.25% | 105.0 | 4.0 | 101.0 | 0.25 | *20.08* | *19.83* | 38.63 | 34.76 |
| 24 | 90505 | 90504 | Post Rd. | | | 0.557 | 0.86 | - | 6,966 | 3.1 | 2.68 | 0.000303 | 0.00021 | 0.86 | 3.2 | 0.013 | 15 | 2.1 | 2.9 | 2.6 | 0.25% | 160.0 | 4.0 | 156.0 | 0.39 | *19.73* | 19.34 | 34.76 | 25.74 |
| 25 | 90504 | 90503 | Post Rd. | | | 0.557 | 0.86 | - | 6,966 | 3.1 | 2.68 | 0.000313 | 0.00010 | 0.86 | 12.1 | 0.013 | 15 | 5.7 | 7.8 | 9.9 | 3.51% | 76.0 | 4.0 | 72.0 | 2.53 | 19.24 | 16.71 | 25.74 | 20.46 |
| 26 | 90503 | 90502 | Post Rd. | | | 0.557 | 0.86 | - | 6,966 | 3.1 | 2.68 | 0.000318 | 0.00013 | 0.86 | 14.2 | 0.013 | 15 | 6.5 | 8.8 | 11.6 | 4.84% | 95.0 | 4.0 | 91.0 | 4.40 | 16.61 | 12.21 | 20.46 | 16.11 |
| 27 | 90502 | 90501 | Post Rd. | | | 0.557 | 0.86 | - | 6,966 | 3.1 | 2.68 | 0.000324 | 0.00013 | 0.86 | 3.2 | 0.013 | 15 | 2.2 | 2.9 | 2.6 | 0.24% | 96.0 | 4.0 | 92.0 | 0.22 | 12.11 | 11.89 | 16.11 | 16.19 |
| 28 | 90501 | 90500 | Post Rd. | Flow Monitor 2 | | 0.557 | 0.86 | - | 6,966 | 3.1 | 2.68 | 0.000560 | 0.00043 | 0.86 | 5.7 | 0.013 | 18 | 2.3 | 3.4 | 3.2 | 0.29% | 150.0 | 4.0 | 146.0 | 0.43 | 11.79 | 11.36 | 16.19 | 16.46 |
| 29 | 90500 | 90203 | Post Rd. | | | 0.557 | 0.86 | - | 6,966 | 3.1 | 2.68 | 0.000560 | 0.00028 | 0.86 | 9.1 | 0.013 | 18 | 3.2 | 4.8 | 5.1 | 0.75% | 100.0 | 4.0 | 96.0 | 0.72 | 11.26 | 10.54 | 16.46 | 15.44 |
| 30 | 90203 | 90202 | Post Rd. | | | 0.557 | 0.86 | - | 6,966 | 3.1 | 2.68 | 0.000560 | 0.00043 | 0.86 | 8.7 | 0.013 | 18 | 3.1 | 4.7 | 4.9 | 0.69% | 148.0 | 4.0 | 144.0 | 0.99 | 10.44 | 9.45 | 15.44 | 13.95 |
| 31 | 90202 | 90198 | Post Rd. | | | 0.557 | 0.86 | - | 6,966 | 3.1 | 2.68 | 0.000560 | 0.00044 | 0.86 | #NUM! | 0.013 | 18 | | | | -0.13% | 154.0 | 4.0 | 150.0 | (0.20) | 9.35 | 9.55 | 13.95 | 12.19 |

**This is a theoretical analysis of the proposed sections of pipe to be reconstructed. The design slope has been averaged across the total length of the pipe runs for this analysis. The final design may vary based on final field survey and is subject to DOH review and approval.**

| | |
|---|---|
| Overall Pipe Length (OAL) = | 3,837 |
| Pipe Length (L) = | 3,727 |
| Pipe Length from MH 90526 to 90500 = | 1,697 |

Inverts Interpolated

Adverse Pipe Slope

# APPENDIX I

## Air Quality

## (partial rev)

TRC
1200 Wall Street West
5th Floor
Lyndhurst, NJ 07071

Main 201.933.5541
Fax 201.933.5601

# Technical Memorandum

**To:** Carlito Holt, P.E., Provident Design Engineering, PLLC

**From:** Darin Ometz, TRC

**Subject:** **Proposed United Hospital Redevelopment**
**FEIS Air Quality Analysis**

**Date:** December 14, 2016

**CC:**

**Project No.:** 265002.0000.0000

This memorandum has been prepared for the Final Environmental Impact Statement (FEIS) for the United Hospital Redevelopment (Project) in the Village of Port Chester, New York. This FEIS air quality assessment provides additional analysis based upon the latest traffic assessment Levels of Service (LOS) prepared by Provident Design Engineering (PDE) for the United Hospital Redevelopment FEIS.

For the United Hospital Redevelopment FEIS, a screening level air quality assessment was prepared for the intersections directly affected by the Project and concluded per methodology outlined in the NYSDOT Environmental Procedures Manual (EPM) that the Project will not violate the carbon monoxide (CO) National Ambient Air Quality Standards (NAAQS). This FEIS air quality assessment provides a screening level air quality analysis per EPM Guidance and is based upon the revised LOS for intersections directly affected by the Project prepared by Provident Design Engineering. TRC compared the LOS for the Peak AM, Peak PM, and Peak Saturday study periods for each of the intersections analyzed by PDE to determine if the LOS changed from the initial air quality assessment in the FEIS.

## ***Level of Service Screening Results***

The first step in the offsite street traffic air quality assessment per NYSDOT EPM guidance is to prepare a LOS screening assessment. Intersections impacted by the Project are excluded from additional air quality assessment when they have a LOS of A, B, or C. Intersections impacted by the Project that have a LOS of D, E, or F must undergo additional air quality screening assessment. Thus, TRC compared the LOS provided in the FEIS to the latest traffic analysis to the FEIS prepared by PDE. For intersections that were determined to have a LOS of A, B, or C per the FEIS traffic analysis, no further screening was necessary per NYSDOT EPM Guidance. Intersections that have a LOS of D,

E, or F per the FEIS traffic analysis were further analyzed using the NYSDOT EPM capture criteria screening method.

Note that some of the intersections that were determined to have a LOS of D, E, or F per the FEIS traffic analysis were previously analyzed using the NYSDOT EPM capture criteria and volume screening methods. Because the traffic volumes used in the latest traffic analysis to the FEIS are identical to those previously assessed in the FEIS for these intersections, there is no additional screening assessment necessary. These study intersections per the FEIS did not require a refined microscale air quality analysis as the traffic volumes are below the volumes at which there is an extremely unlikely chance for the potential violation of the CO NAAQS. Table 1 provides the LOS for each intersection and peak study period per the LOS determined in the latest FEIS traffic analysis with a summary of the NYSDOT EPM screening criteria.

**Table 1: Level of Service Screening Assessment**

| Intersection ID | Intersection | Peak Study Period | | | NYSDOT EPM Screening Results |
|---|---|---|---|---|---|
| | | Peak AM | Peak PM | Peak Saturday | |
| 1 | High Street and Site Driveway (unsignalized) | B | **E** | **D** | Requires further screening assessment |
| 2 | Route 1 and Slater Street (signalized) | **D** | **E** | **D** | Requires further screening assessment |
| 3 | Route 1 and Pearl Street (signalized) | **D** | **D** | **D** | Requires further screening assessment |
| 4 | Route 1 and South Regent Street (signalized) | **F** | **F** | **F** | Requires further screening assessment |
| 5 | Route 1 and Kohls Driveway (signalized) | **D** | **E** | **E** | Requires further screening assessment |
| 6 | Route 1 and High Street (unsignalized) | B | C | B | Passes NYSDOT LOS screening |
| 7 | Route 1 & I287 Westbound Off-Ramp/I95 Northbound Off-Ramp (signalized) | **D** | **E** | C | Passed NYSDOT volume threshold screening per FEIS |
| 8 | Route 1 & I287 Eastbound Off-Ramp/I95 Southbound On-Ramp (signalized) | **F** | **F** | **D** | Requires further screening assessment |
| 9 | Route 1 and Hillside Road (unsignalized) | **D** | **E** | **D** | Requires further screening assessment |
| 10 | Ridge Street and High Street (signalized) | B | B | B | Passes NYSDOT LOS screening |
| 11 | Grandview Avenue and | B | B | B | Passes NYSDOT |

| Intersection ID | Intersection | Peak Study Period | | | NYSDOT EPM Screening Results |
|---|---|---|---|---|---|
| | | Peak AM | Peak PM | Peak Saturday | |
| | High Street (unsignalized) | | | | LOS screening |
| 12 | Evergreen Avenue and High Street (unsignalized) | B | B | B | Passes NYSDOT LOS screening |
| 13 | Route 1 and Cedar Street (signalized) | **D** | C | B | Requires further screening assessment |
| 14 | Route 1 and Peck Avenue (signalized) | **D** | C | **D** | Requires further screening assessment |
| 15 | Midland Avenue and Peck Avenue (signalized) | **D** | **D** | **D** | Passed NYSDOT volume threshold screening per FEIS |
| 16 | Purchase Street and Hillside Road/Wappanoca Avenue (unsignalized) | **D** | **D** | C | Passed NYSDOT volume threshold screening per FEIS |
| 17 | Grandview Avenue and Hillside Road (unsignalized) | A | A | A | Passes NYSDOT LOS screening |
| 18 | Route 1 and South Main Street/Grace Church Street (signalized) | C | **D** | C | Requires further screening assessment |
| 19 | Route 1 and Olivia Street (signalized) | A | A | A | Passes NYSDOT LOS screening |
| 20 | Ridge Street and Purchase Street (signalized) | C | **E** | C | Requires further screening assessment |
| 21 | Ridge Street and Bowman Avenue (Signalized) | C | C | C | Passes NYSDOT LOS screening |
| 22 | Ridge Street and Westchester Avenue (Signalized) | **E** | **F** | C | Requires further screening assessment |

**Bold** values indicate intersection did not pass the LOS screening analysis.
Source: Provident Design Engineers

As shown above, the LOS for twelve (12) intersections were determined to have a LOS of D or worse and did not previously pass a NYSDOT EPM volume screening assessment per the screening assessment presented in the FEIS. As such, these intersections were further analyzed using NYSDOT EPM capture criteria screening methodology.

## ***Capture Criteria Screening Results***

The capture criteria screening has five criteria that must be met to avoid proceeding to the volume threshold screening or potentially conducting a refined air quality modeling analysis. If one of the criteria is not met, than a volume threshold screening analysis is necessary. Only those 2018 peak hour intersections that failed the LOS screening and did not previously pass the NYSDOT EPM

screening per the FEIS assessment were examined using the capture criteria. The 2018 no build (Project is not constructed) traffic volumes were compared to the 2018 build with improvements traffic volumes to determine if there was a volume increase in traffic of more than 10% for these twelve (12) intersections. As shown in Table 2, all of the intersections with a LOS of D or worse for the build with improvements condition have traffic volumes increases of more than 10% when comparing 2018 no build and build with improvements traffic volumes. Thus, volume threshold screening analyses were necessary for these 12 intersections listed in Table 2.

### ***Volume Threshold Screening Results***

The volume threshold screening analysis compares the project traffic volumes for each intersection to the traffic volume thresholds below which a violation of the 1-hour and 8-hour CO NAAQS is extremely unlikely. Therefore, no refined air quality analysis is required for intersections with projected traffic volumes below the volume threshold determined using the NYSDOT's EPM procedures.

Following the guidance provided in the NYSDOT's EPM, CO emission factors for both free flow links and queue links were developed in the Project FEIS for each intersection approach and used to determine the peak hour traffic volume threshold with Tables 3a-3c of the EPM. A comparison of these traffic volume thresholds to the project traffic volumes for each intersection approach is presented in Table 3. The table shows that the projected traffic volumes for the 2018 peak weekday AM, weekday PM, and Saturday time periods are less than the volume thresholds for each intersection approach. Thus, none of the study intersections require a refined microscale air quality analysis as the traffic volumes are below the volumes at which there is an extremely unlikely chance for the potential violation of the CO NAAQS.

### ***Microscale Screening Summary***

A screening level air quality assessment per EPM Guidance and based upon the FEIS traffic analysis for intersections directly affected by the Project prepared by Provident Design Engineering was conducted and showed that a refined air quality modeling analysis is not required. Thus, using the screening methodology presented in the NYSDOT EPM indicates that it is highly unlikely that the Project will violate the CO NAAQS.

**Table 2: Capture Criteria Screening Assessment**

| ID | Intersection | Movement | Peak AM | | | Peak PM | | | Peak Saturday | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | No-Build Condition Count | Build with Improvements Condition Count | Percent Increase | No-Build Condition Count | Build with Improvements Condition Count | Percent Increase | No-Build Condition Count | Build with Improvements Condition Count | Percent Increase |
| 1 | High Street and Site Driveway | EB | NA | NA | NA | 384 | 296 | -23% | 317 | 217 | -32% |
| | | WB | NA | NA | NA | 228 | 131 | -43% | 252 | 201 | -20% |
| | | SB | NA | NA | NA | 0 | 274 | >10% | 0 | 183 | >10% |
| 2 | Route 1 and Slater Street | NB | 814 | 887 | 9% | 978 | 1,074 | 10% | 933 | 1,026 | 10% |
| | | SB | 354 | 442 | 25% | 586 | 647 | 10% | 623 | 701 | 13% |
| | | WB | 262 | 295 | 13% | 291 | 316 | 9% | 258 | 296 | 15% |
| 3 | Route 1 and Pearl Street | NB | 786 | 877 | 12% | 1,014 | 1,123 | 11% | 1,055 | 1,168 | 11% |
| | | SB | 597 | 728 | 22% | 857 | 945 | 10% | 860 | 976 | 13% |
| | | EB | 701 | 717 | 2% | 677 | 718 | 6% | 399 | 523 | 31% |
| 4 | Route 1 and South Regent Street | EB | 637 | 672 | 5% | 572 | 595 | 4% | 533 | 564 | 6% |
| | | NB | 934 | 1,044 | 12% | 1,235 | 1,366 | 11% | 1,151 | 1,267 | 10% |
| | | WB | 111 | 111 | 0% | 111 | 111 | 0% | 7 | 7 | 0% |
| | | SB | 738 | 895 | 21% | 1,003 | 1,112 | 11% | 1,066 | 1,208 | 13% |
| 5 | Route 1 and Kohls Driveway | EB | 0 | 383 | >10% | 0 | 527 | >10% | 0 | 556 | >10% |
| | | NB | 1,109 | 1,473 | 33% | 1,421 | 1,613 | 14% | 1,513 | 1,721 | 14% |
| | | WB | 91 | 107 | 18% | 536 | 547 | 2% | 807 | 822 | 2% |
| | | SB | 1,136 | 1,340 | 18% | 1,227 | 1,352 | 10% | 1,240 | 1,410 | 14% |
| 8 | Route 1 & I287 EB Off Ramp/I95 SB On Ramp | NB | 254 | 314 | 24% | 445 | 487 | 9% | 554 | 609 | 10% |
| | | SB | 806 | 900 | 12% | 987 | 1,126 | 14% | 930 | 1,051 | 13% |
| | | EB | 1,099 | 1,266 | 15% | 932 | 1,033 | 11% | 780 | 924 | 18% |
| 9 | Route 1 and Hillside Road | EB | 71 | 71 | 0% | 70 | 70 | 0% | 40 | 40 | 0% |
| | | NB | 299 | 359 | 20% | 466 | 508 | 9% | 575 | 689 | 20% |
| | | SB | 935 | 973 | 4% | 955 | 998 | 5% | 829 | 874 | 5% |
| 13 | Route 1 and Cedar Street | NB | 383 | 443 | 16% | NA | NA | NA | NA | NA | NA |
| | | SB | 921 | 956 | 4% | NA | NA | NA | NA | NA | NA |
| | | EB | 286 | 286 | 0% | NA | NA | NA | NA | NA | NA |
| 14 | Route 1 and Peck Avenue | NB | 464 | 492 | 6% | NA | NA | NA | 655 | 683 | 4% |
| | | SB | 1,032 | 1,069 | 4% | NA | NA | NA | 804 | 848 | 5% |

| ID | Intersection | Movement | Peak AM | | | Peak PM | | | Peak Saturday | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | No-Build Condition Count | Build with Improvements Condition Count | Percent Increase | No-Build Condition Count | Build with Improvements Condition Count | Percent Increase | No-Build Condition Count | Build with Improvements Condition Count | Percent Increase |
| | | WB | 290 | 320 | 10% | NA | NA | NA | 314 | 343 | 9% |
| 18 | Route 1 and South Main Street/Grace Church Street | NB | NA | NA | NA | 680 | 743 | 9% | NA | NA | NA |
| | | SB | NA | NA | NA | 269 | 269 | 0% | NA | NA | NA |
| | | WB | NA | NA | NA | 317 | 317 | 0% | NA | NA | NA |
| | | EB | NA | NA | NA | 607 | 668 | 10% | NA | NA | NA |
| 20 | Ridge Street and Purchase Street | EB | NA | NA | NA | 229 | 251 | 10% | NA | NA | NA |
| | | NB | NA | NA | NA | 488 | 494 | 1% | NA | NA | NA |
| | | SB | NA | NA | NA | 363 | 392 | 8% | NA | NA | NA |
| 22 | Ridge Street and Westchester Avenue | EB | 713 | 724 | 2% | 1,106 | 1,113 | 1% | NA | NA | NA |
| | | NB | 543 | 560 | 3% | 648 | 671 | 4% | NA | NA | NA |
| | | WB | 663 | 663 | 0% | 513 | 513 | 0% | NA | NA | NA |
| | | SB | 439 | 460 | 5% | 404 | 417 | 3% | NA | NA | NA |

**Table 3: Volume Threshold Screening Assessment**

| ID | Intersection | Movement | NYSDOT Volume Threshold (veh/hr) | Projected Peak Hour Traffic Volume (veh/hr) | | |
|---|---|---|---|---|---|---|
| | | | | Peak AM | Peak PM | Peak Saturday |
| 1 | High Street and Site Driveway | EB | 7,795 | NA | 296 | 217 |
| | | WB | 7,795 | NA | 131 | 201 |
| | | SB | 8,000 | NA | 274 | 183 |
| 2 | Route 1 and Slater Street | NB | 4,000 | 887 | 1,074 | 1,026 |
| | | SB | 4,000 | 442 | 647 | 701 |
| | | WB | 4,000 | 295 | 316 | 296 |
| 3 | Route 1 and Pearl Street | NB | 4,000 | 877 | 1,123 | 1,168 |
| | | SB | 4,000 | 728 | 945 | 976 |
| | | EB | 4,000 | 717 | 718 | 523 |
| 4 | Route 1 and South Regent Street | EB | 4,000 | 672 | 595 | 564 |
| | | NB | 4,000 | 1,044 | 1,366 | 1,267 |
| | | WB | 4,000 | 111 | 111 | 7 |
| | | SB | 4,000 | 895 | 1,112 | 1,208 |
| 5 | Route 1 and Kohls Driveway | EB | 4,000 | 383 | 527 | 556 |
| | | NB | 4,000 | 1,473 | 1,613 | 1,721 |
| | | WB | 4,000 | 107 | 547 | 822 |
| | | SB | 4,000 | 1,340 | 1,352 | 1,410 |
| 8 | Route 1 & I287 EB Off Ramp/I95 SB On Ramp | NB | 4,000 | 314 | 487 | 609 |
| | | SB | 4,000 | 900 | 1,126 | 1,051 |
| | | EB | 4,000 | 1,266 | 1,033 | 924 |
| 9 | Route 1 and Hillside Road | EB | 7,795 | 71 | 70 | 40 |
| | | NB | 8,000 | 359 | 508 | 689 |
| | | SB | 8,000 | 973 | 998 | 874 |
| 13 | Route 1 and Cedar Street | NB | 4,000 | 443 | NA | NA |
| | | SB | 4,000 | 956 | NA | NA |
| | | EB | 4,000 | 286 | NA | NA |
| 14 | Route 1 and Peck Avenue | NB | 4,000 | 492 | NA | 683 |
| | | SB | 4,000 | 1,069 | NA | 848 |
| | | WB | 4,000 | 320 | NA | 343 |
| 18 | Route 1 and South Main Street/Grace Church Street | NB | 4,000 | NA | 743 | NA |
| | | SB | 4,000 | NA | 269 | NA |
| | | WB | 4,000 | NA | 317 | NA |
| | | EB | 4,000 | NA | 668 | NA |
| 20 | Ridge Street and Purchase Street | EB | 4,000 | NA | 251 | NA |
| | | NB | 4,000 | NA | 494 | NA |
| | | SB | 4,000 | NA | 392 | NA |
| 22 | Ridge Street and Westchester Avenue | EB | 4,000 | 724 | 1,113 | NA |
| | | NB | 4,000 | 560 | 671 | NA |
| | | WB | 4,000 | 663 | 513 | NA |
| | | SB | 4,000 | 460 | 417 | NA |

# Appendix R
# Updated Parking Report

# TECHNICAL MEMORANDUM

**DATE:** *Tuesday, November 22, 2016*

**TO:** *Eric Zamft, Planning Director – Village of Port Chester*

**CC:** *Bernard Adler/Michael O'Rourke – Adler Consulting*

**FROM:** *Andrew S. Hill*

**PROJECT:** *United Hospital Redevelopment* **PROJECT #:** *20-14146.00-3*

**RE:** *Impact Analysis*

---

Pursuant to questions submitted to the developer from the City and its consultants, DESMAN has revised our Shared Parking Analysis of the proposed development to reflect two impacts:

1. Withdrawal of the 42 planned on-street parking spaces located within the project's confines;

2. Application of a 10% artificial buffer to the planned parking supply against perceived parking shortfalls.

**INTRODUCTION**

The New York United Hospital Medical Center closed its doors in December 2005 due to failing finances. The 15.4-acre property supported roughly 720,000 square feet of building space. The developer is proposing a mixed-use concept for the property that would introduce just over 1 million square feet of development to the site, including residential units, medical office space, a new hotel and street-level retail shops. The most recent program was amended to include a total of 1,453 parking spaces[1] distributed across garages, surface lots and public streets servicing each block. The following document details an independent analysis, employing Shared Parking methodology, to confirm that the planned parking supply is adequate to support the project's parking demand when completed.

**WITHDRAWL OF CURBSIDE PARKING SPACES FROM PLANNED CAPACITY**

If the curbside spaces contained within the project's boundaries were not included within the planned supply, the adjusted total parking capacity for the project would be 1,411 spaces. Based on the building program analyzed previously, peak demand on weekdays would be for 1,431 spaces and 1,417 spaces on weekends. The removal of the curbside spaces from the planned supply would create moderate shortfalls of between 12 and 20 spaces on three weekdays annually in March, May and October for no more than one hour on each date. Shortfalls on weekends would not exceed 6 spaces and would occur for only one hour during one Saturday in May and October. Projections for this scenario are included as Exhibit A at the conclusion of this memorandum.

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[1] Including 42 curbside spaces located on the internal streets of the project site.

DESMAN is confused by the nature of this request as there does not appear to be any land uses external to the project to generate competing demand for the curbside spaces. It is our understanding that there is a large commercial development across Boston Post Road from the project site, but this appears to be supplied with abundant surface parking which is both closer to popular destinations and easier to access. In addition, the width and volume of traffic along Boston Post Road would create a natural deterrent to parkers seeking to use the curbside parking within the project, but patronize other land uses in the area.

**APPLICATION OF A TEN PERCENT SET-ASIDE WITHIN THE PARKING SUPPLY**

DESMAN was also asked to evaluate how often the project exceeded 90% of the planned parking capacity. In order to quantify this, DESMAN took the planned parking capacity (1,453 spaces) and reduced it by 10% to 1,308 spaces.

Under these conditions, shortfalls were projected to occur in 11 out of 12 months per year on weekdays and 10 of 12 months each year on weekends. Peak hour weekday shortfalls ranged from 34 spaces up to 123 spaces, while peak hour weekend shortfalls ran from 32 spaces to 109 spaces. May and October were the worst months of the year, with weekdays projected to have a total of 7 hours where demand exceeded the artificially constricted supply and 5 hours on weekends. August and the winter Holiday period has no projected shortfalls. During the rest of the year, shortfall periods ranged from 1 to 5 hours on a weekday – mostly late mornings and mid-day – and 2 to 3 hours on weekends – mostly in the evening. Results of this exercise are included as Exhibit B at the conclusion of this memorandum.

As discussed in prior correspondence and discussions, designing a parking supply to carry capacity above the peak hour demand projections is a dated practice advocated by the International Council of Shopping Centers at the inception of Shared Parking modelling. The practice has since been disavowed within the industry by no less than Mary Smith[2], editor of the Urban Land Institute's Shared Parking, the definitive work on the topic.

DESMAN would advocate for the project to be judged relative to the full parking capacity contained therein (1,453 spaces), rather than subject to artificial restrictions created by sectioning a portion of the supply off to exclusive use by outside users or constricting the supply against user perceptions of availability. However, should the City persist in assigning conditions to the project as a result of the preceding analysis, DESMAN would like to reiterate that the project can accommodate an additional 160 vehicles in the P3 and P4 garages through an assisted parking program (aka. 'stacking') and another 230 vehicles by installing mechanical lifts over each surface parking space, as outlined in our revised analysis issued 27 September 2016.

*s:\20-14146.00-3 united hospital site redevelopment\deliverables\20-14146.00-3 letter 22nov2016.docx*

[2] See "Ride-hailing services, driverless cars reshape parking garage design", The Tennessean, 8/29/2016.

# APPENDIX S

# MPOA AGREEMENT EXAMPLE

# ARTICLE XII FROM MASTER AGREEMENT

## ARTICLE XII

## PUBLIC IMPROVEMENTS

Section 12.1 Construction of Public Improvements and Acquisition of Town Property. The parties hereby acknowledge that the Developer's obligations and rights with respect to the construction of the Public Improvements is an integral component to the consideration which the Developer is paying for the acquisition of the Town Property. The Town waives bids for the construction of all Public Improvements to be constructed by the Developer.

Section 12.2 Maintenance of the Public Improvements.

(a) Subject to the Developer's obligations under Section 12.2(b) hereof, the Town, at its own cost and expense, shall maintain, repair, operate, refurbish and replace (including capital items) all Public Improvements to the extent such Improvements are located in the street right-of-way, on land owned by the Town or on land in which the Developer has granted an access and maintenance easement to the Town, including, without limitation, the North Garage, the South Garage, and all Site Improvements (including, without limitation, the Blue Back Square Improvements, and all sidewalks, roads, light fixtures, sprinklers, lawns, trees, bushes and other landscaping, container planters and plantings, benches and other public seating, decorative improvements, retaining walls and other streetscape improvements installed by the Developer pursuant to the performance of its obligations hereunder, and underground utilities and lighting serving any of the foregoing) make all necessary repairs, replacements and capital expenditures, in order to keep same in good, safe and clean condition and repair and in a manner at least equivalent to the manner in which the Town is then maintaining similar improvements throughout the Town of West Hartford.

(b) Notwithstanding anything to the contrary contained in Section 12.2(a), the Developer (or subsequent owner of the abutting private land) shall be responsible for sweeping of and the removal of snow and ice from the portions of those sidewalks identified as "Developer's Area" on the drawing attached hereto as Exhibit JJ, and shall be responsible for all legal liability for failure to do so.

(c) Notwithstanding anything to the contrary contained herein, the Developer shall be responsible for the repair or re-execution of the work of any Public Improvement resulting from construction defects or construction that does not conform to the Plans for one (1) year from the date of Substantial Completion of any such Public Improvement; provided, however, that the one-year period for correction of the work shall be extended with respect to portions of the work first performed after Substantial Completion by the period of time between Substantial Completion and the actual performance of such work.

Section 12.3 Modifications of the Public Improvements.

(a) So long as neither Blue Back Square, LLC nor any of its Affiliates have supported a dissolution of the Blue Back Square SSD that has resulted in dissolution of the Blue Back Square SSD, except with respect to modifications or alterations that are necessary to protect the safety of the public, without the prior written consent of the Developer, which consent shall not be unreasonably withheld, conditioned or delayed, or if the Developer no

longer holds any interest in any of the Private Improvements or any of the land underlying any of the Private Improvements, without the prior written consent of the then owners of Building A, Building B-1 and Building B-2, the Town shall not (i) make or permit any Material Modification (hereinafter defined) to the Blue Back Square Improvements, (ii) make any modification to the BBS Area that is inconsistent with the intended purpose of the BBS Area for pedestrian travel and as a central public gathering space for the Project (information booths, movable kiosks and similar improvements being consistent with such intended purpose provided that they do not materially adversely obstruct visibility of or access to retail portions of the Project), or (iii) violate the no-build restriction contained in the deed to Parcel A to be delivered to the Developer at the Town Property Closing (which affects a portion of the BBS Area).

(b) Except with respect to modifications or alterations that are necessary to protect the safety of the public and comply with the Town's insurance carrier and consultant's recommendations, the Town shall not make or permit any Material Modification to the North Garage without the prior written consent of the Developer, or if the Developer no longer holds any interest in any of the Private Improvements or any of the land underlying any of the Private Improvements, without the prior written consent of the then owners of Building B-1 and Building B-2;

(c) Except with respect to modifications or alterations that are necessary to protect the safety of the public, the Town shall not make or permit any Material Modification to the South Garage without the prior written consent of the Developer, or if the Developer no longer holds any interest in any of the Private Improvements or any of the land underlying any of the Private Improvements, without the prior written consent of the then owners of Building C and Building D;

(d) As used herein, "Material Modification" means any such modification or alteration which individually or in the aggregate (i) will materially adversely affect pedestrian or vehicular access to any of the Private Improvements, or (ii) will have a materially adverse effect on the Project (including any Legal Requirements with respect to parking for the Private Improvements).

(e) In the event that the consent of the then owner of any real property is required pursuant to this Section 12.3 and there is more than one owner of such real property, then the requisite consent shall be deemed given if the holders of a majority of the undivided interests in such real property consent to such to the Material Modification; provided, however, that if any such real property is held in a common interest community form of ownership, the declaration establishing such community may grant or delegate the power to give or withhold any such consent to the applicable unit owner's association and/or the executive board or board of directors of such association.

Section 12.4 Building Permits and Other Fees. The Developer shall not be required to pay any building permit application fees or other fees to the Town in connection with the construction of the Public Improvements.

Section 12.5 Prevailing Wages. In constructing the Public Improvements, to the extent applicable the Developer shall comply with the requirements set forth in Connecticut General Statutes

§31-53, as that section exists on the date of this Agreement (or as it may be amended or recodified from time to time provided such amendment or recodification automatically and legally applies retroactively to this Agreement) (the "Prevailing Wage Statute"). The Developer shall include covenants in its architect's agreement for the Public Improvements and in all construction-related contracts with respect to the Public Improvements, including its contract with the Developer's Construction Manager for the Public Improvements, which covenants shall require those entities to comply with the Prevailing Wage Statute.

Section 12.6 Town's Covenants regarding the North Garage and the South Garage.

(a) The Town shall operate or cause the operation of the North Garage, South Garage and North Parking Lot at rates that bear a reasonable relationship to the parking rates in the public parking garage and lots owned by the Town and located west of the Project Area, although such rates may be consistently higher and the first half hour of parking in the North Garage and the South Garage need not be provided at no cost. The North Garage and the South Garage shall be open for public parking during prescribed hours set by the Town; provided, however, that access through the North Garage and South Garage to the underground parking garages on Parcel B and Parcel C/D, respectively shall be unlimited access. Hourly, daily, weekly and monthly public parking shall be offered in the North Garage and the South Garage and the Town shall work with the Developer in providing public parking during hours sufficient to accommodate parking for early morning appointments in the medical offices to be located in the Proposed Project and parking for patrons of the retail, restaurant and theater space to be located in the Proposed Project.

(b) No later than the opening date of the health club to be located in Building C, the Town and the Developer or the Town and the health club operator shall enter into a parking agreement in accordance with the parameters set forth on Exhibit QQ attached hereto. No later than such opening date, the Developer shall use commercially reasonable efforts (which shall not include the payment of money or other consideration) to cause the health club operator to enter into such a parking agreement with the Town.

Section 12.7 Town's Audit Right of Public Development Cost. The Town may, at its sole cost and expense, at any time within six (6) months after the final completion of all Public Improvements to be constructed by the Developer, elect to have an accountant or other qualified individual, selected by the Town and reasonably acceptable to Developer, examine the Developer's books, records, invoices, purchase orders and Change Orders (collectively, the "Records") with respect to all Public Development Costs actually incurred by the Developer with respect to the Public Improvements constructed by the Developer. In the event that the Town, after having reasonable opportunity to examine the Records, determines that the aggregate amount of the Developer's Actual Costs is less than **$35,073,542** plus the aggregate Net Cost Increase, if any, of all Town Change Orders for the Public Improvements constructed by Developer, then the Town may send a written notice ("Audit Statement") to Developer of such determination, specifying in reasonable detail the basis for the Town's determination and the amount of any refund claimed to be due the Town. The Developer shall pay the Town such amount within thirty (30) days following its receipt of the Audit Statement; provided, however, that the Developer shall be entitled to contest the amount of the refund claimed by the Town in the Audit Statement. If, in spite of good faith efforts, within forty-five (45) days after receipt by Developer of the Audit Statement the Parties are unable to mutually agree with respect to any refund that may be due to the Town, the Parties shall designate a reputable independent

firm of certified public accountants not regularly engaged by either ("Expense Arbiter") whose determination made in accordance with this Section shall be binding upon the Parties. Either party shall be entitled to request agreement as to the designation of the Expense Arbiter by written notice to the other party (an "Arbiter Request"), which Arbiter Request shall contain the names and addresses of two (2) or more independent firms of certified public accountants who are not regularly engaged by and are acceptable to the party sending the Arbiter Request (any of whom, if acceptable to the Party receiving the Arbiter Request as evidenced by notice given by the receiving Party to the other Party within such thirty (30) day period, shall be the agreed upon Expense Arbiter). In the event that the Parties shall be unable to agree upon the designation of the Expense Arbiter within thirty (30) days after receipt of an Arbiter Request, then either Party shall have the right to request the American Arbitration Association (or any successor thereto) to designate as the Expense Arbiter an independent firm of certified public accountants not regularly engaged by either Party. The fees and expenses of the Expense Arbiter shall be paid equally by the parties. The Expense Arbiter shall hold a hearing within thirty (30) days after selection at which representatives of the Parties shall have an opportunity to present their respective positions and evidence and shall render its determination within sixty (60) days thereafter. In the event that the Expense Arbiter determines that the aggregate amount of the Developer's Actual Costs is less than **$35,073,542** plus the Aggregate Net Cost Increase, if any, all Town Change Orders for the Public Improvements constructed by Developer, then the Developer shall refund such deficiency to the Town within fifteen (15) days of such determination. The Expense Arbiter's determination shall be binding upon the Parties and enforceable in a court of competent jurisdiction.

Section 12.8 Town Park. The Developer shall apply for and use commercially reasonable efforts to obtain any inlands wetlands approval and building permit necessary to construct the Town Park in accordance with plans mutually agreed upon by the Town and the Developer (the "Town Park Plans"). The Town, as owner of the site on which the Town Park is located, will join in any and all such applications required to be signed by the owner of such property for the Developer to obtain such approvals (at no cost to the Town except as provided in the last sentence of this Section 12.8). The Town, as owner of the site on which the Town Park is located, shall use commercially reasonable efforts to obtain the issuance of a special use permit and an amendment of the Special Development District plan for the site to enable construction and operation of the Town Park. The Developer will join in any such applications as a co-applicant, at no cost to the Developer other than the payment of the standard application fee for the special use permit. If the Developer and the Town obtain all such approvals on or before the twenty-fourth (24th) month following the Town Property Closing Date, the Developer shall design and construct the Town Park in accordance with the Town Park Plans and the Construction Schedule, including filling and re-grading of the site to the limits indicated on the Town Park Plans, seeding the site and planting four trees in each of the corner paving areas to be located at the northeast and southeast corners of Raymond Road and Memorial Road, as shown on the Town Park Plans. All such work shall be at the Developer's sole cost and expense; provided, however, that if the Developer encounters the presence of any Hazardous Substance at, upon or under the Town Park, which materially increases the Developer's costs, the Developer, upon recognizing such Hazardous Substance, shall be entitled to stop the work in the affected area and report the condition to the Town in writing. Within ten (10) Business Days after such written notice is delivered by the Developer to the Town, the Town shall notify the Developer of its election to acknowledge the presence of such Hazardous Substance or to reasonably promptly obtain, at its sole cost and expense, the services of an environmental consultant to verify and estimate the anticipated costs related to the presence or absence of such Hazardous Substance and provide a written report of such findings to the Developer (the "Town Park Notice"). Within five (5) Business Days of such acknowledgement or the Town's receipt of such environmental consultant's report (whichever is

later), the Town shall elect by written notice to the Developer (a) to reimburse the Developer for the reasonable additional costs of constructing the Town Park which are attributable to such Hazardous Substance, (b) to reasonably address such Hazardous Substance such that the Developer does not further incur additional costs related to same (with evidence thereof provided to the Developer) at the Town's sole cost and expense, or (c) to release the Developer in writing of all of the Developer's unperformed obligations with respect to design and construction of the Town Park (the "Town Park Election"). The Town's failure to provide said Town Park Notice to the Developer within such ten (10) Business Day period or to provide said Town Park Election to the Developer within such five (5) Business Day period shall be deemed an election to release the Developer of all of the Developer's obligations unperformed obligations with respect to design and construction of the Town Park, and such release shall be automatic without further action of the Town; provided, however, that the Town may request reasonable extensions of time for providing the Town Park Notice and/or the Town Park Election to the Developer (which shall not be unreasonably denied by the Developer), and the Town shall provide a written release with respect to such Hazardous Substance at, upon or under the Town Park upon the request of the Developer. Notwithstanding anything to the contrary contained herein, the Developer shall have no obligation to defend or pursue the appeal of any permit for which it is obligated to use commercially reasonable efforts to obtain hereunder.

## ARTICLE XIII

## PERMITS AND APPROVALS

Section 13.1 Special Development Districts. The Parties acknowledge that one or more of the Parcels included in the Project may be contained in the same Special Development District (as defined in the West Hartford Zoning Ordinance) as one or more other Parcels. Each of the Developer and the Town hereby agree, for themselves, their successors and assigns, to execute any application for amendment of the Special Development District plan (an "SDD Amendment Application") applicable to the subject Special Development District in which its Parcel is located and proposed by the owner (the "Proposing Owner") of any other Parcel located in such Special Development District, reserving to such Party, its successors and assigns the right to contest the Proposing Owner's application on its merits.

Section 13.2 Overriding Authority of Town's Planning Authority and Zoning Authority. This Agreement is not intended to supplant or influence the role of the Town's Plan and Zoning Commission, Town Council or other regulatory body, authority or official with respect to any aspect of any application which may now be, or hereinafter become necessary to complete the Project. The execution of this Agreement by the Town shall not be construed in any way to constitute a commentary on, or approval of, any such application by the Town's Plan and Zoning Commission, Town Council or other regulatory body, authority or official in such capacity.

Section 13.3 Common Interest Community. In the event that any portion of the Private Improvements or any land underlying any portion of the Private Improvements is submitted to the common interest community form of ownership, the declaration establishing such common interest community shall delegate to the Association (and to the executive board or board of directors thereof) the authority of the unit owners to consent to an SDD Amendment Application relating to the real property comprising or containing the common interest community and shall require said executive board or board of directors to execute any such application, provided, however, that nothing herein shall preclude the unit owners, the unit owners' association and/or the executive board or board of directors thereof from contesting such application on its merits.

# EXHIBIT T FROM MASTER AGREEMENT – FORM OF SSD ORDINANCE

# EXHIBIT T

## FORM OF SSD ORDINANCE

**An Ordinance Establishing a Special Services District**
**For a Portion of West Hartford Center**

WHEREAS West Hartford Center has become a destination for retail shopping, dining and other activities; and

WHEREAS the continued growth of West Hartford Center is an important element in maintaining West Hartford's stature as a regional leader; and

WHEREAS the establishment of a Special Services District within West Hartford Center will enable portions of West Hartford Center to develop programs, public improvements and opportunities which will benefit all of West Hartford indirectly; and

WHEREAS, The Council hereby determines that the establishment of such Special Services District will promote the economic and general welfare of the citizens and property owners of the Town both within and without such district through the preservation, enhancement, protection and development of the economic health of the Town.

NOW THEREFORE BE IT ORDAINED BY THE TOWN COUNCIL OF WEST HARTFORD THAT Chapter 161 of the West Hartford Code of Ordinances is hereby amended by the addition of the following Article XI thereto:

**(New) Article XI, West Hartford Center Special Services District**

**(New) §161-22. Establishment of District. Purpose. Boundaries.**

A. Pursuant to Chapter 105a of the Connecticut General Statutes, as the sections contained therein may be amended or recodified from time to time, there is hereby established a special services district to be known as the West Hartford Center Special Services District. The purpose of the West Hartford Center Special Services District shall be to promote the economic and general welfare of the citizens and property owners of West Hartford both within and without such district through the preservation, enhancement, protection and development of the economic health and vitality of West Hartford Center.

B. The boundaries of the West Hartford Center Special Services District are hereby established as shown on the map entitled "BBS Special Services District" and dated May 3, 2004, which map is attached to and is hereby made a part of this Article and shall be recorded upon the land records of the Town of West Hartford. Should any question arise as to the precise location of the boundaries of the District, the principles set forth in West Hartford Code of Ordinances §177-5 shall be applied to aid in making such determination.

C. In order to provide that different land use categories within the District share equitably in the funding of the District in proportion to the different benefits to be derived therefrom, there are hereby established within the District the following categories of land use (each

a "Land Use Category"): Municipal Land Use, Commercial Land Use or Residential Land Use. All Real Estate within the District shall be classified within one of these Land Use Categories in accord with the definitions of those classifications set forth in §161-23 of this Article.

**(New) §161-23. Definitions.**

The following words, terms and phrases, as used in this article, shall have the meanings ascribed to them in this section, except where the context clearly indicates a different meaning:

*Approved* shall mean, with respect to building area within a Land Use Category or subcategory thereof, any area for which all legal preconditions to the application for a building permit have been satisfied.

*Assessed Value* for each Fiscal Year shall be the assessed value of the applicable Real Estate shown on the grand list of the Town of West Hartford effective on October 1 of the prior year.

*Blue Back Square Public Improvements Bond Ordinance* means the ordinance entitled "An Ordinance Making Appropriations Aggregating $48,821,543 For Town Projects and Public Improvements Related to the Blue Back Square Project and Authorizing the Issuance of $48,821,543 Bonds of the Town to Meet Said Appropriations and Pending the Issuance Thereof the Making of Temporary Borrowings for Such Purposes and Declaring the Town's Official Intent to Reimburse Expenditures from Such Borrowings" adopted by the Town Council of West Hartford on _____, 2004

*Board of Commissioners* or *Board* shall be the Board of Commissioners established pursuant to §161-27 of this Article.

*Commercial Land Use* shall refer to any Property other than a Municipal Land Use or a Residential Land Use. Solely for purposes of implementing the levy established pursuant to this Article, Commercial Land Uses shall be divided into two sub-categories: Office Land Use and Retail Land Use.

*Commissioner* shall be any member of the board of commissioners.

*Common Area* shall mean any area within a building which is available to more than one owner, tenant, occupant or patron of said building for their common use, including, but not limited to hallways, lobbies, storage areas and loading docks.

*District* shall be the West Hartford Center Special Services District described in §161-22 of this Article.

*Fiscal Year* shall be the fiscal year of the District as established in § 161-28A.

*Land Use Category* shall mean, as the context indicates, one or more of the categories of land use constituting Commercial Land Use, Municipal Land Use or Residential Land Use or to any specified sub-category thereof.

*Member* shall be a Property Owner, as defined herein.

*Municipal Land Use* shall refer to any Property owned by the District or that portion of any Property which is categorized by the Director of Assessments, for property tax purposes, as municipal property exempt from taxation pursuant to Connecticut General Statutes § 12-81(4), as that section may be amended or recodified from time to time.

*Office Land Use* shall be a sub-category of Commercial Land Use and shall refer to any property which is categorized by the Director of Assessments, for property tax purposes, as any type or category of office use. For purposes of this Article, a physical therapy, exercise and/or rehabilitation facility associated or affiliated with medical offices or with a hospital shall be classified as an Office Land Use.

*Original Property Owner* shall refer to a Property Owner entitled to participate in the referendum to be held pursuant to West Hartford Code of Ordinances §161-25A-H.

*Property* shall be real property within the District which is identified in the tax records of the Town of West Hartford as a parcel of land and/or building, or which constitutes an individual condominium unit, planned community unit or separately taxable common element as shown on the records of the Town's Director of Assessments.

*Property Owner* shall be the individual, corporation, partnership, limited liability company, unincorporated association, trustee, fiduciary, guardian, conservator, or other legal entity or any combination thereof in whose name(s) the title to a Taxable Interest in Real Estate stands on the land records of the Town.

*Public Improvements* shall refer to those areas and objects within the boundaries of the District which are owned, administered, managed or operated by the District and which are available to the public for recreational or other public purposes or located within street rights-of-way including, but not limited to public parking facilities, parks, playgrounds, squares, plazas, decorative improvements, retaining walls, flag poles, fences, fountains, sidewalks, street lights, sprinklers, trees, gardens, landscaping, street amenities, benches and similar features.

*Real Estate* shall refer to that Property constituting real estate for purposes of the compilation of the grand list of the Town as set out in Connecticut General Statutes §12-64, and located within the boundaries of the District as established pursuant to §161-22 of this Article, as those boundaries may be amended from time to time in accord with the procedures set forth in §161-26 of this Article or, following the dissolution of the District, as located within the boundaries of the District at its dissolution.

*Residential Land Use* shall refer to that portion of any Property which is categorized by the

Director of Assessments, for property tax purposes, as any category of residential use.

*Retail Land Use* shall be a sub-category of Commercial Land Use and shall refer to any Property which is categorized by the Director of Assessments, for property tax purposes, as any taxable classification other than residential, office or municipal.

*Taxable Interest in Real Estate* shall refer to an interest in Real Estate which: (1) is not exempt from property taxes levied by the Town pursuant to the provisions of the Connecticut General Statutes, (2) is not being constructed or reconstructed pursuant to a contract with the Town obligating the Town to acquire such Real Estate, and (3) which is newly-constructed, reconstructed or under construction following the effective date hereof. For purposes of the levy to be implemented pursuant to this Article, all areas within a building and which constitute a sub-category of the Commercial Land Use category or which constitute a Residential Land Use shall be deemed Taxable Interests in Real Estate within such respective Land Use category or Land Use sub-category upon the issuance of a certificate of occupancy or temporary certificate of occupancy by the Building Official of the Town of West Hartford for any area of the building Approved for use within that same Land Use Category or Land Use Category sub-category. Thereafter all such areas shall remain Taxable Interests in Real Estate regardless of occupancy.

A.

**(New) §161-24. Powers of West Hartford Center Special Services District**

Pursuant to Connecticut General Statutes §7-339n, as that section may be amended or recodified from time to time, the West Hartford Center Special Services District shall constitute a body politic and corporate and shall have the following powers:

(1) to sue and be sued;

(2) to acquire, hold and convey any estate, real or personal;

(3) to contract;

(4) to borrow money, provided any obligation incurred for this purpose shall be discharged not more than one year after it was incurred, and the District may pledge any revenues to be received pursuant to Connecticut General Statutes §7-339r, as that section may be amended or recodified from time to time, against any such obligation;

(5) to recommend to the Town Council of West Hartford the imposition of a levy upon all Taxable Interests in Real Estate within the District, the revenues from which may be used in carrying out any of the powers of the District;

(6) to construct, own, operate, administer and maintain such Public Improvements as

the Town may license to the District by contract from time to time, including, without limitation, the authority to administer, regulate and charge fees for the non-municipal use of those public street rights of way now or hereinafter acquired by the Town of West Hartford which are located within the District notwithstanding any other provisions in this Code of Ordinances to the contrary and;

(7) to provide, within the District, some or all of the other services which the Town of West Hartford is authorized to provide therein;

(8) to construct, acquire, or obtain leasehold interests in motor vehicle parking facilities, within the District;

(9) to operate a motor vehicle parking facility or facilities within the District;

(10) to lease or sublease to other parties motor vehicle parking facilities;

(11) to enter into, fund and perform agreements which reduce the cost of motor vehicle parking to residents of the District and to employees of, and those doing business with, businesses located within the District.

Commencing with the Fiscal Year following the Fiscal Year in which the final maturity date occurs for the series of bonds last to mature issued by the Town pursuant to the Blue Back Square Public Improvements Bond Ordinance, the powers of the District shall be exercised only to the extent which is reasonably necessary to maintain, repair, replenish or refurbish, or to replace substantially in kind (which terms shall be construed to exclude street plowing and/or street repairs or reconstruction to the level of service otherwise generally provided elsewhere by the Town, but shall be construed to include the cost of public safety services directly allocable to proper management of the Public Improvements), the Public Improvements then in existence within the District, exclusive of any parking garage structures contained therein or appurtenances thereto, and the levy recommended by the Board shall be limited to such amount as is required to exercise those limited powers.

**(New) §161-25. Referendum; Effective Date**

A. The provisions of this Article shall take effect upon the tenth ($10^{th}$) day following the approval of the establishment of the District at a referendum held in accord with the provisions of this section.

B. The referendum shall be held among all holders of record of Taxable Interests in Real Property in the District on the question of whether this article shall take effect. The Town Clerk shall determine the identity of such holders in the West Hartford land records and shall give notice of the referendum to such holders.

C. The referendum question shall appear on a ballot created by the Town Clerk. Each ballot shall be accompanied by a copy of the ordinance from which this article is derived and a letter explaining how the ballot is to be cast and identifying the date and time by which the completed ballot must be received by the Town Clerk. Each ballot shall be signed by the Property Owner or the duly authorized representative of said owner. The signature of any person signing a ballot in their capacity as the duly authorized representative of any owner shall also attest to their authority to sign said ballot under penalties of false statement.

D. In addition to the referendum question, the ballot shall contain an identification of each Property owned by the Property Owner within the District, the Assessed Value of said Property as shown in the Town's Grand List as of the first day of October last preceding preparation of the ballot and the allocation of such Assessed Value to each of the Land Use Categories established in §161-22C. The Town Clerk shall prepare and shall post in the Town Clerk's office, prior to the mailing of said ballots, a list of the Property Owners within the District, the Assessed Value of each Property located within the District and the allocation of such Assessed Value to each of the Land Use Categories established in §161-22C.

E. The ballot shall be mailed by certified mail to the address used by the Town's Director of Assessments for tax purposes not later than thirty five (35) days following adoption of this ordinance. The ballots must be returned to the Town Clerk not later than 4:30 p.m. on the twenty-first day after the initial mailing.

F. Each Property Owner shall be entitled to cast one (1) ballot for each Property which they own within the District, which will be so counted in determining whether the necessary majority of Property Owners have voted in favor of the creation of the proposed district. For the purposes of this section:

(1) Any tenant in common of any freehold interest in Property shall have a vote equal to their fractional ownership interest therein.

(2) All joint tenants of any freehold interest in Property shall have a vote representing an equal fractional ownership interest therein.

(3) A corporation shall have its vote cast by the chief executive officer of such corporation or his designee.

(4) A limited partnership, limited liability company or other similar legal entity which is authorized at law to take legal action in its own name shall have its vote cast by an authorized agent thereof, whose authority to vote shall be noted on the ballot executed on behalf of the entity in question.

(5) No Property Owner shall have more than one vote for each Property owned.

(6) Any Property Owner may authorize an agent to vote on their behalf, by executing an affidavit evidencing such authorization. A copy of any such affidavit shall be appended to the ballot which is executed by the authorized agent and delivered to the Town Clerk.

G. The Town Clerk shall supervise the referendum and shall certify the results of the referendum. The referendum shall comply, to the extent applicable and practicable, with Chapter 145 (Absentee Voting) and Chapter 152 (Referenda) of the Connecticut General Statutes, except as Chapter 105a of the Connecticut General Statutes and the terms of this Article may otherwise permit or direct.

H. The referendum shall be approved if a majority of the Property Owners within each of the Commercial and Residential Land Use Categories shall respond affirmatively and further provided that Property Owners in each such Land Use Category the assessments of which shall constitute more than one-half of the total of assessments for all taxable interests within each such Land Use Category shall respond affirmatively.

I. No ordinance amending or repealing the provisions of this Article shall be effective unless approved by the Property Owners within each of the Commercial and Residential Land Use Categories by referendum conducted, and the outcome determined, in the same manner as the referendum establishing the District described in this §161-25.

**(New) §161-26. Addition of Land to District.**

A. Any Property Owner whose real property has at least one (1) boundary adjoining one of the boundaries of the District, notwithstanding the intervention of a street, may request that such real property be incorporated into the District. Such owner shall make such request to the Board of Commissioners and to all Original Property Owners who are still Property Owners at the time of such request in writing by certified mail, return receipt requested, which request shall be delivered to the address of each such original Property Owner on file with the Board. This request must be signed by the Property Owner or owners having greater than fifty (50) percent interest in said property, or a representative of such owner(s) authorized to sign such a request. All such requests shall be granted unless any Original Property Owner who is still a Property Owners at the time of such request notifies the Board of Commissioners of its opposition to such request within thirty (30) days following the receipt of said notice.

B. The Board of Commissioners shall notify the Director of Assessments and the Town of additions to the District and record a copy of the written notification in the land records of the Town. The levy imposed on a Property incorporated into the District after its inception shall be at the same rate as that imposed upon all other Property in the District, but shall be prorated to cover the period from the date upon which such request is granted to the end of the Fiscal Year.

**(New) §161-27. Board of Commissioners of District.**

A. There shall be established a Board of Commissioners consisting of eleven (11) members. In addition, the Town Manager and the Director of Financial Services for the Town of West Hartford shall sit as *ex officio* nonvoting members of the Board. The voting members shall be elected in the following manner:

(1) Following the town elections held pursuant to West Hartford Charter, Chapter II, §2, the individuals elected to the Town Council shall serve as members of the Board of Commissioners representing the Municipal Land Uses within the District for terms coterminous with their elective terms as members of the Town Council. The individuals holding those offices upon the effective date of this Article shall serve as members of the Board of Commissioners for the remainder of their current elective terms as members of the Town Council.

(2) Within thirty (30) days following the referendum creating the district, the Town Clerk shall call a general meeting of the Members to elect those members of the Board of Commissioners who remain to be elected in accordance with subsections A(3)(a) and A(3)(b) of this section. Said general meeting shall be warned as provided in §161-27H(3). Said election shall be held in the manner described in subsection A(4) of this section. The Board of Commissioners shall meet within twenty (20) business days following the general meeting to elect officers and to establish schedules for subsequent meetings and for adopting bylaws for the District, said bylaws to be adopted within sixty (60) days of the first meeting of the Board.

(3) Two additional members of the Board of Commissioners and two alternate members shall be elected as follows:

(a) One (1) member of the Board of Commissioners and one (1) alternate member shall be Property Owners whose Property constitutes a Commercial Land Use for purposes of this Article.

(b) One (1) member of the Board of Commissioners and one (1) alternate member shall be Property Owners whose Property constitutes a Residential Land Use for purposes of this Article.

(c) If no Property in the District falls into any one or more of the categories set forth in subsections 161-27A(3)(a) or (b), the member and alternate member to be elected to represent Property Owners of such category shall

not be elected and the positions of those representative members and alternate members shall remain vacant until such time as Property within that category is occupied in the District.

(d) If all Property located in the District which falls into any one or more of the categories set forth in subsections 161-27A(3)(a) or (b) should cease to be occupied, or be reclassified such that no Property remains within the District in said Land Use Category, the term of the member elected to represent said eliminated Land Use Category of Property shall terminate immediately and the position of that representative member and alternate member shall remain vacant until such time as Property within that Land Use Category is re-occupied or re-established in the District.

(4) Following the initial election of members to the Board of Commissioners described in subsection A, the members of the Board of Commissioners to be elected pursuant to subsection A(3) of this section shall be elected by a plurality vote of Members present and voting at a general meeting to be held in January of each even-numbered year. Nominations for candidates for elections to the Board of Commissioners shall be made at the time of the general meeting. Each owner of Property including a Commercial Land Use shall be entitled to cast one (1) vote for the member to be elected pursuant to subsection A(3)(a) of this section. Each owner of Property including a Residential Land Use shall be entitled to cast one (1) vote for the member to be elected pursuant to subsection A(3)(b) of this section. The candidate in each category described in subsections A(3)(a) and A(3)(b) receiving the highest total vote count shall be elected as a commissioner. The candidate with the second highest vote count in each category shall be elected alternate or, if there is no such candidate, the Commissioner elected to represent such category shall promptly appoint an alternate Commissioner from among the other Members within the respective category.

B. The Board of Commissioners shall be the executive body governing the day to day operations of the District. A quorum of the Board shall consist of six (6) voting members and actions of the Board shall be taken by a majority vote of those present and voting at any meeting where a quorum is present. The Board shall make administrative decisions and establish or interpret policies of the District which are consistent with the purpose, intent and powers of the District. The Board may designate such agents, including a District manager and a District clerk, as it deems necessary and advisable to act on its behalf in the conduct of the business of the Board.

C. The term of each Commissioner and alternate Commissioner elected to represent the Commercial or Residential Land Use Categories shall commence on the date of the general meeting of the Members to elect said members of the Board of Commissioners.

Each Commissioner and alternate Commissioner shall continue to serve respectively as a member of the Board of Commissioners or alternate Commissioner until a successor is elected and qualified or until such office is terminated in accordance with the provisions of § 161-27A(3)(d).

D. If any Commissioner elected to represent the Commercial or Residential Land Use Categories shall for any reason (including, without limitation, such Commissioner ceasing to be a Property Owner within said Land Use Category) cease to serve as such prior to the end of such Commissioner's current term, the alternate Commissioner representing that Land Use Category shall fill the remainder of such term. If any alternate Commissioner elected to represent the Commercial or Residential Land Use Categories shall for any reason cease to serve as such prior to the end of such alternate Commissioner's current term (including, but not limited to, the appointment of the alternate Commissioner to fill a vacancy), the Commissioner then representing that Land Use Category shall appoint a new Alternate Commissioner of the Board to from among the Members of that Land Use Category. If a vacancy occurs among the Commissioners elected to represent the Municipal Land Use Category, such Commissioner shall be replaced by the individual appointed to fill the terms of the same Council office as was held by the departing Commissioner. If a Commissioner representing the Commercial or Residential Land Use categories is absent from a meeting of the Board of Commissioners, their respective alternate Commissioners may act at said meeting in the stead of their respective Commissioner.

E. The Board of Commissioners may hire such staff or consultants considered necessary to perform the duties and carry out the obligations of the District as approved in the annual budget and may contract with the Town of West Hartford to provide such services as it deems advisable.

F. The Board of Commissioners shall elect officers, the positions to be determined at the first business meeting of the Board after the District is created and incorporated into the bylaws when written.

G. No Commissioner shall receive any compensation for service as such, but may be reimbursed for reasonable expenses incurred on behalf of the District as determined and approved by the Board.

H. Meetings:

(1) The Board of Commissioners shall establish a regular schedule of meetings and provide notice of its regular meetings, including dates, times, and places for said meetings in accord with the provisions of the Freedom of Information Act, Connecticut General Statutes Chapter 14, as that Act may be amended or

recodified from time to time (the "FOIA").

(2) The Board of Commissioners may call special meetings from time to time as necessary to conduct the business of the District. The Board of Commissioners shall provide notice of the special meeting setting forth the date, time, place and subject matter of the meeting in accordance with the FOIA.

(3) There shall be at least one (1) annual general meeting of Members to review the activities of the District and to conduct District elections when appropriate. Said meeting shall be held on the first Tuesday following the first Monday in January, provided that if such day falls upon a holiday, such meeting shall be held on the next Tuesday thereafter. The Town Clerk shall warn the general meeting of Members by publishing a notice thereof in a newspaper having a general circulation in the Town not less than ten (10) days prior to the date of said meeting. Said meeting shall be conducted in conformance with the provisions of Robert's Rules of Order.

**(New) §161-28. Annual budget and tax levy for the special services district; financial reports; audit.**

A. The Fiscal Year of the District shall begin on the first day of July and shall end on the last day of June of each calendar year. The first Fiscal Year of the District shall commence on July 1, 2005.

B. The Board of Commissioners shall prepare and adopt the first annual budget from the District on or before April 15, 2005 and annually thereafter. The budget shall include proposed expenditures, revenues and a recommended tax levy for the District. The procedures set forth in Subsection C of this section shall not apply to the adoption of the first annual budget, but said procedures shall serve to guide the Board of Commissioners in the process which it establishes for the adoption of the first annual budget.

C. Budget Procedures:

(1) Not later than one hundred thirty (130) days before the end of the Fiscal Year, the Town shall provide the Board of Commissioners a statement detailing the square footage of gross building area allocated to the Residential Land Use Category, each of the sub-categories within the Commercial Land Use Category and of each Taxable Interest in Real Estate classified within each of those Land Use Categories or sub-categories.

(2) Not later than one hundred ten (110) days before the end of the Fiscal Year, the

Board of Commissioners shall compile and shall file with the Town Clerk detailed preliminary estimates of the expenditures to be made by the District; the estimated revenue, other than levy revenues, to be collected by the District in the ensuing Fiscal Year; and the estimated levy on each Land Use Category or sub-category thereof to be recommended by the Board.

(3) The Board of Commissioners shall schedule and hold one or more public hearings, the first of which shall take place not later than seventy five (75) days before the end of the Fiscal Year, on the proposed annual budget for the District for the ensuing Fiscal Year. The Town Clerk shall publish notice thereof in a newspaper having a general circulation in the Town not less than ten (10) days prior to the date of the first of said hearings. At said hearings any Member shall have an opportunity to be heard regarding appropriations for the ensuing Fiscal Year.

(4) Not later than sixty five (65) days before the end of the Fiscal Year the Board of Commissioners shall, by resolution, adopt a budget for the ensuing Fiscal Year, including its recommended levy upon all Taxable Interests in Real Estate constituting Residential Land Uses or Commercial Land Uses (by sub-category) within the District as necessary to support the District's budget, and file the same with the Town Clerk not later than forty five (45) days before the end of the Fiscal Year. Under no circumstances shall the budgeted expenditures of the District for any Fiscal Year be permitted to exceed budgeted revenues.

(5) Expenditures in any Fiscal Year shall be made in accordance with the budget so adopted, or as amended by the Board of Commissioners from time to time. Should the Board of Commissioners fail to adopt a budget as hereinabove set forth, the most recently adopted budget shall remain in effect for the ensuing Fiscal Year(s) until such may be amended by the Board of Commissioners pursuant to the procedures set forth in this subsection for the adoption of an annual budget.

D. Except as otherwise provided in this section, the recommended levy established by the Board for any Fiscal Year shall not exceed $1,714,000 and shall be subject to the further limitations that:

(1) The aggregate tax levy on all Taxable Interests in Real Estate constituting Commercial Land Uses shall not exceed $1,554,000 and the tax levy with respect to each individual Taxable Interest in Real Estate constituting a Commercial Land

Use shall not exceed $3.45[1]/square foot of gross building area; and

(2) The aggregate tax levy on all Taxable Interests in Real Estate constituting Residential Land Uses shall not exceed $160,000 and the tax levy with respect to each individual Taxable Interest in Real Estate constituting a Residential Land Use shall not exceed $1.00/square foot of gross building area.

E. The limitations imposed upon the recommended levy pursuant to subsection D hereof shall be subject to adjustment under any of the following circumstances, any or all of which may be applied cumulatively:

(1) If the District is expanded in accord with the terms of §161-26, in which case the maximum recommended levy shall be increased by an amount equal to $3.45/square foot of additional gross building area Approved as Commercial Land Uses and/or $1.00/square foot of gross building area Approved as Residential Land Uses; or

(2) Commencing with the thirtieth (30th) month following the imposition of the first levy upon a Taxable Interest in Real Estate, at which time the maximum recommended levy upon Commercial Land Uses shall be increased by an amount equal to the combination of:

(a) any shortfall between the actual levy on existing Residential Land Uses within the District and $160,000; and

(b) any shortfall between the actual levy on existing Commercial Land Uses within the District and $1,554,000

which increase shall be allocated between the various Commercial Land Uses then in existence on an equal per-square-foot basis, but shall not cause the aggregate tax levy on all Taxable Interests in Real Estate to exceed $1,714,000 except where applied cumulatively with the increase permitted pursuant to subsection E(1) of this section.

F. All recommended levies shall be allocated between the various land use categories based upon the 3.45/1 ratio described hereinabove as said ratio may have been adjusted over time pursuant to subsection E of this section. Municipal Land Uses and other land uses exempt from property taxation pursuant to any applicable provision of law shall not be subject to

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[1] $1,554,000/total square footage of Commercial Land Use initially contemplated in approved plans, rounded to the nearest 5¢.

any levy imposed by the Town on behalf of the District. Notwithstanding any other provision hereof to the contrary, any Taxable Interest in Real Estate established or created during a Fiscal Year, whether through new construction, division of a Taxable Interest in Real Estate into multiple parts or through any other mechanism whatsoever shall become subject to levy pursuant to this Article commencing with the calendar month in which that Taxable Interest in Real Estate is established or created and the levy for any such Taxable Interest in Real Estate shall be prorated on a monthly basis during said Fiscal Year. Any Common Area within a building which serves more than one Land Use Category shall be classified as belonging to that Land Use Category or sub-category which otherwise occupies the greatest portion of the floor area on the floor upon which said Common Area is located.

G. The levy on the Taxable Interests in Real Estate in the District shall be due and payable in two (2) equal installments, due on or before July 1 and January 1 in the same manner as property tax bills of the Town. Each year the tax collector of the Town shall, accordingly, provide Property Owners with statements detailing the amount of their annual levy and the semi-annual installment amounts. Said statements may be provided with, or incorporated into the property tax bills of the Town. Delinquent charges shall be assessed on late District tax payments and shall be computed in the same manner used for establishing delinquent charges on property tax bills of the Town.

H. The Town shall be obliged to impose the recommended levy as a municipal levy and to collect the revenues accruing therefrom. All moneys, including, but not limited to levies or any income, proceeds or fees issuing from the provision of services by the District or other business conducted by the District received by the Board or by the Town on behalf of the District shall be paid into the general fund of the Town where an account shall be maintained of such moneys for the benefit of the District. The Treasurer of the Town shall disburse such moneys in accordance with an annual budget adopted by the Board. The Treasurer of the Town shall disburse funds from the account to the District upon written request of a duly authorized representative of the District, and only upon such request in accordance with the then current approved annual budget of the Board of Commissioners of the District. The District shall set forth in its bylaws the procedures for approving disbursement of funds and requesting disbursement from the Treasurer.

I. All orders or contracts for expenditures by the Board of Commissioners or their agents on behalf of the District which are greater than five thousand dollars ($5,000.00) shall be awarded to the lowest responsible qualified bidder only after a public invitation to bid, which shall be advertised in a newspaper having circulation in the District.

J. An annual financial report of all District revenues and expenditures shall be submitted to the Board of Commissioners and the Town Clerk within sixty (60) days following the end of Each Fiscal Year. Such report shall include, but shall not be limited to, a listing of

major disbursements and sources of receipts by the District.

K. The Board of Commissioners shall have an independent financial audit of the District's financial affairs conducted by a certified public accountant within one hundred eighty (180) days of the end of the Fiscal Year. Said audit shall be performed in accordance with the provisions of Connecticut General Statutes, Chapter 111 (The Municipal Auditing Act) as that chapter may be amended or recodified from time to time. A copy of the audit shall be forwarded to the finance director of the Town and the Town Clerk. Said audit may be conducted in conjunction with an independent audit of the Town's financial affairs.

**(New) §161-29. Municipal Service Agreements.**

The Town may enter into a contract with the District pursuant to Section 7-339t of the Connecticut General Statutes in which the Town is excused from providing to the District some or all of the services which the District is authorized to provide pursuant to this Article and in which the District agrees to provide all such services from which the Town has been excused. The Town and the District may also enter into contracts pursuant to Section 7-339t of the Connecticut General Statutes in which the District is given the right to elect to purchase from the Town some or all of the services for which the District has become responsible. Any contracts executed pursuant to this section shall not be subject to the requirements of §161-28I.

**(New) §161-30. Dissolution of the District.**

A. The District may be dissolved by an ordinance repealing this article or after a referendum is conducted by the Board of Commissioners among all Property Owners within the District on the question of whether the District shall be dissolved, in which event, such referendum shall be conducted, and the outcome determined, in the same manner as the referendum establishing the District described in §161-25.

B. In the event the District is dissolved, the Board of Commissioners shall proceed to wind up the affairs of the District as of the end of the current Fiscal Year. If, after dissolution of the District there are outstanding liabilities or obligations, whether fixed or contingent, the Town Council may impose, in addition to the regular municipal levy, a levy on the Taxable Interests in Real Estate within such district pursuant to Section 7-339s of Chapter 105a of the Connecticut General Statutes for as many years as such liabilities remain outstanding. For purposes of this section, the obligations of the District pursuant to any municipal service agreements, contracts or other agreements between the District and the Town of West Hartford shall be deemed to be outstanding liabilities or obligations and the Town Council may impose such an additional levy as is necessary to fulfill the obligations of the District to the Town pursuant to any such agreements for the remainder of their

original term(s). Any levy imposed by the Town Council pursuant to this subsection shall be calculated to produce enough revenues to satisfy and release all liabilities and/or obligations of the District as they become due but shall otherwise be subject to any limitations set forth in this Article. The revenue collected shall be deposited into the general fund of the Town and disbursed solely for the purposes stated herein. If, after dissolution of the District, there are assets which remain following the winding up of the affairs of the District, such assets shall be transferred to the Town.

**(New) §161-31. Property of the District.**

All interests in real property held and all personal property owned by the District shall not be subject to any property tax levied by the Town.

# EXHIBIT JJ FROM MASTER AGREEMENT – MAINTENANCE SKETCH

EXHIBIT JJ

MAINTENANCE SKETCH

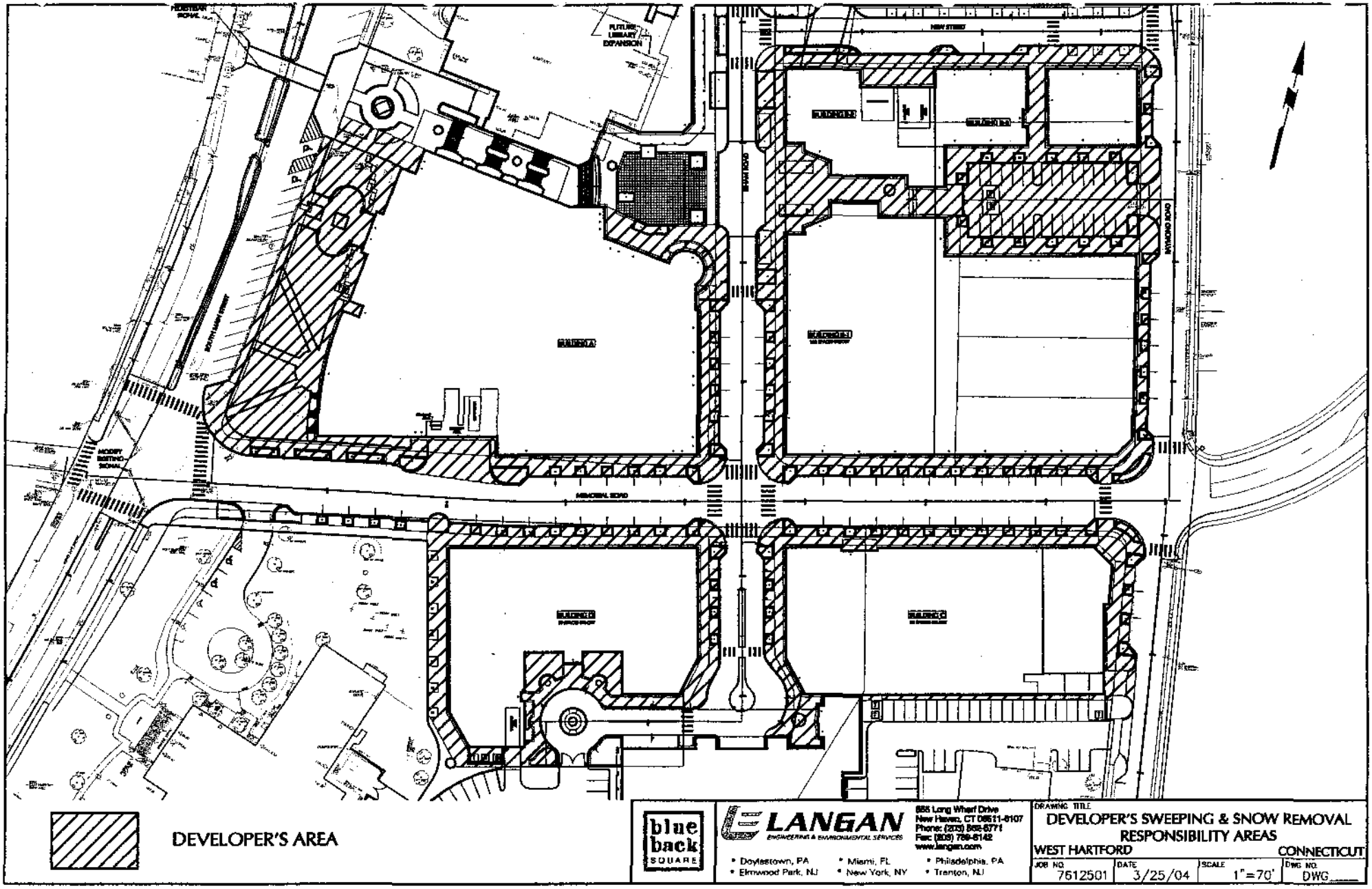

DEVELOPER'S AREA
blue back SQUARE
LANGAN
ENGINEERING & ENVIRONMENTAL SERVICES
555 Long Wharf Drive
New Haven, CT 06511-6107
Phone: (203) 562-5771
Fax: (203) 789-6142
www.langan.com
• Doylestown, PA
• Elmwood Park, NJ
• Miami, FL
• New York, NY
• Philadelphia, PA
• Trenton, NJ
DRAWING TITLE
DEVELOPER'S SWEEPING & SNOW REMOVAL RESPONSIBILITY AREAS
WEST HARTFORD
CONNECTICUT
JOB NO. 7612501
DATE 3/25/04
SCALE 1"=70'
DWG NO. DWG

EXHIBIT JJ

# Appendix

# Westchester Affordable Housing Rent Levels 2016

Westchester gov.com

Robert P. Astorino, County Executive
County Board of Legislators

*Income and Rent Program Guidelines*

# Westchester County 2016
# Area Median Income (AMI), Sales & Rent Limits

**INCOME LIMITS & HOUSING COSTS**

In determining affordability for housing, the housing costs must be calculated for the future residents. Housing costs include rent and any tenant paid utilities in rental housing; and includes the mortgage payment (Principal and Interest) property taxes, homeowners insurance and, in condominiums and cooperatives, any common charges and Home Owners Association (HOA) fees for ownership.

The U.S. Department of Housing and Urban Development (HUD) bases its income limits for a variety of housing programs on a standard called Area Median Income (AMI), for each metropolitan statistical area. The base AMI is estimated to be for an average family of 4 persons (highlighted in **red** on below chart). The maximum income by family size is then adjusted by a percentage determined by HUD:

**FAMILY SIZE PERCENTAGE**

| # of Persons | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Adjustment | 70% | 80% | 90% | **100%** | 108% | 116% | 124% | 132% |

In the cases where the AMI for Westchester County is lower in a following year, the County policy is to hold-harmless any existing property with tenants in place or new homebuyers ready to purchase a home who have signed a Contract of Sale prior to the effective date of the of the published Income Limits.

The below Income Limits are published by HUD accordance with federal guidelines, including the limits to be applied to ***Multifamily Tax Subsidy Projects (MTSP)***. HUD also publishes income limits for the Neighborhood Stabilization Program (NSP) which are higher than those which apply to other Westchester County Housing Programs, at 120% AMI. Those limits are presented in the below chart, but only apply to ownership of 1-4 family homes assisted with NSP.

**INCOME LIMITS**

**2016 Maximum Income Guidelines**

| | 1 Person Household | 2 Person Household | 3 Person Household | 4 Person Household | 5 Person Household | 6 Person Household |
|---|---|---|---|---|---|---|
| 120% AMI | $90,600 | $103,500 | $116,450 | $129,360 | $139,750 | $150,100 |
| 100% AMI | $75,500 | $ 86,250 | $ 97,100 | **$107,800** | $116,450 | $125,100 |
| 80% AMI | $60,400 | $ 69,000 | $ 77,650 | $ 86,250 | $ 93,150 | $100,050 |
| *60% AMI | $45,300 | $ 51,780 | $ 58,260 | $ 64,680 | $ 69,900 | $ 75,060 |
| *50% AMI | $37,750 | $ 43,150 | $ 48,550 | $ 53,900 | $ 58,250 | $ 62,550 |
| 30% AMI | $22,650 | $ 25,900 | $ 29,150 | $ 32,350 | $ 34,950 | $ 37,550 |

**EFFECTIVE DATE**

* MSTP, Section 8 & NSP Income Limits, March 6, 2016
* HOME Income Limits and 80% Uncapped Income Limits, June 6, 2016

WESTCHESTER COUNTY DEPARTMENT OF PLANNING
Edward Buroughs, AICP, Commissioner

## Housing Costs

Westchester County uses the AMI Standard to set eligibility requirements for its funding programs for both rental and ownership housing. In addition, affordability is broadly defined as a household paying no more than 30% of their monthly gross income towards their housing costs. Based on the AMI for Westchester County, the following table calculates 30% of each income group's total monthly gross income—the maximum that should be dedicated towards housing costs. Please note that in practice, affordability is calculated by the bedroom size of the unit assuming 1½ persons per bedroom. The below schedule is intended to provide a quick estimate of affordability for a given household.

**Estimated Monthly Housing Cost Limits Based on 30% of Income**

| FAMILY SIZE | 1 Person Household | 2 Person Household | 3 Person Household | 4 Person Household | 5 Person Household | 6 Person Household |
|---|---|---|---|---|---|---|
| 120% AMI | $2,265 | $2,588 | $2,911 | $3,234 | $3,494 | $3,753 |
| 100% AMI | $1,888 | $2,156 | $2,428 | $2,695 | $2,911 | $3,128 |
| 80% AMI | $1,510 | $1,725 | $1,941 | $2,156 | $2,329 | $2,501 |
| 60% AMI | $1,133 | $1,295 | $1,457 | $1,617 | $1,748 | $1,877 |
| 50% AMI | $ 944 | $1,079 | $1,214 | $1,348 | $1,456 | $1,564 |
| 30% AMI | $ 566 | $ 648 | $ 729 | $ 809 | $ 874 | $ 939 |

The above Housing Costs calculation are based on family size. To estimate costs by unit size, typically HUD and New York State uses a general rule of 1½ persons per bedroom to determine rent and sale price limits based on the unit size. Please note, however, that municipalities may have their own occupancy requirements based on square footage of each bedroom. In some cases, the size of a bedroom may only accommodate 1 person and the rent must be proportioned accordingly. It is best to verify the municipality's occupancy requirements before finalizing rents or sale prices.

Westchester County has adopted the standard of 1½ persons per bedroom in its underwriting for new housing development, and will apply that standard to its underwriting for its funding of Fair and Affordable housing developments.

## Sale Price Limits

For homeownership developments, underwriting is based on the projected mortgage for which a family with a maximum income at 80% AMI can qualify, plus related housing costs. To assure that a broad range of families can both afford to purchase the unit, and qualify for a mortgage, Westchester County encourages developers to set sales prices to be affordable to a family at 70% AMI.

Housing costs to be included in the calculation for the sales price include the expected principal and interest on the mortgage loan, property taxes, homeowners insurance (PITI); and any common charges, homeowners' association fees and/or maintenance fees.

**RENT LIMIT**

HUD publishes HOME Program Rent Limits for each metropolitan statistical area based on affordability for households with incomes at or below 60% AMI or 50% AMI. The published High HOME Rent is for units targeted to 60% AMI households; and the Low HOME Rent is for units targeted to 50% AMI households. To assure that a broad range of families can afford to rent any unit, the County encourages that rents be set to be affordable to families with incomes below the maximum income limits. Westchester County has adopted the HOME rent limits for all its funding programs.

The rent levels are to include all housing costs associated with the apartment. If there are any tenant paid utilities, an amount based on the utility allowance is deducted from the maximum rent allowed to arrive at the Net Rent that may be charged the tenant under a lease. The utility allowance used by Westchester County is provided by New York State Homes and Community Renewal.

Please note that the ***Housing and Economic Recovery Act of 2008*** requires that income and rent limits be calculated separately for ***Multifamily Tax Subsidy Projects (MTSP)*** funded under Section 42 of the Internal Revenue Code. Rent calculation information is provided by New York State. To check for this information, go to **http://www.nyshcr.org**.

**HOME Program 2016 Rent Limits**

| UNIT SIZE | Efficiency | 1-Bedroom | 2-Bedroom | 3-Bedroom | 4-Bedroom | 5-Bedroom |
|---|---|---|---|---|---|---|
| HIGH HOME | $1,036 | $1,245 | $1,510 | $1,814 | $2,004 | $2,192 |
| LOW HOME | $ 945 | $1,012 | $1,215 | $1,403 | $1,565 | $1,726 |
| EFFECTIVE DATE | June 6, 2016 | | | | | |

**CALCULATING NET RENT**

To calculate the maximum Net Rent, the rent that may be charged to the tenant on a lease for any unit, start with the rent limit in the above chart for the unit size, and deduct any tenant paid utilities based on the chart on the back of this page.

For example, to set the rent for a 2-bedroom unit in a low rise apartment building for a household with an income at or below 60% AMI (the High HOME rent), where the tenant will also pay for these utilities, Natural Gas for Heating, Cooking, and Hot Water as well as for Electricity, follow the below process:

| | | | |
|---|---|---|---|
| High Home Rent for a 2-Bedroom Unit: | | | $1,510 |
| Utility Allowance: | Natural Gas Heat: | $98 | |
| | Natural Gas Cooking: | $19 | |
| | Natural Gas Hot Water: | $12 | |
| | Electricity | $23 | |
| Total Utility Allowance: | | | $ 152 |
| Maximum Net Rent charged to Tenant | | | $1,358 |

It should be noted that rents should be set to be affordable to a wide range of families, not just those with incomes at the maximum income limits allowed.

**CONTACT INFORMATION**

Interested municipalities, non-profit and for-profit developers should call or e-mail Norma V. Drummond at 914-995-2427 or nvv1@westchestergov.com

## Utility Allowance Schedule

The following table is the Utility Allowance Schedule used to calculate tenants' utility costs. Circle and add the tenant paid utilities for each apartment size to determine the total utility allowance for that unit size:

| TENANT PAID UTILITIES: | | Studio | 1 | 2 | 3 | 4 | 5 |
|---|---|---|---|---|---|---|---|
| **HEAT** | Natural Gas | $ 68 | $ 85 | $ 98 | $119 | $132 | $150 |
| | Bottle Gas | $ 87 | $117 | $140 | $177 | $200 | $233 |
| | Oil | $ 67 | $ 91 | $109 | $132 | $155 | $181 |
| | Electric | $ 99 | $127 | $148 | $183 | $204 | $234 |
| **COOKING** | | | | | | | |
| | Natural Gas | $ 13 | $ 17 | $ 19 | $ 22 | $ 24 | $ 26 |
| | Electric | $ 11 | $ 14 | $ 18 | $ 23 | $ 31 | $ 34 |
| | Bottle Gas | $ 11 | $ 15 | $ 17 | $ 19 | $ 21 | $ 23 |
| **LIGHTING, OTHER ELECTRIC** | Other Electric | $ 13 | $ 17 | $ 23 | $ 28 | $ 31 | $ 35 |
| **WATER HEATING** | | | | | | | |
| | Natural Gas | $ 7 | $ 9 | $ 12 | $ 14 | $ 16 | $ 18 |
| | Electric | $ 18 | $ 23 | $ 29 | $ 34 | $ 41 | $ 46 |
| | Bottle Gas | $ 12 | $ 16 | $ 20 | $ 24 | $ 29 | $ 32 |
| | Oil | $ 9 | $ 12 | $ 15 | $ 18 | $ 21 | $ 24 |
| **If appliances are provided by Tenant:** | | | | | | | |
| | Range | $ 3 | $ 3 | $ 3 | $ 3 | $ 3 | $ 3 |
| | Refrigerator | $ 4 | $ 4 | $ 4 | $ 5 | $ 6 | $ 6 |
| **TRASH COLLECTION** | | $ 10 | $ 10 | $ 10 | $ 10 | $ 10 | $ 10 |
| **Total Allowance** | | **$** | **$** | **$** | **$** | **$** | **$** |

| | |
|---|---|
| **Effective Date** | January 1, 2016 |

# Memorandum

**To:** Village of Port Chester Board of Trustees

**From:** Peter Feroe, AICP, Village SEQRA Consultant; Mark Chertok, Village Special Counsel

**Date:** December 16, 2016

**Re:** United Hospital: pFEIS Completeness

The Applicant has submitted a revised Final Environmental Impact Statement ("FEIS") in two parts.

1. On December 12, 2016, the Applicant submitted all revised FEIS Chapters and Analyses, except Traffic and its related appendices.
2. On December 14, 2016, the Applicant submitted:
   a. A revised air quality analysis (Appendix I) that was based on the updated traffic analysis;
   b. A revised sewer report (FEIS Appendix D) that contained confirmatory information on previously submitted sewer flow calculations requested by the Village Consulting Engineer; and,
   c. An amended traffic chapter and technical appendices.

This memorandum presents the opinion of the Village's Consultants as to the completeness of the amended pFEIS.

Note that two areas of concern regarding the completeness of the pFEIS have been raised by members of the Board and public during the review of the most recent version of the pFEIS: 1) affordable housing; and, 2) traffic. As shown in the amended pFEIS Chapters submitted by the Applicant, the pFEIS now contains information about the range of potential impacts to affordable housing that would result from implementation of the Proposed Project. [Attached to this memo are responses to the range of concerns identified with respect to the Project's impact on affordable housing and the treatment of that impact in the EIS.] With respect to traffic, as discussed below, the Village's consultants are continuing to work with the Applicant to finalize the traffic analysis and address the full range of concerns raised by the Board and members of the public.

## OPINION AS TO COMPLETENESS

*FEIS Amendments Part 1; December 12, 2016 pFEIS*

It is the opinion of the Village's Consultants that all chapters and analyses submitted on December 12, 2016, *with the exception of the sewer analysis*, are complete pursuant to the requirements of SEQRA [6 NYCRR §617.9(b)(8)].

Specifically, the Village's Consultants have reviewed the text, figures, and appendices submitted by the Applicant and find that the pFEIS chapters and analyses, *with the exception noted in the preceding paragraph,* address all substantive comments made on the DEIS and on the April 2016 pFEIS and that the FEIS adequately and accurately presents the type, nature, and magnitude of the potential impacts of the Proposed Project on the environment, as well as proposed mitigation measures.

*FEIS Amendments Part 2; December 14, 2016 pFEIS*

*Air Quality*

With regard to the air quality analysis, The Village's Consultants have reviewed the revised air quality analysis and submit that it is complete pursuant to the requirements of SEQRA [6 NYCRR §617.9(b)(8)]. No new adverse air quality impacts were identified; rather, the analysis was updated to include the information from the most recent traffic analysis. The air quality analysis is not anticipated to require revisions based on further changes to the traffic study, discussed below.

*Sewer Analyses*

With regard to the sewer report, The Village's Consultants have been working with the Applicant since the Board meeting on November 29, 2016 to clarify and confirm information contained in the sewer flow report (Appendix D). It is expected that the final sewer flow report submitted on December 14, 2016 will not identify any new adverse impacts; rather, it will confirm the ability of the Applicant's proposed sewer improvements to meet the increased sewer demand generated by the Project.

*Traffic*

The Village's Consultants received the revised traffic study late on Wednesday, December 14. Upon initial review, the revised traffic study appears to contain unanticipated changes to the analysis from the previously submitted traffic report. As such, the Village's Consultants will not be able to recommend completeness of the traffic study by December 19, 2016. It should be noted that the Village's Consultants have been working with the Applicant since the Board meeting on November 29, 2016 to finalize the traffic analysis. The Village's Consultants have met with, and have had numerous conversations with, the Applicant and the NYSDOT to discuss the final changes required to the traffic study.

**UPDATES FROM NOVEMBER 14, 2016 PFEIS**

Below is a summary of the changes made subsequent to the November 14, 2016 pFEIS.

- The December 12, 2016 pFEIS contains text edits throughout to clarify and explain salient points and provide appropriate cross-references, especially with regards to:
  - Affordable Housing
  - Post Implementation Traffic and School Studies
  - Air/Noise Analyses with regard to updated traffic analysis
  - Air/Visual Analyses updated with extra parking deck
  - Noise analysis with regards to neighborhood in Rye
  - Construction impacts, specifically blasting
- The December 12, 2016 pFEIS contains updated information and opinions about the impacts of the Project on, and the generalized need for, affordable housing in the Village and County. (I and III.F)
- The December 12, 2016 pFEIS contains an example of a Master Property Owner's Association agreement and information on the ability of the Village to enforce conditions on that entity. (III.A)
- The December 12, 2016 pFEIS contains additional details with regard to the impact of displacing on-site parking utilized by 330-350 S. Regent Street. (III.A)
- The December 12, 2016 pFEIS contains information on the results of previously required TV inspection of a portion of the sewer in Boston Post Road that was recently completed, including verification of previously reported 'dips' in the sewer line, and confirms Applicant's intention to repair those dips. (III.D)
- The December 12, 2016 pFEIS confirms the extent of improvements proposed by the Applicant to the sanitary sewer system to mitigate their impacts. (III.D)

- The December 12, 2016 pFEIS contains confirmatory information with regard to the noise analysis performed for mobile sources (traffic). (III.J)
- The Applicant summarized the results of the additional noise analysis performed with respect to potential impacts at the I-287 Exit 11 off-ramp as a result of the ramp widening. (III.J)
- The Applicant confirmed that they have not yet discussed the noise mitigation measures proposed for the nursing home rooms facing the Project Site with the nursing home (i.e., air conditioner covers and acoustical storm windows). (III.J)
- The Applicant clarified that the Blasting Specification would be finalized during site plan review, which is appropriate (III.K)
- The Applicant confirmed that the information presented in the Alternatives Chapter for the reduced density alternatives is updated with the latest traffic information. (IV)
- The December 14, 2016 amendments to the pFEIS provide:
    - Revised Air Quality analysis based on the final traffic study (Appendix I)
    - Revised sewer flow report (Appendix D).

| | |
|---|---|
| **To:** | Village of Port Chester Board of Trustees |
| **From:** | Eric Zamft, AICP, Director of Planning and Development; Peter Feroe, AICP, Village SEQRA Consultant; Mark Chertok, Village Special Counsel |
| **Date:** | December 14, 2016 |
| **Re:** | United Hospital pFEIS: Affordable Housing – Impacts and Treatment in FEIS |

This memo summarizes several comments advanced by Geoffrey D. Smith, an attorney for the Sustainable Port Chester Alliance. As you know, Mr. Smith has advocated for the inclusion of affordable housing at the United Hospital site and has questioned the manner in which the issue of affordable housing is addressed in the FEIS. Village Staff and consultants have thoroughly reviewed Mr. Smith's comments. We firmly believe that the DEIS and FEIS adequately and completely address the potential impacts of the Project on affordable housing. Below is a summary of Mr. Smith's major contentions and the responses of the Village's Staff and consultants to those contentions.

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*Contention: The EIS does not address the issues raised by Mr. Smith and it truncates the Village's review of the Project, favoring 'future' residents of the Village over current residents.*

Village Staff and consultants believe the FEIS responds to every substantive comment made on the DEIS and the pFEIS, including Mr. Smith's. In fact, the most recent edits the Village has required to the FEIS have amplified responses and information relating to affordable housing and the potential effects thereon of the Proposed Action.

The Board of Trustees, as has been documented numerous times, has gone above and beyond the level of review and public participation required by SEQRA. Public comments on the DEIS were orally received by the Village Board over four nights across three different months. Written comments on the DEIS were accepted for three months from the date of acceptance. These timeframes are well in excess of what is required by SEQRA. In addition, the Board conducted a public hearing and received written and oral comments on the *Preliminary* Final Environmental Impact Statement (pFEIS), neither of which is required by SEQRA. The Village's staff and consultants, as well as the Board, have reviewed the pFEIS for its adequacy and completeness, and have met with the Applicant and other Involved and Interested Agencies to ensure that the FEIS as adopted is complete. After adoption of the FEIS, the Village Board must still adopt a Statement of Findings, which sets out the Board's conclusions on the Project's potential environmental impacts and presents the rationale for the Board's ultimate decision on the proposed zoning.

The Board of Trustees has not preempted its ability to review a future site plan application. The EIS evaluates the potential impacts of the Proposed Project through the use of a detailed, but still conceptual site plan. This is a common and acceptable practice, as the review under SEQRA is not intended to substitute for site plan review. The latter review is based on detailed design and architectural drawings that are not appropriate, and not required, for a meaningful and sufficient environmental review.

Furthermore, any future site plan application must demonstrate that the impacts of that plan are consistent with the impacts evaluated in the EIS. If the potential impacts of a future site plan submission are not

consistent with the impacts identified in the EIS, an Applicant would have to complete additional analyses. If the site plan reflects new significant adverse impacts not addressed in the EIS, the lead agency may (and likely would) require the preparation of a supplemental EIS. See 6 NYCRR 617.9(a)(7).

Finally, Board of Trustees has not yet made a determination on the Proposed Zoning; the EIS is a precursor to the Board's adoption of a SEQRA Finding Statement. As part of the SEQRA Findings, the Board will balance social, economic, environmental and other factors, such as the interests of current residents, taxpayers, business owners, those employed in the Village, the environment impacts and benefits, and the need for economic development.

*Contention: The Board is considering "contract" or "spot" zoning.*

The proposed zoning – like the extant zoning – provides for a density bonus, which is explicitly authorized as a form of 'incentive zoning' in New York State. Thus, the proposed zoning does not constitute 'contract' zoning.

The proposed zoning is not 'spot' zoning. Spot zoning refers to a zoning action that is taken outside of the comprehensive planning process, that benefits a single owner, and that has no benefits to neighboring properties. The Site is already zoned PMU, and the proposed zoning would not change that zoning, which was adopted based on the Comprehensive Plan. The EIS also evaluates the consistency of the proposed zoning amendments with the Comprehensive Plan. While the Site is owned by affiliates of a single entity, benefits of the rezoning would accrue to both neighboring property owners (e.g., more business, enhanced streetscape) as well as the Village more generally (e.g., expansion of the tax base, increased consumer base for existing businesses, infrastructure improvements).

*Contention: The EIS lacks any meaningful treatment of the **need for** affordable housing including work force housing and, following the 2012 Housing Conditions Study, appears to conclude that there is no present need to augment either affordable housing or workforce housing stock available to Port Chester residents, based on a mistaken assumption that the lack of enforcement of the Housing Allocation Plan or the Housing Settlement as to the Village of Port Chester implies that these studies and the decisions of the Judge and Monitor in the Fair Housing case have no application to Port Chester's housing policy. The omission of a housing affordability study relating to the [Project] is without reasonable support either in the Village Code or authority governing comprehensive planning for affordable housing. The characterization of workforce and affordable housing as applying only to a middle range of income is arbitrary and capricious in that it wishes to avoid housing harder to produce for lower and moderate segments of the income spectrum.*

The Board, through this EIS discussed the general need for affordable housing in the Village, as reflected by the 2012 Housing Conditions Study. However, the Board has not made a conclusion with regard to the general need for affordable housing or workforce housing within Port Chester and has not characterized affordable or workforce housing as applying to a particular income level; rather, consistent with SEQRA, the EIS has focused on the potential impacts of the Proposed Action on affordable housing in the community. It is noted, however, that the units at 999 High Street were Mitchell-Lama units that were not subject to household income limitations; rather, they were limited to households with at least one member employed by United Hospital.

The DEIS and pFEIS are not intended to form a comprehensive plan in and of themselves, nor are they required to take a hard look at existing housing and employment opportunities within the Village, except as those issues relate to potential impacts of the Proposed Action. The DEIS and FEIS do, however, address the potential impacts of the Proposed Action on the Village. As noted above, the Village recently adopted a Comprehensive Plan, and the PMU zoning on the Site was recommended in that Plan.

The proposed zoning amendments do not substantively change the uses allowed in the current PMU district, which the Comprehensive Plan recommended for a mixed-use development and neither mandated nor excluded affordable housing from such use. The EIS addressed the impacts of the Proposed Action on affordable/workforce housing. In addition, the Comprehensive Plan acknowledged that the recommended PMU zoning might warrant modification based on a site-specific SEQRA review—which is precisely what has been conducted. See Response to FEIS Comments III.A.3.

*Contention: The Board has delegated its authority in the SEQRA review process to the Applicant's consultants, which has resulted in an uncritical approach and one that lacks independent analysis, especially with respect to schools.*

The Board did not delegate its authority under SEQRA. Rather, the Applicant exercised their right to prepare the DEIS, subject to the review and approval of the Lead Agency. The Board and its professional staff and consultants reviewed several drafts of the DEIS prior to the Board accepting the DEIS as complete. That is reflected by the several iterations of the DEIS that were filed with the Village. Furthermore, the FEIS has the subject of extensive review and comment. There were several pFEIS that were filed with the Board, and that were subject to intensive review and comment by the Board's professional staff and consultants, the public and the Board itself. The Board held several public work sessions on particularly important subjects, such as traffic, fiscal ramifications, and impacts on schools. In addition, over the course of a number of Board meetings, policy issues such as community benefits agreements, affordable housing, housing preferences, apprenticeship programs, and wages have been discussed and Special Counsel Mark Chertok has continued to advise the Board on such issues. The public has commented on the pFEIS over the course of more than 7 months, and the FEIS – though not required by SEQRA – includes responses to those comments (if substantive). Finally, the Board plans to hold a public hearing on the accepted FEIS – another public process not required by SEQRA.

With respect to the analysis of potential school impacts, the FEIS presents the several methodologies for estimating the potential impacts of the Project on the School District. These methodologies included reports commissioned by the Port Chester IDA and the School District, industry-standard census data compiled by Rutgers University, and case-study methodology from existing Port Chester developments. Village staff and consultants have independently evaluated the analyses and support the methodologies utilized. Based on comments received on the DEIS, the pFEIS further refines these methodologies as applied to the Project.

*Contention: The DEIS does not address the need to reduce the number of cost burdened renters and owners among current Port Chester residents and does not contain a fair housing analysis.*

The FEIS directly addresses the issue of affordable housing, as well as addresses other potential impacts of the Proposed Action. It is not incumbent upon the SEQRA review process for the Proposed Action to develop a plan to reduce the number of cost burdened renters and owners within the Village, as that subject has no nexus to the effects of the Proposed Action.

The Fair Housing Act prohibits discrimination based on the status of certain protected classes, whether discrimination is intentional or unintentional (disparate impact). The comment does not identify the protected class(es) which would assertedly suffer discrimination as a result of the Proposed Action amendments. The only potential impact of the Proposed Action on a protected class, based on the commenter's prior comments, appears to be the loss of affordable housing units for lower income households; the FEIS addresses the potential impact of the Proposed Action on affordable housing within the Village. Thus, even assuming for the purpose of this response that the Proposed Action may have an affect on a protected class of low income persons, that effect is not discriminatory and, in any event, has been addressed in the EIS. Thus, there is no need for a Fair Housing analysis.

RES - 02
BOT12-19-2016

VILLAGE OF
# PORT CHESTER
222 Grace Church Street, Port Chester, New York 10573

## AGENDA MEMO

**Department:** Office of the Village Attorney

**BOT Meeting Date:** 12/19/2016

**Item Type:** Resolution

**Sponsor's Name:** BOT Member

| Description | Yes | No | Description | Yes | No |
|---|---|---|---|---|---|
| Fiscal Impact | ☐ | ☒ | Public Hearing Required | ☐ | ☒ |
| Funding Source: | | | BID # | | |
| Account #: | | | **Strategic Plan Priority Area** | | |
| | **Yes** | **No** | Quailty of Life & Village Image | | |
| Agreement | ☐ | ☒ | **Manager Priorities** | | |
| Strategic Plan Related | ☐ | ☒ | N/A | | |

## Agenda Heading Title
*(Will appear on the Agenda as indicated below)*

ACCEPTING AND APPROVING POLICE DEPARTMENT IMMIGRANT STATUS PROTOCOL

## Summary

**Background:**

The Port Chester Police Department has promulgated its own protocols that address how it deals with issues surrounding immigrant status in the discharge of their official police functions.

The subject of immigrant policy is a matter of concern to the residents of the Village of Port Chester.

The Chief of Police has provided a copy of the protocols.

The proposed resolution would accept and approve of same.

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| Proposed Action |
| --- |

That the Board of Trustees adopt the Resolution

| Attachments |
| --- |
| |

ACCEPTING AND APPROVING POLICE DEPARTMENT IMMIGRANT STATUS PROTOCOL

On motion of TRUSTEE , seconded by TRUSTEE

, the following resolution was adopted by the Board of Trustees of the Village of Port Chester, New York:

WHEREAS, the federal government has the exclusive jurisdiction to administer and enforce immigration laws; and

WHEREAS, notwithstanding such federal pre-emption, there remains the question what role, if any, can state and local governments fill with regard to its interactions with undocumented immigrants; and

WHEREAS, the subject of immigration policy is an issue of concern to the residents of the Village of Port Chester; and

WHEREAS, the Port Chester Police Department has promulgated its own protocols that address how it deals with issues surrounding immigrant status in the discharge of their official police functions; and

WHEREAS, the Board has reviewed the annexed protocols and supports the Police Department's proactive approach to this matter. Now, therefore, be it

RESOLVED, the Board of Trustees hereby accepts and approves the Police Department's Immigration Status Protocols as annexed hereto.

Approved as to Form:

_____

Anthony M. Cerreto, Village Attorney

# DEPARTMENT IMMIGRATION POLICY

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It is the policy of the Port Chester Police Department to not inquire as to immigration status, unless such status is pertinent to a criminal case. An example of this would be a human trafficking case in which the victim was threatened due to his or her immigration status. As municipal police officers, members of the Department are not authorized to detain or arrest persons based on their immigration status alone. The Department does however cooperate with immigration authorities in cases involving serious criminal charges, or on requests from immigration authorities to hold people so charged on detainers. These detainers are similar to warrants issued by local court. Subjects arrested by the Department for serious criminal charges are fingerprinted. These fingerprints are made available to both state and federal authorities. Persons so charged who are considered undocumented are often interdicted by immigration authorities. This is done in most cases at the local correctional level such as the Westchester County Jail or Rikers Island and is not done at the request of this agency. It is the Department's policy to assist immigration authorities when requested. This usually involves cases in which prisoners in our custody are the subject of immigration warrants referred to as detainers**. The policy followed by the Port Chester Police Department mirrors that of most local law enforcement agencies in the New York metropolitan area.**

Richard Conway

RES - 03
BOT12-19-2016

VILLAGE OF
# PORT CHESTER
222 Grace Church Street, Port Chester, New York 10573

## AGENDA MEMO

**Department:** Office of the Village Manager

**BOT Meeting Date:** 12/19/2016

**Item Type:** Resolution

**Sponsor's Name:** Christopher D. Steers, Village Manager

| Description | Yes | No | Description | Yes | No |
|---|---|---|---|---|---|
| Fiscal Impact | ☐ | ☒ | Public Hearing Required | ☐ | ☒ |
| Funding Source: | | | BID # | | |
| Account #: | | | **Strategic Plan Priority Area** | | |
| | **Yes** | **No** | Quailty of Life & Village Image | | |
| Agreement | ☐ | ☒ | **Manager Priorities** | | |
| Strategic Plan Related | ☐ | ☒ | N/A | | |

## Agenda Heading Title
*(Will appear on the Agenda as indicated below)*

SUPPORTING THE EXPANSION OF DRIVER'S LICENSES TO NEW YORK RESIDENTS REGARDLESS OF IMMIGRANT STATUS

## Summary

**Background:**

Trustee Marino has alerted the Village Manager to the grassroots movement "Green Light NY: Driving Together!" which advocates for removing barriers that deny immigrants access to driver's licenses. The Manager directed staff to research and investigate the issues presented. Staff has found that twelve states have enacted laws expanding access to driver's licenses regardless of immigrant status, including the neighboring states of Connecticut and Vermont.

The proposed resolution would call upon the State to enact legislation that would change state law to expand access to driver's licenses regardless of immigrant status.

.

The Village of Ossining has most recently taken similar action.

| Proposed Action |
| --- |
| That the Board of Trustees adopt the Resolution |

| Attachments |
| --- |
| |

RESOLUTION

SUPPORTING THE EXPANSION OF ACCESS TO DRIVER'S LICENSES TO NEW YORK STATE RESIDENTS REGARDLESS OF IMMIGRANT STATUS

On motion of TRUSTEE , seconded by TRUSTEE , the following resolution was adopted by the Board of Trustees of the Village of Port Chester, New York:

WHEREAS, it has been reported that New York State bars hundreds of thousands of residents from obtaining driver's licenses solely due to their immigration status; and

WHEREAS, without access to a driver's license, these persons are forced to drive without a license to take care of every-day needs that we take for granted whether it be driving to work, taking the children to school, traveling to appointments, going grocery shopping, getting to the hospital or medical appointments, or attending places of worship; and

WHEREAS, expanding access to driver's licenses will allow more immigrant New Yorkers to fully understand traffic laws, pass a road test, and operate registered, inspected, and insured vehicles; and

WHEREAS, such action will also serve to reduce the number of uninsured vehicles on the road, thereby lowering insurance premiums for all New York motorists; and

WHEREAS, Trustee Marino alerted the Village Manager to the grassroots campaign movement called "Green Light NY: Driving Together!" which advocates for removing barriers that deny immigrant access to driver's licenses; and

WHEREAS, the Manager thereupon directed staff to research and investigate the issues presented; and

WHEREAS, staff found that twelve states have enacted laws expanding access to driver's licenses regardless of immigrant status, including the neighboring states of Connecticut and Vermont; and

WHEREAS, the Chief of Police has voiced his support; and

WHEREAS, the Village of Ossining has most recently adopted a resolution calling upon the State to enact the legislation necessary to expand access to driver's licenses to residents without regard to immigrant status. Now, therefore, be it,

RESOLVED, that the Board of Trustees hereby calls upon State Senator George Latimer and State Assemblyman Steven Otis to propose and support a bill that would change state law so as to expand immigrant access to driver's licenses.

Approved as to Form:

_____

Anthony M. Cerreto, Village Attorney

RES - 04
BOT12-19-2016

VILLAGE OF
# PORT CHESTER
222 Grace Church Street, Port Chester, New York 10573

## AGENDA MEMO

**Department:** Planning and Development Department
**Department:** Office of the Village Manager

**BOT Meeting Date:** 12/19/16

**Item Type**: Resolution

| | |
|---|---|
| **Sponsor's Name:** | Christopher Steers, Village Manager |
| **Sponsor's Name:** | Eric Zamft, Director of Planning & Economic Development |

| Description | Yes | No | Description | Yes | No |
|---|---|---|---|---|---|
| Fiscal Impact | ☒ | ☐ | Public Hearing Required | ☐ | ☒ |
| Funding Source:<br><br>Account #: | | | BID #2016-07<br>**Strategic Plan Priority Area**<br>N/A | | |
| | **Yes** | **No** | | | |
| Agreement | ☒ | ☐ | **Manager Priorities** | | |
| Strategic Plan Related | ☐ | ☒ | Performance Management | | |

## Agenda Heading Title
***(Will appear as indicated below on Agenda)***

Resolution Awarding RFP # 2016-07 for Traffic and Transportation Engineering Professional Services

## Summary


Background
On September 9, 2016, the Village of Port Chester issued a request for proposals ("RFP") seeking proposals for traffic & transportation engineering professional services (RFP #2016-07). This RFP sought consulting traffic engineering services to review proposals before the Planning Commission, Traffic Commission, and Board of Trustees, present findings at meetings as requested, and conduct traffic studies as requested by the Village's governing bodies.

By the due date of September 30, 2016, the Village received 11 responses. A review committee, comprised of staff representatives from the Planning and Engineering Departments, as well as Commissioners from the Planning and Traffic Commissions, rated and ranked the 11 submittals based on completeness and quality of proposal, qualifications, similar and/or local experience, strength of references, scope of expertise, and rates and fees. At their October 24, 2016 meeting, the Planning Commission was briefed on the process. Similarly, at their October 5, 2016 meeting, the Traffic Commission was briefed on the process.

After conducting this initial analysis, the review committee invited the three firms with the top scores as well, as the Village's existing traffic engineering consulting team, for in person interviews during the week of October 24, 2016.

Staff representatives from the Planning, Engineering, and Village Manager Departments, as well as a representative from the Planning Commission conducted in-person interviews of the following firms:

1) VHB
2) RBA
3) Adler Consulting
4) AKRF

Based upon their proposal and interview, the review committee felt that AKRF exhibited the highest qualifications of the four firms and would provide the best service to the Village. Therefore, the review committee recommends that that the Board of Trustees award RFP #2016-07 to AKRF to act as the Village's traffic consulting engineer for a period of five years.

| **Proposed Actions** |
| --- |
| • Adopt the resolution to retain AKRF for traffic & transportation engineering professional services |

| **Attachments** |
| --- |
| • RFP<br>• 11 RFP Responses |

# VILLAGE OF PORT CHESTER

**REQUEST FOR PROPOSALS**
***FOR TRAFFIC AND TRANSPORTATION ENGINEERING PROFESSIONAL SERVICES***
**RFP # 2016-07**

**Date: September 9, 2016**

**Christopher D. Steers**
**Village Manager**

**REQUEST FOR PROPOSALS (RFP # 2016-07)**
**VILLAGE OF PORT CHESTER**
**TRAFFIC AND TRANSPORTATION ENGINEERING PROFESSIONAL SERVICES**

The Village of Port Chester is seeking proposals for a creative professional traffic engineer or firm to provide support and expertise in the application of traffic engineering principles and practices to provide and enhance the safety and efficient movement of pedestrians, cyclists, and vehicular traffic of people and goods within the Village. This work is to be performed on an on-call service basis.

## SCOPE OF SERVICES

Traffic engineering services will include, but are not limited to:

- Review new development projects involving traffic and transportation impact analyses that come before the Board of Trustees, Traffic Commission, and Planning Commission
- Participate in site visits with Village staff to understand existing traffic and transportation conditions, identify issues and opportunities, and discuss creative solutions
- Provide a set of written recommendations for enhancing vehicular, pedestrian, cycling, and/or alternate modes of transportation for each application or project
- Appear at meetings of the Board of Trustees, Planning Commission, Traffic Commission, and other Village boards or commissions to discuss applications, projects, and creative solutions
- Conduct or review traffic engineering, traffic analysis, and transportation planning studies or project specific traffic related issue analysis
- Provide comprehensive analyses of existing and projected traffic conditions, intersection design, parking lot design, and traffic/transportation data collection services
- Provide traffic control device studies and design (signs, signals, pavement markings, etc.)
- Perform pedestrian studies including those to provide safe routes to school
- Testify in court, if needed, as an expert witness

## MINIMUM QUALIFICATIONS/REQUIREMENTS

The successful candidate must be a registered Professional Traffic Engineer with the State of New York and should have direct experience working with municipalities. Criteria that will be considered by the Village in its review of proposals will include, but is not limited to:

- At least five (5) years of experience working with municipalities in New York, especially planning boards
- Familiarity with NYSDOT, Westchester County, and local procedures
- General availability to respond to requests and attend meetings
- Anticipated general schedule and response time
- Communication and presentation skills
- References
- Fees

## PROPOSAL CONTENT

The proposal should, at a minimum, contain the following information:

- **Cover Page** – Submit a signed coversheet on letterhead stationery that includes a statement that the proposal is submitted in response to RFP 2016-07: Traffic and Transportation Engineering Professional Services.
- **Qualifications** – Provide professional experience and work history, including a general summary description of the firm and specific qualifications with providing similar services.
- **Personnel** – Provide list and resumes of key personnel. The point person and person who will attend meetings should be specifically identified.
- **References** – Include the name, address, and telephone number of three (3) clients for whom similar services are or have recently been performed.
- **Fees** – The proposal should include hourly rates of the personnel to be assigned to the awarded contract and any expenses expected to be incurred. Specific hourly billing will be applied and no percent of any contract payment will be furnished and paid by the Village without backup billing showing hours worked, multipliers, and reimbursable expenses (reimbursable expenses will be charged at the actual cost; no multiplier will be allowed).

## SUBMITTAL REQUIREMENTS

Proposals must be received no later than 10:00 AM on September 30, 2016 by the Village Clerk at the following address:

Village of Port Chester
Village Clerk's Office
222 Grace Church Street, Suite 150
Port Chester, NY 10573
Attn: Christopher D. Steers, Village Manager

Proposals must be submitted in a sealed envelope and have original signature and date. Please deliver five (5) printed copies of the proposal and an electronic version of the proposal on a CD, DVD, or flash drive. Please place a label on the envelope stating: "RFP 2016-07: Traffic and Transportation Engineering Professional Services".

## INQUIRIES

Any questions or requests for additional information regarding this RFP must be in writing via mail, fax, or e-mail directed to Christopher D. Steers, Village Manager via the Village Clerk, received no later than three (3) business days prior to the submission deadline. Telephone (914) 939-2200/Fax (914) 937-3169/email: dthomas@portchesterny.com. All questions or requests for additional information must include your name, address, phone number, and e-mail address. The Village is not responsible for any failure in the delivery of an inquiry. E-mail inquiries must

include the subject line “RFP 2016-07: Traffic and Transportation Engineering Professional Services”.

## INTERVIEWS

The Village Manager, Board of Trustees, and/or Planning Commission may schedule interviews with prospective candidates to permit further evaluation of the candidate.

## AWARD

The award will be made to the candidate that best meets the Board of Trustee’s and/or Planning Commission’s needs and requirements. The Village reserves its right to reject any and all proposals in the best interest of the Village. The successful candidate must be ready, willing, and able to proceed and sign an agreement satisfactory in form to the Village Attorney.

## EXPENSES INCURRED BY RESPONDING CONSULTANT

The Village will NOT be responsible for any expenses or costs incurred by any responding consultant organization(s) at any time in preparing and submitting a proposal or requested supplemental information in response to this RFP.

# Traffic & Transportation Engineering
# Professional Services
# RFP # 2016-07

Adler Consulting, Transportation Planning & Traffic Engineering, PLLC
235 Main Street
White Plains, NY 10601-2410
Tel: (914) 997-8510
Fax: (914) 997-7140
e-mail: bernie.adler@adler-consulting.com
www.adler-consulting.com

Adler Consulting, Transportation Planning & Traffic Engineering, PLLC
235 Main Street
White Plains, NY 10601-2401
Tel # (914) 997-8510
Fax # (914) 997-7140

September 30, 2016

Village of Port Chester
Village Clerk's Office
222 Grace Church Street, Suite 150
Port Chester, NY 10573
Attention: Christopher D. Steers, Village Manager

Re: Request for Proposals
RFP 2016-07:
Traffic and Transportation Engineering Professional Services
Port Chester, New York

## PROPOSAL FOR TRAFFIC ENGINEERING SERVICES

Dear Mr. Steers:

This proposal is in response to your request for Traffic and Transportation Engineering Professional Services in support of the Village of Port Chester. **Adler Consulting** is pleased to submit this Proposal to provide expert Traffic and Transportation Engineering Professional Services in the Village.

**Adler Consulting** provides outstanding technical skills in the evaluation of Traffic and Transportation Engineering challenges. The staff includes skilled professionals who are experienced at identifying and evaluating traffic impacts and preparing appropriate engineering solutions to resolve issues. **Adler Consulting** has considerable experience with the analysis of intersection operations and the development of innovative yet realistic plans to ameliorate deficiencies and improve operations.

**Adler Consulting** values the commitment of the members of the Port Chester Village Board, the Planning Commission and the Traffic Commission and their input addressing current traffic and parking issues and the critical role that they have in providing future directions for the Village. Accordingly, **Adler Consulting** will provide professional expertise and judgement but will honor the directions of the Village and provide utmost care to ensure the proposed directives are achieved to provide for the safe and efficient travel for the pedestrian and motorist.

**Adler Consulting** is dedicated to providing the highest quality Traffic and Transportation Engineering services to our clients. We respectfully advise our clients and represent them with professionalism, integrity and confidentiality to enable them to achieve their goals.

**Adler Consulting** is the best firm to provide these consulting services for the Village of Port Chester for the following reasons:

- Experience: The Staff of **Adler Consulting** has over 100 years of combined experience specifically in the fields of Traffic Engineering and Transportation Planning. Importantly, Bernard Adler, P.E., President, is the former Commissioner of Traffic for the City of White Plains and is intimately familiar with the many transportation issues in a municipality. Further, he has distinguished himself with excellence through his technical and executive achievements as recognized by the Institute of Transportation Engineers (ITE) and the Westchester County Chapter of the New York State Society of Professional Engineers (NSPE). Mr. Adler will be personally involved in all phases of the work.

  Michael P. O'Rourke, P.E. PTOE, Senior Associate will be responsible for the technical day-to-day responsibilities of the Project. Mr. O'Rourke's background and experience supplement and complement that of Mr. Adler.

- **Expertise**: **Adler Consulting** has unsurpassed credentials in the knowledge and practice of Traffic Engineering and Transportation Planning. Unlike other firms which provide various services as an adjunct to their routine business, **Adler Consulting** specializes in providing innovative and economically feasible solutions for the most challenging traffic engineering concern.

- **Proximity**: **Adler Consulting's** offices are conveniently located in White Plains which offers the Village the opportunity of having services provided with staff members available for personal reconnaissance and attendance at meetings.

- **Product**: Having provided similar services for other jurisdictional agencies, **Adler Consulting** can deliver a quality product while realizing substantial savings in time and expense.

- **Testimony**: Mr. Adler's unparalleled qualifications, specifically as they apply to the Traffic and Transportation Engineering, coupled with his expert communicative skills, make him the ideal candidate to make skillful presentations to the jurisdictional agencies of the Village of Port Chester.

**Adler Consulting** appreciates the opportunity of submitting this proposal and looks forward to working with you on this project and assures you of our personal attention and professional performance.

Sincerely,
**Adler Consulting,**
**Transportation Planning & Traffic Engineering, PLLC**

Bernard Adler, P.E.
President
encl.

Letter September 30, 2016.wpd

# Qualifications

# COMPANY QUALIFICATIONS

**Adler Consulting** was founded in 1991 by the firm's principal and president, Bernard Adler, P.E., FITE to provide Professional Engineering Services in the areas of Transportation Planning and Traffic Engineering. Conveniently located in White Plains, NY, **Adler Consulting** serves private developers and municipal agencies in New York, New Jersey and Connecticut. As the firm has grown, new staff have brought with them new knowledge and energy. The firm's experience and reputation has also been increased by active involvement in professional societies as well as by promoting continued personal education and development.

Bernard Adler, P.E., has been serving both the public and private sectors for over fifty (50) years. He established **Adler Consulting** in 1991 and personally performs analyses for and scrutinizes and the firm's work as well as appears before governmental agencies supporting the findings and conclusions of studies conducted by the Firm. He brings a unique perspective to the Firm's Clients gained from hands-on duties as a practitioner representing a government, in a private business providing engineering services for the development community and as an educator.

From 1979 through 1987, Mr. Adler was Commissioner of Traffic for the City of White Plains, New York, a time of its rapid expansion. In that capacity, he was responsible for the design, maintenance and operation of the City's central traffic control system and provided guidance to the Mayor and Common Council on matters affecting the welfare of the public with respect to traffic.

Mr. Adler is a Fellow of the Institute of Transportation Engineers (ITE), a past member of ITE's Board of Direction, a past President of the Metropolitan Section of ITE and has served on many committees at the International, District and Section levels. He served as General Chairman of ITE's 57$^{th}$ Annual Meeting held in New York City in 1987. Mr. Adler is also a member of other professional societies, the author of many published papers and formerly an Adjunct Assistant Professor of Civil Engineering at Manhattan College, Riverdale, NY.

Michael P. O'Rourke, P.E., PTOE, Senior Associate, brings a wealth of background and experience supplementing and complementing that of Mr. Adler. He has more than 39 years of Transportation Planning and Traffic Engineering experience, during which time he supervised and conducted: Traffic Engineering "Call-In" Services;

Environmental Impact Assessments; Transportation Planning Studies; Highway, Signing & Pavement Marking Design; Jurisdictional Consulting Services; Evaluation and Deployment of ITS technologies; and, Traffic Impact and Monitoring Studies for both the public and private sectors. Mr. O'Rourke's responsibilities with **Adler Consulting** include: evaluation of transportation and traffic impact mitigating measures associated with property/corridor development; design of impact mitigating measures; evaluation and deployment of new technology; and administration within the Firm.

**Adler Consulting** provides services in the areas of:

Traffic Impact Analyses
Traffic Safety Studies
Transportation Planning
Highway Corridor Studies
Intelligent Transportation Systems (ITS)
Environmental Impact Statements
Transportation Systems Management
Maintenance and Protection of Traffic
Parking Designs and Operations
Paratransit Operations
Elderly & Handicapped Mobility
Site Feasibility Analyses
Sign Design and Layout
Environmental Impact Statements
OSTA Certificates of Operation
Access & Circulation for HealthCare Facilities
Safe Routes to School
Congestion-Mitigation- Air-Quality
SAFETAP & CLASS
Federal Funding Procurement
Stimulus Funding
Traffic Signal Design
Parking Management Plans
Construction Traffic Management
On & off-street Parking Studies
Bus Priority Systems
Fire Pre-Emption Systems
Programs Pedestrian Analyses
Forensic Engineering
"1-R" Single-course Overlays
Bicycle Studies

Representative projects completed by **Adler Consulting** for Municipal Authorities are summarized on the following pages.

**Adler Consulting's** senior personnel bring almost one hundred (100) person years expertise in Transportation Planning and Traffic Engineering projects of major importance. The members of the Firm are recognized for their contribution to the profession and are adept in the methodology of their discipline. **Adler Consulting** provides maturity and technical skills to evaluate and resolve the most challenging Transportation Planning and Traffic Engineering problem and prides itself on its attributes of timely responsiveness, professionalism and personal attention to technical details.

## REPRESENTATIVE PROJECTS - GOVERNMENT



Traffic Engineering Consulting Services, Village of Port Chester, NY

Since 2010 **Adler Consulting** has provided the Village of Port Chester, NY with traffic engineering services as the Consulting Traffic Engineer. Projects have included the on-going review of the proposed reuse of the United Hospital Site as a mixed use development; review of the traffic and pedestrian impacts of the proposed reconstruction of the Willett Avenue Bridge by Metro-North Commuter Railroad; evaluation of the traffic impacts of approximately 20 commercial and residential projects; and, testimony before the Planning Commission and the Village Board of Trustees.

Traffic Engineering Consulting Services, Town of Woodbury, NY

Since 2003 **Adler Consulting** has provided the Town of Woodbury, NY with traffic engineering services on an "as-needed" basis. Projects have included SEQRA and Site Plan reviews for the WP-3 (Suburban Junction) development, the Legacy Ridge development and the Interstate Commerce Center Site A project.

Traffic Engineering Consulting Services, Town of Clarkstown, NY

**Adler Consulting** has provided the Town of Clarkstown, NY with traffic engineering services on an "as-needed" basis since 2003. Projects have included the development of standards and threshold traffic volume requirements for the implementation of traffic calming projects on residential streets within the Town; design of pavement markings and roadway signage for traffic calming projects; "before-and-after" studies to evaluate the impacts of traffic calming on the surrounding neighborhood; and, the evaluation of traffic and pedestrian safety improvements in the Town.

Traffic Engineering Consulting Services, Town of Cortlandt, NY

Since 2002 **Adler Consulting** has provided the Town of Cortlandt, NY with traffic engineering services on an "as-needed" basis. Over 25 assignments have been performed including accident studies, signal and roadway improvement designs, as well as SEQRA reviews of projects large and small. The Town's Department of Technical Services turns almost exclusively to Adler Consulting for advice and direction on matters relating to traffic.

REPRESENTATIVE PROJECTS - GOVERNMENT


Route 9 Corridor Improvements, Tarrytown, NY
**Adler Consulting** was engaged by the Village of Tarrytown to review traffic operating conditions on Route 9 in the south end of the Village, to identify measures to improve conditions and to solicit funds with which to build the identified improvements.

Traffic Engineering Consulting Services, Village of Nyack, NY
**Adler Consulting** has provided the Village of Nyack, NY with traffic engineering services on an "as-needed" basis. Projects have included the adaptive reuse of older buildings in the Village's central business district as well as an expansion of the public library.

Traffic Engineering Consulting Services, County of Rockland, NY
**Adler Consulting** has provided Rockland County, NY with traffic engineering services on an "as-needed" basis. Over twenty assignments have been performed.

Route 9A Corridor Improvements, Ardsley, NY
**Adler Consulting** was engaged by the Village of Ardsley to review traffic operating conditions on Route 9A in the heart of the Village and to identify measures to improve deficient conditions.

Arch Street Corridor Traffic Study, Greenwich, CT
The Town of Greenwich, Connecticut contracted **Adler Consulting** to analyze the traffic flow characteristics and recommend mitigation to improve safety and efficiency.

Stamford Transportation Center, Stamford, CT
**Adler Consulting** is providing traffic engineering services as part of a large-scale project for ConnDOT which will double the capacity of the Transportation Center. Considerations include access, internal circulation and its impact on the adjacent street system.

## REPRESENTATIVE PROJECTS - GOVERNMENT



West Washington Avenue Corridor Study, Pearl River, NY

**Adler Consulting** was retained by the County of Rockland to study the Washington Avenue Corridor in the Town of Orangetown and to propose traffic calming measures to reduce operating speed and to enhance the viability of the arterial as a residential corridor.

Fenimore Road Corridor, Mamaroneck, NY

**Adler Consulting** was retained by the Village of Mamaroneck to perform a traffic study on Fenimore Road to determine an appropriate roadway configuration to best provide safe and efficient traffic operating conditions.

Parking and Traffic Management Plan, Tarrytown, NY

**Adler Consulting** was engaged by the Village of Tarrytown to review traffic and parking operations within the Village's CBD and to find practical measures, which could be implemented to alleviate any identified traffic or parking deficiencies.

Bank Street Widening, White Plains, NY

**Adler Consulting** provided traffic engineering services for the City of White Plains including reconstruction of signals at three intersections and the preparation of Protection and Maintenance of Traffic plans for the corridor.

North Street Corridor, New Rochelle, NY

The City of New Rochelle retained **Adler Consulting** to review existing geometrics, traffic volumes and patterns and to propose roadway configurations to accommodate future flows of traffic.

Village Green Technical Study, Rye, NY

As subconsultant to Charles H. Sells, **Adler Consulting** investigated the potential traffic impacts associated with proposed changes to three existing facilities in the Village Green area.

## REPRESENTATIVE PROJECTS - GOVERNMENT



Traffic Engineering Services, The City of Rye, NY

The City of Rye, New York retained **Adler Consulting** to provide in-depth examination of the traffic component of an application for a development in a neighboring community.

Traffic Engineering Services, Larchmont Village Planning Commission, Larchmont, NY

**Adler Consulting** provided Traffic Engineering Services consisting of access, circulation and parking considerations for the Planning Commission in their review of a proposed development.

Residential Subdivision, Harrison, NY

The County of Westchester retained **Adler Consulting** to prepare a detailed Traffic Impact Report and testify before the Planning Board relative to an affordable housing project.

Port Newark/Elizabeth Marine Terminal, NJ, Port Authority of New York & New Jersey

The Port Authority of New York and New Jersey included the services of Bernard Adler, P.E. as part of their Value Planning/Engineering effort to provide traffic engineering expertise in the review of an internal circulation/signing plan for the marine/trucking complex.

Traffic Signal Design, County of Orange, NY

Orange County retained **Adler Consulting** to design traffic signals for: the at-grade railroad crossing of a spur of CONRAIL and Neelytown Road in Montgomery, the relocation of CR 78 in Middletown, and the intersection of CR67/CR 50 in Wallkill, NY.

Traffic Signal Design, Pearl River, NY

For the Town of Orangetown, Adler Consulting designed a traffic signal installation at the intersection of West Washington Avenue and Center Street.

# Personnel

# PERSONNEL

**Adler Consulting** will be represented predominantly by Bernard Adler, P.E. who will serve as the Principal for this Project while the Project Manager will be Michael P. O'Rourke, P.E., PTOE. Mr. O'Rourke will serve as the point person and both Mr. Adler and Mr. O'Rourke will represent **Adler Consulting** at meetings with the Village and their representatives. The day-to day conduct of satisfying the Projects' needs will be provided by the support staff of the Firm. Resumes for Mr. Adler and Mr. O'Rourke are attached.

Bernard Adler, P.E., President of the Firm, has served both the public and private sectors for over fifty (50) years. He established **Adler Consulting** in 1991 and personally scrutinizes analyses and appears before governmental agencies supporting the findings and conclusions of studies conducted by the Firm. He brings a unique perspective to the Firm's Clients gained from hands-on duties as a practitioner representing a government, in a private business, providing engineering services for the development community and as an educator.

From 1979 through 1987, Mr. Adler was Commissioner of Traffic for the City of White Plains, New York, a time of its rapid expansion. In that capacity, he was responsible for the design, maintenance and operation of the City's central traffic control system and provided guidance to the Mayor and Common Council on matters affecting the welfare of the public with respect to traffic.

Mr. Adler is a Fellow of the Institute of Transportation Engineers (ITE), a past member of ITE's Board of Direction, a past President of the Metropolitan Section of ITE and has served on many committees at the International, District and Section levels. He served as General Chairman of ITE's 57$^{th}$ Annual Meeting held in New York City in 1987. Mr. Adler is also a member of other professional societies, the author of many published papers and, formerly, an Adjunct Assistant Professor of Civil Engineering at Manhattan College, Riverdale, NY.

With over thirty-nine (39) years of Transportation experience, Michael P. O'Rourke, P.E., PTOE, Senior Associate, serves with Mr. Adler as the firm's senior staff. Mr. O'Rourke is a Past President of ITE's Metropolitan Section of New York & New Jersey as well a Past Chairman of ITE's District One. For **Adler Consulting**, Mr. O'Rourke is responsible for evaluation of traffic, parking, and transportation impact analyses and mitigation measures associated with property/corridor development; design of impact mitigation measures; preparation of traffic signal and Maintenance and Protection of Traffic plans; evaluation and deployment of ITS technology; and, administration within the firm.

**Bernard Adler, P. E.,** President

**Professional Registration:**

Professional Engineer
- New York
- New Jersey
- Connecticut

**Education:**

| | | |
|---|---|---|
| Stevens Inst. of Technology | - Mgmt. Sciences, Postgraduate Courses | |
| Long Island University | - MS, Management Engineering | 1970 |
| Polytechnic Inst. of Bklyn. | - MSEE, Electrical Engineering | 1966 |
| City College of New York | - BEE, Electrical Engineering | 1962 |

**Teaching:**

Adjunct Assistant Professor of Civil Engineering, Manhattan College, Bronx, New York, 1982, 1983.

**Professional Experience:**

**Principal, Adler Consulting, White Plains, NY,** 1991 to present. Mr. Adler is responsible for the all the quality control as well as client and government liaison facets of the Firm's operation. The Firm provides professional services in the areas of Transportation Planning and Traffic Engineering. The expertise was gained from the wealth of experience in conducting numerous studies for the public and private sectors.

**Senior Vice President, Raymond Keyes Associates, Inc., Tarrytown, N.Y.,** 1987 to 1991. Mr. Adler managed the firm's approximately 30-member staff of the Transportation/Traffic Engineering Division which primarily focused on the data collection, analysis, preparation of reports and making presentations before approving agencies concerning the present and post-development traffic conditions and the highway improvements required to accommodate development projects.

For the public sector, services included: corridor studies; network modeling; multimodal analyses; designs including plans, specifications and estimates (PS&E's); progression analyses; and, Transportation Development Districts. Mr. Adler was responsible for the efficient and timely production and quality control of services to ensure that all traffic designs and studies meet the highest professional standards.

As Senior Vice President, Mr. Adler served on the firm's Management Committee which makes decisions and provides input to the Board of Directors regarding future programs, budgets, accounting data and personnel matters.

**Commissioner of Traffic, The City of White Plains, N.Y.**, 1979-1987. During a period of major redevelopment, Mr. Adler:

Implemented innovative programs, including: New York States first computerized network traffic control system; overhead street name signs; energy conservation programs; and, a fire preferential routing system.

Managed the design, installation, maintenance and operation of all traffic control devices for the control of pedestrian and vehicular traffic, including signs, signals and pavement markings.

Coordinated with other planning agencies of the City for traffic and transportation needs of the present and future.

Studied and recommended the location and use of on-street parking meters for regulation of traffic.

Advised the Mayor, Common Council and other agencies of the government as to the City's traffic requirements regarding the welfare of the public with respect to traffic.

Exercised supervision, jurisdiction and control of the Department of Traffic and its operations and functions, records and files of approximately 20 personnel and their discipline.

Directed and supervised the expenditure of all monies appropriated to the Department of Traffic.

Served as Secretary to the White Plains Traffic Commission.

**Director, Traffic Signal Systems, Wilbur Smith and Associates, Inc., New Haven, Ct.,** 1978-1979. Responsible for planning and design of all traffic signal system efforts for the firm, including:

Implementation of a $4.5 million system for the City of White Plains, NY

Analysis and design of a master control system for 250 intersections in the City of New Haven CT

Plans and specifications for a digital system controlling approximately 200 signals in Arlington, VA

**Manager, Intermodal Planning, Tri-State Regional Planning Commission, New York, N.Y.**, 1975-1978. Responsible for Transportation Systems Management plans within the New York Metropolitan Region. Developed strategies for improving the efficiency of transportation systems including traffic operations improvements, paratransit operations and bus priority systems.

**Manager of Systems Consulting, Computran Systems Corporation, Hackensack, N.J.,** 1974-1975. Responsible for all traffic signal systems designs, feasibility studies, and research efforts including: a Traffic Surveillance and Control System, with incident management, for the Westway Corridor in New York City; a signal system design for Winston-Salem, NC; a feasibility study for Gainesville FL; and, UTCS software for an Essex County signal system in Newark, NJ.

**Group Leader, Transportation Systems Division, AIL Division of Cutler-Hammer, Inc., Deer Park, N.Y.,** (Eaton Corp.) 1962-1973.

Developed a management system for a highway department, including planning, scheduling, organizing, monitoring, evaluating and budgeting.

Principal Investigator on a project for the FHWA, overseeing the design, fabrication, installation, and evaluation of a cooperative motorist-aid system, known as FLASH.

Program Manager for an NHTSA study evaluating vehicular headlighting systems.

**Professional Organizations:**

| | |
|---|---|
| Fellow | Institute of Transportation Engineers (ITE) |
| Member | National Society of Professional Engineers |
| Member | Transportation Research Board: |
| | Motorists Services Committee, A3B05, 1970-1988 |
| | Advisory Panel on "Urban Pedestrian Traffic Control" (17-11) |
| Life Member | The Institute of Electrical and Electronics Engineers, Inc. |
| President | Engineering School Alumni Association, CCNY, 2011-2013 |

**ITE - METROPOLITAN SECTION OF NEW YORK & NEW JERSEY**

| | |
|---|---|
| Director | 1986, 1987 |
| President | 1985 |
| Vice President | 1984 |
| Secretary/Treasurer | 1983 |
| Chairman | Equal Opportunity Program Committee, 1977 |
| Chairman | School Coordination Committee, 1976 |

**ITE - INTERNATIONAL**

| | |
|---|---|
| Member | Board of Direction, 1986-1989 |
| General Chairman | 57th Annual Meeting, New York City, August 1987 |
| Chairman | Annual Meeting Committee, 1988, 1989 |
| Member | Philanthropic Steering and Advisory Committee, 1990/91 |
| Member | 1992 Nominations Committee |
| Member | Annual Meeting Committee, 1987 |
| Member | Budget Committee, 1989 |
| Member | International Districts (7 & 8) Committee, 1987 |
| Member | Transportation Achievement Award Committee, 1986 |
| Chairman | Systems Planning Division, Department 6, 1985 |
| Assistant Chairman | 1979-1980 |
| Editor | CCSAG Newsletter, Volume 2, Number 4, December 1979 |

**ITE - DISTRICT ONE**

| | |
|---|---|
| Chairman | Annual Meetings Committee, 1984 |
| Chairman | 1983 Annual Meeting |
| Chairman | Career Guidance Committee, 1981 |
| Chairman | Technical Committee, 1978-1979 |

**Awards and Listings:**

"Alumni Service Award," CCNY Alumni Association, June 2013

"Outstanding Engineer in Government," Westchester Chapter, New York State Society of Professional Engineers, February 1981.

"Commendation for Design Excellence," for conduct of "Neighborhood Traffic Studies", national competition sponsored jointly by the U.S. Department of Transportation and the National Endowment for the Arts October, 1981.

Biography included in Who's Who in the East, 1983/1984, 1986/1987.

"Distinguished Service Award", District One, Institute of Transportation Engineers, 1986.

"Ivor S. Wisepart Transportation Engineer Award", Metropolitan Section of New York and New Jersey, Institute of Transportation Engineers, 1989

**Expert Testimony**

Testimony on a continuing basis before municipal governing bodies, including Town Councils, Planning Boards, and Zoning boards of Appeal in the presentation of client matters, primarily in connection with major real estate matters. Such testimony has consistently involved preparation of exhibits and personal testimony under oath, usually under the attorney handling the matter, and can be conservatively numbered at some 10-15 appearances a year for the past 20 years.

Testimony on an infrequent basis before various court jurisdictions in various States, involving particular matters relating to regular practice requiring court adjudication, e.g., action taken by a client to force a Planning Board to give proper review of an application.

Expert Witness with regard to traffic safety implications of the placement of newspaper vending machines in the right-of-way of New Jersey State Highways. Services included providing guidance to Attorneys for Newark Morning Ledger Company in the preparation for and during the conduct of depositions from NJDOT.

Expert Witness on traffic impacts of residential development on a State Highway. Services included appearance before the Planning Board of the Village of West Haverstraw, New York in support of applicant and preparation of Affidavit in support of the petition to the Supreme Court of the State of New York, County of Rockland.

Review of proceedings in regard to a traffic accident case against the City of White Plains. Services included review of design, installation and maintenance records in relation to a signalized intersection as a measure of its conformity with the New York State Manual of Uniform Traffic Control Devices and preparation of Affidavit in support of defense.

**Session Moderator/Discussant:**

Leadership Roundtable Panelist, Met Section Meeting, Newark, NJ, October 2013,

"Traffic Management of Major Developments: The Role of the Traffic Engineer," Met Section Meeting, Hastings-on-Hudson, New York, June 1989.

"Management of Parking Goods Movement", Strategies to Alleviate Traffic Congestion - A National Conference, ITE, San Diego, California, March 1987.

"Economic Development and Transportation", The Seventeenth Annual ITE District One Meeting, Ellenville, New York, May 1986.

"Cities and Trucks", the Sixteenth Annual ITE District One Meeting, Springfield, MA, May 1985.

**Papers:**

"A Fire Preferential Route System for White Plains, New York," presented at the Annual Meeting of the Transportation Research Board, January 1988.

"Traffic Signal Operations to Reduce Energy Consumption," presented at the 55th Annual Meeting of the Institute of Transportation Engineers, New Orleans, Louisiana, August 1985.

"Planning and Preliminary Design of the White Plains, NY Transportation Center," Urban Public Transportation Planning Issues, Transportation Research Record 877, Transportation Research Board, Washington, DC, 1982, pp. 114-122.

"Design for the White Plains Multi-Modal Transportation Center," presented at Transportation Group, Met Section ASCE, New York, May 1981.

"Traffic Engineering in the Year 2000," presented at the New England ITE Section Meeting, Warwick, Rhode Island, October 1980.

"Traffic Control Systems," presented at the Transportation Systems Management Regional Conference, sponsored by the U.S. Department of Transportation, Boston, Massachusetts, July 1980.

"Intergovernmental Coordination," presented at the New Jersey Transportation Conference, Mount Laurel, New Jersey, November 1976.

"Planning for Elderly and Handicapped Transportation," presented at the New Jersey Transportation Conference, Mount Laurel, New Jersey, November 1976.

"System Challenges of Traffic Incidents Management," Better Use of Existing Transportation Facilities, Special Report 153, Transportation Research Board, Washington, D.C., 1975.

"Evaluation of Three-Beam Vehicle Lighting System," Transportation Research Record 502, Washington, D.C., 1974.

"Evaluation of the First FLASH Installation," Highway Research Record 402, Washington, D.C., 1971, pp. 28-36.

"Legibility and Brightness in Sign Design," Highway Research Record 368, Washington, D.C., 1971, pp. 37-47.

"FLASH -- A Disabled Vehicle Detection System," presented at the Research Committee Meeting, International Bridge, Tunnel and Turnpike Association, Boston, Massachusetts, June 1970.

"Computer-Aided Sign Design," accepted for presentation at the Night Visibility Committee Meeting, Highway Research Board, January 1969.

"Analytic Determination of Sign Brightness," presented for the Committee Panel, National Cooperative Highway Research Program, Washington, D.C., April 1967.

**Reports:**

Annual Report of the Department of Traffic, Annual Report of the Traffic Commission, prepared each fiscal year for the Mayor and Common Council of the City of White Plains.

Systems Concept Report - Computerized Traffic Control, prepared for the City of New Haven, Connecticut, Wilbur Smith and Associates, Inc., May 1979.

Transportation Systems Management, 1977, Interim Technical Report 3336, TriState Regional Planning Commission, February 1978.

Special Efforts for the Elderly and Handicapped, Tri-State Regional Planning Commission, July 1979.

Urban Corridor Demonstration Program, Corridor Evaluation, Final Report, prepared for the Federal Highway Administration, July 1976.

Feasibility of an Exclusive Bus/Carpool Lane on New Jersey Route 3, Interim Report, prepared for the State of New Jersey, Department of Transportation, May 1975, PB #242/737/5WU.

Development of a Telemetered Traffic Counting System for the National Capital Region, prepared for the Metropolitan Washington Council of Governments, May 1975.

Traffic Surveillance and Control in the West Side Highway Corridor, Final Report, prepared for the New York State Department of Transportation, April 1974.

Three-Beam Headlight Evaluation, Final Report, prepared for the National Highway Traffic Safety Administration, January 1973.

Highway Operations Management, Final Report, prepared for the Town of Huntington Highway Department, June 1972.

FLASH -- A Cooperative Motorist Aid System, Final Report prepared for the U.S. Department of Transportation, April 1970.

FLASH -- Design and Installation, Interim Report, prepared for the U.S. Department of Transportation, April 1970.

Feasibility Study for a Transparent Acrylic Radome, prepared for the Department of Public Works, City of Chicago, May, 1968.

"Sign Design for Night Legibility," Development of Information Requirements and Transmission Techniques for Highway Users, NCHRP Report 123, NCHRP Project 3-11, 1971.

Low Cost Localizer, Final Report, prepared for the Federal Aviation Administration, SRDS, August 1965.

Category 111 Localizer Transmitter, Type TV-34X, Handbook of Instructions and Final Report, prepared for the Federal Aviation Administration, SRDS, August 1964 and May 1965.

Localizer Equipment and Remote Monitor and Control System, Volumes 1 and 11, prepared for the Federal Aviation Administration, July 1964.

**Michael P. O'Rourke, P. E., PTOE**, Senior Associate

**Professional Registration:**

| | |
|---|---|
| Professional Engineer | New York, New Jersey, Connecticut |
| Professional Traffic Operations Engineer | Trans. Prof. Certification Board, Inc. |

**Education:**

| | | |
|---|---|---|
| Manhattan College | B.E. (Civil Engineering) | May, 1976 |
| Polytechnic University | M.S. (Transportation Plng & Trfc Engg) | May, 1977 |

**Professional Experience:**

**Senior Associate, Adler Consulting, White Plains, NY,** 2000 to present. Mr. O'Rourke is responsible for evaluation of traffic, parking and transportation impact analyses and mitigating measures associated with property/corridor development; design of impact mitigating measures; evaluation and deployment of ITS technology; and, administration within the Firm. Some of Mr. O'Rourke's key assignments included: Legionaries of Christ expansion; Development of Maintenance and Protection of Traffic Plans (MPT) on NY Route 9A; Empire City Master Plan; New Roc City, LeCount Square and Trump Plaza developments; Traffic Calming for the Towns of Clarkstown and Orangetown; and, Greenwich Hospital Parking Needs.

**Associate, Eng-Wong,Taub & Associates, New York, NY,** 1989 to 2000. Mr. O'Rourke supervised a team of engineers in performing: Environmental Impact Assessments; Transportation Planning Studies; Highway Design; and, Traffic Impact Studies. Some of Mr. O'Rourke's key assignments included:

Traffic Engineering "Call-In" Services for the Port Authority of New York & New Jersey; Newark Airport Landside Vehicular Traffic Surveys (1995 through 1999); Northern State Parkway Reconstruction; Routes 119 & 9A Highway Design Study; Cross Bronx Expressway Rehabilitation Study; Major Deegan Expressway Accident Analyses; Bronx and Northern Manhattan Arterials Study; White Plains Comprehensive Plan Update; Metro-North Commuter Railroad Parking Planning Services; Metro-North Commuter Railroad Strike Contingency Planning; Manhattan East Side Transit Alternatives Study; Hunters Point Waterfront Development Project EIS; Long Island City Local Network and Regional Access Transportation Study; Port Newark Signing Program - Stages I and II.

**Principal Engineer, The RBA Group, Morristown, NJ,** , 1987-1989. Some of the projects in which Mr. O'Rourke was involved included: Newark Airport 2000 Data Collection Program; JFK 2000 Data Collection Program - Traffic and Travel Time Data Collection and Videotape Traffic Monitoring; Site Impact Traffic Evaluation -- IMTT-Bayonne; Review of a Traffic Impact Statement for West Amwell Township; Site Impact Evaluation, Cranford Shopping Development; Washington Mews Planned Adult Citizen Community, Gloucester County, NJ; Mount Laurel Township Traffic Engineering;

**Senior Engineer, Storch Associates, Westbury, NY, 1985-1987.**

**Engineer, Edwards & Kelcey, Livingston, NJ & New York, NY**, 1980-1985.

**Transportation Planner, Capital District Transportation Committee (CDTC), Albany, NY**, 1977-1980.

**Awards:**

Ivor S. Weispart Engineer of the Year Award - ITE Met Section of NY & NJ
Harvey Boutwell Distinguished Service Award - ITE- Northeast District

**Publications:**

Co-authored "Status of Unsignalized Intersection Capacity Research in the United States", published in March 1988, at the International Workshop "Intersections Without Traffic Signals" in Bochum, West Germany.

**Professional Organizations:**

Fellow Institute of Transportation Engineers (ITE)
President Met Section, 1995
Chairman District One, 2000

Member American Society of Civil Engineers (ASCE)
Transportation Group Executive Committee, New York-New Jersey Section

Member Transportation Research Board
Committee AHB40 Highway Capacity and Quality of Service (Unsignalized Intersections Subcommittee and User Liaison Subcommittee)

# References

## REFERENCES

Thomas J. Soyk, P.E.
Deputy Commissioner of Traffic
The City of White Plains
255 Main Street
White Plains, NY 10601
(914) 422-1316

Kevin Roseman
Traffic Engineer
County of Westchester
148 Martine Avenue
White Plains, NY 10601
(914) 995-4084

Wayne Ballard, P.E., CSP
Superintendent of Public Works
Village of Bronxville
200 Pondfield Road
Bronxville, NY 10708
(914) 337-7338

# Fees

Adler Consulting, Transportation Planning & Traffic Engineering, PLLC
235 Main Street Tel # (914) 997-8510
White Plains, NY 10601-2401 Fax # (914 997-7140

# SCHEDULE OF MUNICIPAL TRAFFIC ENGINEERING FEES AND CHARGES

## FEES

Services will be charged at the following hourly rate:

| | |
|---|---|
| Mr. Adler | $215. |
| Mr. O'Rourke | $175. |
| Sr. Engineer | $130. |
| Engineer | $105. |
| Drafter | $ 75. |
| Technician | $ 55. |
| ATR Surveys | $ 500. per week per unit plus travel |

The foregoing rates will remain in effect for six (6) months and thereafter until further notice.

## REIMBURSABLE EXPENSES

The above fees for engineering services do not include the cost of out-of-pocket expenses, including: travel, meals and lodging, reproductions, telephone charges, messenger or delivery service charges, fees charged by agencies, maps, plans and similar materials. In addition, fees paid to outside firms providing specialized services, such as the collection of traffic volume data, are not included in the engineering fees above.

## METHOD OF PAYMENT

An invoice will be submitted monthly or on completion of the Traffic Engineer's services. Payment is due within twenty (20) days of the statement. Payments received later than thirty (30) days from the date of the invoice, will be subject to a Late Fee calculated at an interest rate of 1.5 percent per month.

Adler Consulting, Transportation Planning & Traffic Engineering, PLLC
235 Main Street Tel # (914) 997-8510
White Plains, NY 10601-2401 Fax # (914 997-7140

# SCHEDULE OF TRAFFIC ENGINEERING FEES AND CHARGES

## FEES

Services will be charged at the following hourly rate:

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|---|---|
| Mr. Adler | $215. |
| Mr. O'Rourke | $175. |
| Sr. Engineer | $130. |
| Engineer | $105. |
| Drafter | $ 75. |
| Technician | $ 55. |
| ATR Surveys | $ 500. per week per unit plus travel |

The foregoing rates will remain in effect for six (6) months and thereafter until further notice.

## REIMBURSABLE EXPENSES

The above fees for engineering services do not include the cost of out-of-pocket expenses, including: reproductions, delivery service charges, fees charged by agencies, maps, plans and similar materials. In addition, fees paid to outside firms providing specialized services, such as the collection of traffic volume data, are not included in the engineering fees above.

## METHOD OF PAYMENT

An invoice will be submitted monthly or on completion of the Traffic Engineer's services. Payment is due within twenty (20) days of the statement. Payments received later than thirty (30) days from the date of the invoice, will be subject to a Late Fee calculated at an interest rate of 1.5 percent per month.

www.akrf.com

AKRF

# PROPOSAL

Date
September 30, 2016

ORIGINAL

Presented to
Village of Port Chester

For
RFP# 2016-07; Traffic & Transportation Engineering Professional Services

ENVIRONMENTAL ★ PLANNING ★ ENGINEERING ★ CONSULTANTS
AKRF
THE VALUE OF STRATEGIC THINKING®

34 SOUTH BROADWAY, SUITE 401
WHITE PLAINS, NY 10601

T) 914.949.7336
F) 914.949.7559

www.akrf.com

September 30, 2016

Christopher D. Steers, Village Manager
Village of Port Chester
Village Clerk's Office
222 Grace Church Street, Suite 150
Port Chester, NY 10573

**Re: RFP# 2016-07; Traffic & Transportation Engineering Professional Services**

Dear Mr. Steers:

AKRF, Inc. is pleased to submit this proposal in response to RFP 2016-07: Traffic and Transportation Engineering Professional Services to provide Traffic & Transportation Engineering Professional Services on an on-call basis to the Village of Port Chester. AKRF has extensive experience providing municipal transportation planning and traffic engineering services in the Hudson Valley. Our staff is dedicated to providing unique and innovative solutions and presenting these solutions through clear written documentation and oral communication. Our team also understands the importance of providing our guidance in a timely fashion to all of the stakeholders. AKRF has a deep bench of traffic engineers and professionals, which we will utilize to deliver our services on-time so that the Village and applicants can maintain their critical project schedules.

We understand that Port Chester, which is a densely-populated village with competing modes of transportation on its streets including pedestrians, cyclists, autos, taxis, delivery vehicles, and Bee-Line buses, cares about responsible growth, innovative transportation ideas, and serving its diverse population of residents, businesses and visitors. Working together with the Village, we will develop solutions that support the goals of safe and efficient transportation for all users. AKRF has also been involved in a wide variety of public outreach efforts with both public and private clients that have allowed conceptual designs to become better suited for the community's needs, expediting the implementation of transportation improvements.

We have assembled an outstanding leadership team for this assignment, providing depth of technical expertise in traffic and transportation along with outreach experience and local knowledge of the area. Members of the leadership team will attend all required meetings. Michael Beattie, P.E., PTOE, will serve as Project Manager. Mr. Beattie is a Senior Technical Director in AKRF's Traffic and Transportation Group and serves in a lead role for transportation-related technical work, well known and respected for his project management, traffic engineering, transportation planning, and municipal engineering capabilities. Along with specializing in the development of traffic microsimulation models, Mr. Beattie has experience performing and reviewing traffic impact analyses, and providing recommendations for enhancing multimodal transportation for municipalities, as demonstrated by his work for the City of New Rochelle. In addition to his technical expertise, one of Mr. Beattie's other main strengths is presenting highly technical material to a non-technical audience, including municipal boards and agencies as well as in support of public outreach efforts. He has performed work for clients from both the private and public sectors including NYSDOT, NYCDOT, the New York State Thruway Authority and various municipalities and counties.

**Anthony Russo** will serve as the Principle-in-Charge. Mr. Russo, a Vice President of the firm, has 32 years of experience in the field of traffic engineering and transportation planning. He has served as the Task Leader on many large-scale transportation studies, managed teams of professionals and subconsultants on complex and highly publicized projects, and participated in public presentations and informational forums. In addition to specializing in transportation planning and analysis, Mr. Russo's broad background includes work on green/sustainable traffic initiatives, pedestrian safety issues, and permitting. Mr. Russo currently serves as the Traffic and/or Planning Consultant for several New York State municipalities and his strengths include the ability to guide municipalities in coordinating with stakeholders throughout the planning, design and construction process.

**Matthew T. Carmody, P.E.**, specializes in pedestrian and bicycle analysis and multimodal safety and design. Mr. Carmody has worked on numerous transportation studies throughout New York, New Jersey, and Connecticut, and his widespread experience includes traffic, parking, transit, bicycle, and pedestrian studies. In addition, Mr. Carmody has extensive experience in traffic safety, and has conducted crash analysis and mitigation studies, participated in the development of road safety audit guidelines, and managed Safe Routes to School engineering studies.

**Marissa Tarallo, P.E.** provides expertise in traffic operations and traffic engineering design. Ms. Tarallo is experienced in data collection, traffic analysis, and development of traffic microsimulation models. In addition, Ms. Tarallo specializes in traffic control device studies and design including intelligent transportation systems and is experienced with NYSDOT standards and specifications.

We hope our qualifications and experience with municipalities in New York meets your expectations and demonstrates our ability to serve as the on-call consultant for the Village of Port Chester. Should you have any questions, please feel free to contact me (914-922-2359). Thank you for this opportunity.

Sincerely,

Anthony P. Russo

Anthony Russo
Vice President

Michael Beattie, P.E., PTOE
Senior Technical Director

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Fee

# QUALIFICATIONS

# FIRM OVERVIEW

AKRF, Inc. (with its affiliated company, AKRF Engineering, P.C.) is a multidisciplinary consulting firm specializing in engineering design, environmental review and municipal planning services. Founded in 1981, we bring together the talents of over 300 employees in 6 locations throughout the Northeast— New York City, the Hudson Valley, Long Island, New Jersey, Pennsylvania, and Maryland—to handle a wide variety of projects for public agencies, private clients, and municipalities. For over three decades, AKRF has developed a full range of services that include all aspects of traffic and transportation engineering, site/civil engineering, natural resources, landscape architecture and remedial engineering, in addition to a broad range of services relating to environmental review. We also possess extensive first-hand knowledge of city, state and federal environmental and permitting regulations.

Since our founding, AKRF has completed analyses for more than 3,000 projects for municipalities, colleges and universities, public and private schools, retail, commercial, residential and industrial developments, highways, hospitals, and other institutional uses. We have an unsurpassed record of projects that have progressed from design to construction and operation.

## OUR PEOPLE

AKRF's people are key to our long record of success. Our professional staff—many of whom are recognized industry leaders with many years of experience—include traffic engineers, transportation planners, civil engineers, urban planners, landscape architects, economists, hazardous materials specialists and historians. We pool our multidisciplinary talent to perform strategy planning, offering our clients, from small villages to large public agencies, a single-point source to meet all their engineering, regulatory and planning needs.

## TRAFFIC & TRANSPORTATION SERVICES

AKRF offers extensive traffic/transportation planning and engineering services, including traffic impact analysis, transit and pedestrian studies, parking assessments, vehicular and pedestrian safety studies, and strategy planning. AKRF's transportation engineers routinely and successfully complete small- to large-scale projects for municipalities, private developers, large institutions and local governments, ranging from large traffic data collection efforts and analyses to participation in agency and public reviews.

AKRF's engineers and transportation planners provide clients with the necessary expertise and creativity to achieve their project goals. Clients benefit from our decades of experience and long relationships with county, state, and federal agencies, as well as our familiarity with review regulations and approval processes. In addition, we employ state-of-the-art technology, including HCS, Synchro/SimTraffic, VISSIM, GIS, and web-based survey capabilities to provide the most precise and detailed information for accurate analysis.

Our experts are also leaders in environmental, planning, and permitting services for transportation initiatives ranging from site-specific enhancements to nationally recognized transportation infrastructure. The clients we serve benefit from our decades of experience and long relationships with city, state, and federal agencies, as well as our thorough familiarity with local, county, state, and federal regulations.

AKRF has extensive experience providing municipal transportation planning and traffic engineering services in the Hudson Valley. AKRF has successfully completed traffic, multimodal circulation, and pedestrian safety studies and designed and implemented signal improvements and traffic calming measures for multiple municipalities. Most recently for the City of New Rochelle, microsimulation was used to identify and evaluate proposed circulation changes and Complete Street design recommendations, and for the Town of Cortlandt, where AKRF is providing a variety of transportation planning and design services related to the Town's Sustainable Master Plan.

Key traffic and transportation services include:

- Complete Street and Traffic Calming Studies
- Data Collection
- Microsimulation Modeling
- Pedestrian and Bicycle Planning
- Traffic Study Peer Reviews
- Traffic and Pedestrian Safety Assessments
- Traffic Impact Studies
- Traffic Signal Design Services
- Roadway Design and Permitting

# RELEVANT PROJECT EXPERIENCE

## TOWN OF CORTLANDT, TRAFFIC ENGINEERING SERVICES

AKRF has assisted the Town of Cortlandt on numerous traffic engineering projects over the last 10+ years. Some of these projects include:

**Cortlandt Medical Oriented District (MOD):** AKRF was retained by the Town of Cortlandt to prepare a Due Diligence Traffic Study associated with the proposed Cortlandt Medical Oriented District (MOD) along the Route 202/35 corridor. AKRF performed trip generation surveys and estimated the levels of traffic associated with the proposed development plan including a hospital expansion, medical office space, hotel, retail and residential uses. Traffic levels for currently approved developments were added to existing traffic levels to determine the anticipated impacts (utilizing Synchro/SimTraffic software). The AKRF team then developed improvement measures for the corridor including geometric improvements such as roadway widening and restriping, signal improvements including retiming, phase changes, or upgrades to the existing signal system as well as installation of new signals, and the installation of a two lane roundabout. As critical to the overall success of the Project, AKRF met and coordinated with the potential developers, Town, County, and New York State Department of Transportation (NYSDOT) officials in order to build consensus for the proposed improvements needed to support the MOD development.

**Cortlandt Crossing Traffic Signal Improvements:** AKRF is providing design and permitting services for traffic signal improvements needed for the construction of the 36-acre Cortlandt Crossing retail development. The retail facility required two new traffic signals along the U.S. Route 6 corridor in coordination with the roadway improvements necessary to provide for sufficient traffic flow. In addition, the project included the design and installation of fire preemption devices and an adaptive signal control system for seven traffic signals along approximately 1.6 miles of U.S. Route 6. AKRF provided preliminary design documents for the proposed traffic signals and preemption devices based on NYSDOT specifications, met and coordinated with NYSDOT, provided response to comments, and is preparing the final design documents for construction. In addition, AKRF guided key stakeholders through the selection process for an adaptive system which maintained the use of NYSDOT's central management software and provided unique solutions to detection, communication, and pedestrian management constraints.

## TOWN OF CORTLANDT TRAFFIC MITIGATION SPECIAL PERMIT (TMSP), CORTLANDT, NY

AKRF is developing a Traffic Mitigation Special Permit (TMSP) for the Town of Cortlandt to help address traffic and transportation issues. The intent of the TMSP is to consider the traffic, circulation, and quality of life impacts of growth along the three main traffic corridors in the Town and to provide a performance-based approach to traffic and access management associated with the development and redevelopment of properties in zoning districts abutting the three main traffic corridors.

It is the further purpose of the TMSP to provide a means by which the allowable uses and the arrangement and intensity of uses on a given parcel may be regulated, above and beyond District regulations, based on traffic-generated impacts on Town traffic management goals. It is also the purpose of the TMSP to improve site design and access management as well as to make roadway improvements during the development and redevelopment process, which are in keeping with the goals and objectives of the Town's Master Plan and the TMSP Generic Environmental Impact Statement (GEIS).

In addition, the intent of the TMSP is to improve safety, traffic and pedestrian flow, and implement land use and zoning policies promoting more measured and manageable traffic growth along the three main traffic corridors: Route 6, Route 202/35 and Route 9A.

## SUSTAINABLE MASTER PLAN, CORTLANDT, NY



AKRF was retained to prepare a Consolidated Funding Application (CFA) grant under the NYSERDA Cleaner, Greener Communities (CGC) Program, Phase II Implementation Grant (Category 2: Planning & Technical Assistance – Round 2) for a Sustainable Comprehensive Plan for the Town of Cortlandt. The firm worked closely with Town of Cortlandt staff and involved stakeholders on a tight schedule to develop an outline and scope of work for a Sustainable Comprehensive Plan. To meet the requirements of the grant application, AKRF developed metrics for the Town of Cortlandt that could be used to measure the Town's progress towards implementation of the Comprehensive Plan's goals.

The Town received a $175,000 grant in the first round of NYSERDA grants providing funds to complete a Sustainable Comprehensive Plan. AKRF was hired by the Town of Cortlandt to develop the 2016 Cortlandt Sustainable Comprehensive Plan to provide a guide for sustainable future growth in Cortlandt, with a focus on mixed-use downtown areas, waterfront revitalization, transit-oriented development, and medical-oriented development. As part of this effort, AKRF met monthly with the Master Plan Committee to establish the goals, sustainable traffic and transportation policies, and metrics that formed the basis of the Comprehensive Plan. AKRF helped guide the development of sustainability principles representing the core elements of the Town's vision for sustainability. AKRF also led the public outreach component that included the development of an online survey and two public meetings. AKRF designed a visually appealing and engaging plan using InDesign and developed a logo for Envision Cortlandt, the plan's brand.

## NEW ROCHELLE COMPLETE STREETS, NEW ROCHELLE, NY

AKRF was retained to complete a city-wide study to determine where changes to streets and roadways are desirable and to provide design documents to improved street design to encourage walking, cycling, and safety. Phase 1 of the study focused on collecting existing conditions data and presenting on GIS maps to inform the City and stakeholders the roadways with the greatest potential and needs for Complete Street Designs. Phase 2 will focus on walking audits with the stakeholders and development of conceptual level complete street plans and cross sections.

## NEW ROCHELLE MICROSIMULATION CORRIDOR STUDY, NEW ROCHELLE, NY

AKRF was retained by the City of New Rochelle to identify and test opportunities and recommendations to improve circulation in various locations throughout the City. This included improving vehicular and pedestrian circulation near the New Rochelle Train Station, the conversion of street directions (one-way streets to two-way streets and vice versa), implementing turn restriction, creating pedestrian plazas, widening sidewalks, and providing a pedestrian crossing over I-95 via a pedestrian bridge. AKRF prepared microsimulation models of corridors in the study area utilizing Synchro and SimTraffic software. AKRF developed and calibrated/validated the existing models based on field observations and data collection and developed future volumes for proposed circulation changes. AKRF also prepared technical memorandums outlining results of various stages of the project, assessing the feasibility of the proposed circulation changes. In addition, AKRF developed average daily traffic, greenhouse gas emissions, vehicle miles traveled and average speed estimates to ensure compliance with FHWA funding for upgrading the existing signal system.

## NEW ROCHELLE CFA, NEW ROCHELLE, NY

AKRF collaborated with the City of New Rochelle and prepared two (2) Consolidated Funding Applications (CFAs) to implement improved transportation infrastructure aimed towards achieving sustainability in the downtown core. Specifically, one of the CFA applications was for a 'green' parking garage, which included locations for electric vehicle charging stations, bicycle parking, space for car-sharing services, and an electric downtown shuttle drop off drive. The second application promoted traffic signalization upgrades to convert existing one-way streets into two-way streets with additional bicycle and pedestrian facilities in the downtown-train station area. Both of these applications are complementary to the downtown master plan rezoning amendments adopted by the City of New Rochelle for the large-scale redevelopment project sponsored by RDRXR. These grants, if realized, tie into the City's vision for upcoming complete street work to be completed by AKRF, as well as other public and private initiatives already underway that achieve New Rochelle's standing as a city for the future.

## CITY OF NEW ROCHELLE DOWNTOWN RDXR REDEVELOPMENT STUDY, NEW ROCHELLE, NY

AKRF was retained to evaluate redevelopment feasibility within downtown New Rochelle. Using Synchro/SimTraffic software, AKRF was able to estimate the use of traffic associated with downtown redevelopment for a 47-intersection network of downtown New Rochelle. Traffic levels for currently approved developments were added to existing traffic levels to determine the anticipated impacts. The AKRF team then used this analysis as a basis for determining the practicality of additional proposed developments, and, finally, for determining further development that the downtown area could accommodate.

## NEW ROCHELLE INTERMODAL TRAIN STATION IMPROVEMENTS, NEW ROCHELLE, NY



The firm was retained by the City of New Rochelle to provide planning services followed by preparation of an Environmental Impact Statement (EIS) for proposed improvements to create an integrated multimodal facility at the New Rochelle Train Station. The proposed project includes a multilevel parking garage, realignment of the circulation system and increased intermodal opportunities for commuters, including improved connections to intercity and local buses, Amtrak, local train services, and the surrounding downtown area. The environmental analysis includes transit ridership, traffic effects, parking and pedestrian flows and safety; a visual impact analysis focused on potential effects on the visual character of the neighborhood; and the station's effect on community life in general. In addition, the firm coordinated with SHPO to ensure that the proposed station improvements are in keeping with its historic character.

## BARAUD ROAD TRAFFIC CALMING STUDY, NEW ROCHELLE, NY

The firm has been retained to perform a traffic calming study on Baraud Road as well as other venues in New Rochelle. The work involves the analysis of intersection operations, speed data, pedestrian circulation, roadway geometry, signage, and pavement markings. Recommendations will be made to deter "cut through" traffic, reduce speed, change driver behavior, and improve the quality of life for residents in the area.

## NEW NY BRIDGE SHARED-USE PATH, NYACK, NY

AKRF prepared a shared-use path study for the New NY Bridge in Nyack, NY. AKRF was responsible for the development of and oversight of surveys of similar facilities and the development of pedestrian, bicycle, and parking demand associated with the shared-use path. In addition, AKRF provided an assessment of different interchange configurations to accommodate the increase in pedestrian and bicycle demand.



## NYACK BROADWAY TAP STREETSCAPE PROJECT, NYACK, NY

As part of a multidisciplinary team, AKRF is providing traffic engineering, transportation planning, green infrastructure design, and public outreach services for this ongoing design and construction project on Broadway and Franklin Streets in the Village of Nyack. Our roles include transit and bike route planning, applying NYSDOT Highway Design Manual standards to corner bulbouts and other traffic calming design features, and providing pedestrian and bicycle infrastructure inventories. We are also collaborating with the design team on green stormwater practices and determining the feasibility of implementing green infrastructure design.

## TRANSPORTATION IMPROVEMENT DISTRICT, TOWN OF SOUTHEAST, NY

As traffic consultant for the Town of Southeast, AKRF regularly reviews traffic, air quality, and noise components of impact studies. As part of a study of the formation of a Transportation Improvement District (TID) to fund roadway improvements for commercial development for the Town of Southeast, AKRF performed capacity analyses using both Highway Capacity Software and Synchro/SimTraffic software. Using SimTraffic, AKRF's traffic engineers created animated traffic flow simulations of the roadway network. In addition, AKRF authored a report to present traffic and land use study findings, identify the roadway alternatives within the TID jurisdiction, and the potential costs.

## TOWN OF CLARKSTOWN, DOVER, FISHKILL AND SOUTHEAST TRAFFIC CONSULTANT, NY

As the Town Traffic Consultant, AKRF's reviews site plans and environmental assessments from a traffic standpoint to ensure that capacity analyses, parking, site access and egress, and internal site circulation issues are adequately and correctly addressed in reports that are submitted to the Town. This involves close coordination with the county and state Departments of Transportation to ensure that all proposed roadway improvements are included in the studies submitted to the Town.

## ROCKLAND COUNTY NY HIGHWAY GARAGE DESIGN, TOWN OF CLARKSTOWN, NY

Rockland County proposed to build a modern, state-of-the-art transportation/storage/repair facility to house the Highway Department's administration, operation, engineering and drainage divisions on 24 acres of land situated on the border between Clarkstown and the Village of Chestnut Ridge, in the Town of Ramapo. The facility, which would also serve as the County's backup emergency operations center, would meet the highway department's operational needs for the next 50 years. AKRF prepared an Environmental Assessment (EA) to analyze the impacts of a proposed garage facility for the Rockland County Highway Department in Clarkstown, NY. AKRF performed geometric and signal data collection, and intersection capacity analysis for existing and future traffic conditions in the area using Highway Capacity Software. AKRF also reported the data collection and analysis results in text and tabular form within the traffic chapter of the EA.

## PELHAM MANOR PLANNING SERVICES, PELHAM MANOR, NY

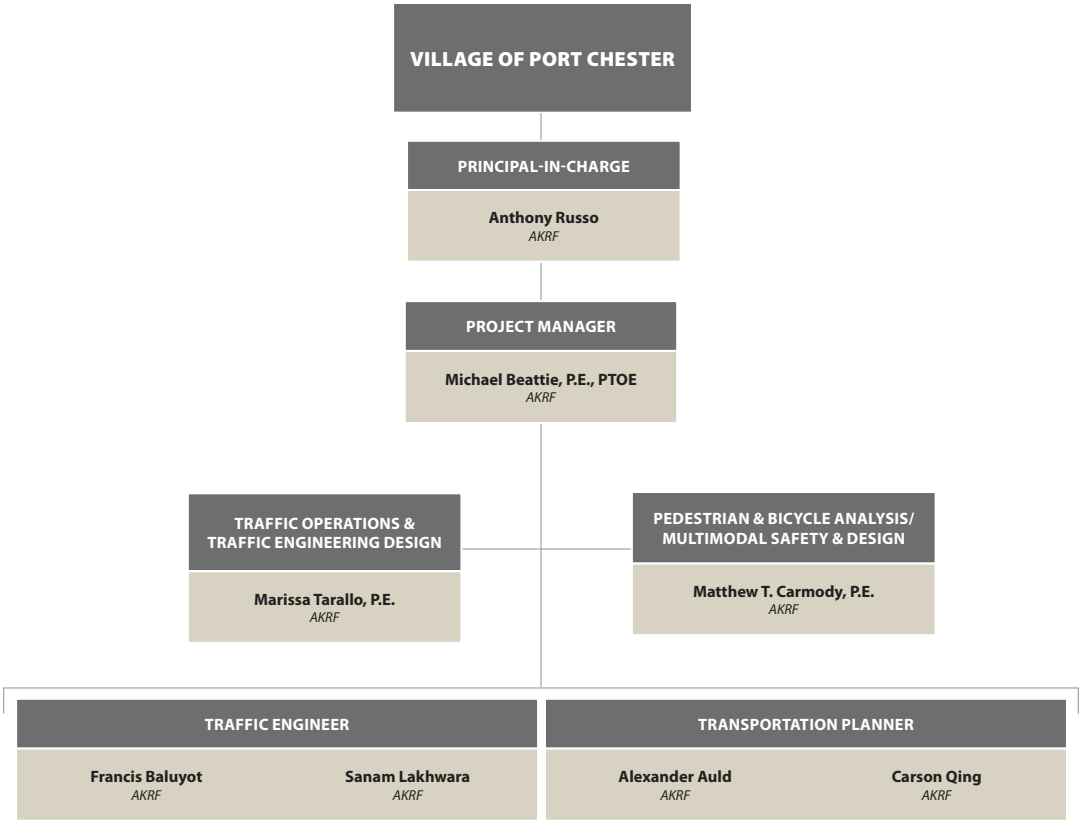


For approximately fifteen years, AKRF has been the planning consultant for the Village of Pelham Manor. Our services have included the development of intersection improvements to New York State and Westchester County Roads; updates to the Village's zoning regulations that facilitated the transformation of a blighted manufacturing district into a downtown retail and business district; and site plan reviews of major applications. In 2012, the Village of Pelham Manor received a Planning Achievement Award from the Westchester Municipal Planning Federation for its Business District Revitalization. AKRF is proud to have supported the Village of Pelham Manor through the implementation of this effort by providing land use, zoning, and SEQRA services. As part of the construction of Fairway and the Pelham Manor Shopping Plaza roadway improvements AKRF lead the effort to relocate a bus stop along US Route 1 at its intersection with Pelham Parkway. AKRF met with the Westchester County Department of Transportation to discuss bus shelter, geometric and curbside loading/unloading design standards. AKRF coordinated the new design with both the applicant's traffic engineers and the New York Department of Transportation (NYSDOT).

Currently, AKRF is coordinating a precedent setting inter-municipal land use and redevelopment initiative between the Village of Pelham Manor and the City of Mount Vernon centered on the restoration of Eastchester Creek.

# KEY PERSONNEL

# Organizational Chart



# ANTHONY P. RUSSO

**VICE PRESIDENT**

Mr. Russo, a Vice President of the firm, has 32 years of experience in the field of traffic engineering and transportation planning. Some of his current and recent assignments include conducting comprehensive analyses of the traffic, parking, mass transportation, and pedestrian impacts.

He has served as the Task Leader on many large-scale transportation studies, managed teams of professionals and subconsultants on complex and highly publicized projects, and participated in public presentations and informational forums. For over a decade, he has worked extensively with the Town of Cortlandt on new zoning initiatives, EIS reviews, traffic flow, and pedestrian safety issues. In addition to specializing in transportation planning and analysis, Mr. Russo's broad background includes work on green/sustainable traffic initiatives, pedestrian safety issues, and permitting. He has coordinated and managed numerous planning and environmental review projects throughout New York City and Westchester County, and currently serves as the Traffic and/or Planning Consultant for several New York State municipalities. Mr. Russo's strengths include the ability to guide municipalities in coordinating with stakeholders throughout the planning, design and construction process.

## BACKGROUND

### Education

MBA, Concentration in Management Information Systems (MIS), Manhattan College, 1990

B.E., Civil Engineering, Manhattan College, 1986

### Professional Memberships

Member, Institute of Transportation Engineers (ITE)

Member, American Society of Civil Engineers (ASCE)

## RELEVANT PROJECTS

### Town of Cortlandt, Traffic Engineering Services, Cortlandt, NY

As Project Manager, Mr. Russo assisted the Town in developing a Traffic Mitigation Special Permit (TMSP) for the Town of Cortlandt to help address traffic and transportation concerns. The intent of the TMSP is to consider the traffic, circulation, and quality of life impacts of growth along three main traffic corridors (Route 6, Route 202/35 and Route 9A). Mr. Russo helped develop a performance based approach to traffic and access management associated with the development and redevelopment of properties in zoning districts abutting the three main traffic corridors. This approach will provide a means by which the allowable uses and the arrangement and intensity of uses on a given parcel may be regulated, above and beyond district regulations, based on traffic-generated impacts on Town traffic management goals. It is also the purpose of the TMSP to improve site design and access management, as well as to make roadway improvements during the development and redevelopment process, in keeping with the goals and objectives of the Town's Master Plan and the TMSP Generic Environmental Impact Statement (GEIS). In addition, the intent of the TMSP is to improve safety, traffic and pedestrian flow, and implement land use and zoning policies promoting more measured and manageable traffic growth.

On behalf of the Town of Cortlandt, Mr. Russo served on the planning concept committee for a proposed sports complex and residential subdivision to be constructed in the Town of Cortlandt. Mr. Russo served as moderator during several meetings with the developer and community representatives appointed by the Town Supervisor. Key issues discussed and assessed were visual, traffic, noise, community character and natural resource impacts.

### Sustainable Master Plan, Cortlandt, NY

AKRF was retained to prepare a Consolidated Funding Application (CFA) grant under the NYSERDA Cleaner, Greener Communities (CGC) Program, Phase II Implementation Grant (Category 2: Planning & Technical Assistance – Round 2) for a Sustainable Comprehensive Plan for the Town of Cortlandt. The firm worked closely with Town of Cortlandt staff and involved stakeholders on a tight schedule to develop an outline and scope of work for a Sustainable Comprehensive Plan. To meet the requirements of the grant application, AKRF developed metrics for the Town of Cortlandt that could be used to measure the Town's progress towards implementation of the Comprehensive Plan's goals.

The Town received a $175,000 grant in the first round of NYSERDA grants providing funds to complete a Sustainable Comprehensive Plan. AKRF was hired by the Town of Cortlandt to develop the 2016 Cortlandt Sustainable Comprehensive Plan to provide a guide for sustainable future growth in Cortlandt, with a focus on mixed-use downtown areas, waterfront revitalization, transit-oriented development, and medical-oriented development.

Mr. Russo worked with the Master Planning committee to develop sustainable traffic and transportation policies.

### Cortlandt Medical Oriented District (MOD), Town of Cortlandt, NY

AKRF was retained by the Town of Cortlandt to prepare a Due Diligence Traffic Study associated with the proposed Cortlandt Medical Oriented District (MOD) along the Route 202/35 corridor. AKRF performed trip generation surveys and estimated the levels of traffic associated with the proposed development plan which were added to existing traffic levels to determine anticipated impacts. The AKRF team then developed improvement measures for the corridor including geometric improvements. As Principle-in-Charge, Mr. Russo guided coordination between the Town, potential developers and New York State Department of Transportation (NYSDOT) officials in order to build consensus for the proposed improvements needed to support the MOD development.

### Cortlandt Crossing Traffic Signal Improvements, Town of Cortlandt, NY

AKRF is providing design and permitting services for traffic signal improvements needed for the construction of the 36-acre Cortlandt Crossing retail development. The retail facility required two new traffic signals along the Route 6 corridor in coordination with the roadway improvements necessary to provide for sufficient traffic flow. In addition, the project included the design and installation of fire preemption devices and an adaptive signal control system for seven traffic signals along approximately 1.6 miles of U.S. Route 6. As Principle-in-Charge, Mr. Russo guided the project through the Town Board and NYSDOT review process. Mr. Russo conducted numerous stakeholders and public agency meetings to build consensus regarding the approach that should be taken in order to address project related impacts. He coordinated the land donation process for several property owners along US Route 6 needed to create the new NYSDOT ROW line associated with the proposed roadway improvements, and obtained the NYSDOT Use & Occupancy permits for all new utilities associated with the proposed project that would be located in the NYSDOT Row.

In addition, as part of the road widening, he oversaw obtaining New York State Department of Conservation and US Army Corp of Engineers permits for the encroachment into the wetlands related to culvert and rip rap improvements.

### Rockland County NY Highway Garage Design, Town of Clarkstown, NY

Rockland County proposes to build a modern, state-of-the-art transportation/storage/repair facility to house the Highway Department's administration, operation, engineering and drainage divisions on 24 acres of land situated on the border between Clarkstown and the Village of Chestnut Ridge, in the Town of Ramapo. The facility, which would also serve as the County's backup emergency operations center, would meet the highway department's operational needs for the next 50 years.. As project manager for the Environmental Assessment (EA) performed for this project, Mr. Russo coordinated the review of the environmental studies with Rockland County and served as task leader for the preparation of the Traffic Impact Study.

### Town of Dover, Fishkill and Southeast Traffic Consultant, NY

As the Town Traffic Consultant, Mr. Russo's responsibilities include reviewing site plans and environmental assessments from a traffic standpoint to ensure that capacity analyses, parking, site access and egress, and internal site circulation issues are adequately and correctly addressed in reports that are submitted to the Town. This involves close coordination with the county and state Departments of Transportation to ensure that all proposed roadway improvements are included in the studies submitted to the Town.

### Annsville Circle Pedestrian Improvements, Cortlandt, NY

AKRF assisted the Town of Cortlandt in preparing a proposal for a New York State Department of Transportation (NYSDOT) grant funding the construction of a project to improve pedestrians' safety and access in the immediate area of the Annsville Traffic Circle. As part of the vehicular transportation system, this circle functions as an intersection connecting two major regional routes. It eliminates the necessity for a signalized intersection. However, the complexity of the traffic patterns and the roadway's high design-speeds result in a confusing and dangerous environment for pedestrians and bicyclists.

As Traffic and Transportation Task Leader, Mr. Russo contributed a variety of traffic calming tools to the design concept. These additions will slow the speed of traffic and provide a separated pathway for pedestrians and bicycles traveling north-east along the Annsville Creek. He also recommended two at-grade pedestrian crossings of the roadway to the northeast and southwest of the circle. The design includes a parking area and a rest area adjacent to an existing structure, which is to be renovated as a separate project and used as a public facility.

### Traffic Circulation and Gateways to the City's Downtown, New Rochelle, NY

As a forward thinking effort to support the City's growth as a destination and desirable place to live, work and play and building on past and contemporary efforts, this study developed strategies for increasing pedestrian, bicycle, and transit access; developing welcoming gateways; and solidifying connections to the City's downtown area. As a sub-consultant to Nelson Nygaard, AKRF assisted in the assessment of a complete street design approach on corridor operations along Main and Huguenot Streets and around the train station/bus depot area. Tasks included identifying potential capacity, circulation, and safety issues. AKRF assisted in the development of sketch solutions for problematic areas studied and the development of immediate, medium-term, and long term solutions to address these issues. Mr. Russo served as Project Manager responsible for overseeing all aspects of this project.

### New Rochelle Microsimulation Corridor Study, New Rochelle, NY

Following up on Traffic, Circulation and Gateway recommendations contained in the City of New Rochelle's Downtown Study, AKRF is evaluating the proposed roadway circulation changes at various locations (including the main corridors of Main and Huguenot Streets) throughout the City of New Rochelle through the use of traffic simulation (Synchro/SimTraffic) supplemented with stand-alone intersection analyses. This comprehensive and multi-faceted effort to reshape the transportation circulation system has been a priority for many progressive communities and cities across the nation and would result in the City of New Rochelle enhancing multiple modes of transportation (vehicular, transit, walking and biking) creating a more sustainable community and a more inviting area to visit. Mr. Russo served as Project Manager responsible for overseeing all aspects of this project.

### City of New Rochelle Downtown Redevelopment Study, New Rochelle, NY

AKRF was retained to evaluate redevelopment feasibility within downtown New Rochelle. Using Synchro/SimTraffic software, AKRF was able to estimate the use of traffic associated with downtown redevelopment for a 47-intersection network of downtown New Rochelle and the Route 1 corridor. Traffic levels for currently approved developments were added to existing traffic levels to determine the anticipated impacts. The AKRF team then used this analysis as a basis for determining the practicality of additional proposed developments, and, finally, for determining further development that the downtown area could accommodate. Mr. Russo served as Traffic and Transportation Task Leader.

# MICHAEL BEATTIE, P.E., PTOE

**SENIOR TECHNICAL DIRECTOR**

Michael Beattie is a Senior Technical Director in AKRF's Transportation Group. He has 13 years of prior professional experience and is a certified Professional Engineer (P.E.) and a Professional Traffic Operations Engineer (PTOE). Michael serves in a lead role for transportation-related technical work, including traffic data collection, data reduction, capacity analyses, and the preparation of traffic and transit studies. He prepares technical summaries of analysis results, develops trip generation estimates, and prepares traffic assignments. He also performs fieldwork, including surveys for on-street and off-street parking utilization, geometric measurements, and signal timings for parking usage and services. He is highly skilled in the use of Highway Capacity Software, Synchro/SimTraffic, VISSIM, and other traffic analysis software. Additionally, his experience includes traffic signal timing and optimization, site access and circulation studies, and evaluation of transportation improvement phasing. In addition to his technical expertise, Michael's strengths include presenting highly technical material to a non-technical audience for municipalities, agencies or in support of public outreach efforts.

Prior to joining AKRF, Mr. Beattie was a Senior Transportation Engineer/ Project Manager at Fehr & Peers Transportation Consultants where he was served in a lead role providing detailed traffic operations analysis of complex freeway interchanges and arterial corridors, as well as transportation impact, circulation and parking studies.

## BACKGROUND

### Education

M.S., Transportation Engineering, University of California - Berkeley, 2003

B.S., Civil Engineering, Rensselaer Polytechnic Institute, 2002

### Licenses & Certifications

Professional Engineer (PE) – State of New York

Professional Engineer (PE) – State of California

Professional Traffic Operations Engineer (PTOE)

### Professional Memberships

Member, Institute of Transportation Engineers (ITE)

Member, American Society of Civil Engineers (ASCE)

## RELEVANT EXPERIENCE

### New Rochelle Circulation Microsimulation Study, New Rochelle, NY

AKRF was retained by the City of New Rochelle to identify and test opportunities and recommendations to improve circulation in various locations throughout the City. This included improving vehicular and pedestrian circulation near the New Rochelle Train, the conversion of street directions (one-way streets to two-way streets and vice versa), implementing turn restriction, creating pedestrian plazas, widening sidewalks, and providing a pedestrian crossing over I-95 via a pedestrian bridge. Mr. Beattie served as Project Manager on this project, responsible for project scope, schedule, budget and documentation. He also led the data collection effort and detailed traffic operations analysis of corridors and intersections using the SYNCHRO/SimTraffic software package.

### RDRXR Masterplan Redevelopment Study, New Rochelle, NY

AKRF was retained to assess possible impacts from the proposed RDRXR masterplan development in New Rochelle, NY. Mr. Beattie led the technical analysis which involved preparing a detailed traffic volume network for existing and future conditions with and without the project, developing trip generation estimates for the proposed project, and performing capacity analysis. Mr. Beattie served as Project Manager on this project, responsible for project scope, schedule, budget

and documentation. He also led the data detailed traffic operations analysis of corridors and intersections using the SYNCHRO/SimTraffic software package.

### Traffic Circulation and Gateways to the City's Downtown, New Rochelle, NY

As a forward thinking effort to support the City's growth as a destination and desirable place to live, work and play and building on past and contemporary efforts, this study developed strategies for increasing pedestrian, bicycle, and transit access; developing welcoming gateways; and solidifying connections to the City's downtown area. As a sub-consultant to Nelson Nygaard, AKRF assisted in the assessment of a complete street design approach on corridor operations along Main and Huguenot Streets and around the train station/bus depot area. Tasks included identifying potential capacity, circulation, and safety issues. AKRF assisted in the development of sketch solutions for problematic areas studied and the development of immediate, medium-term, and long term solutions to address these issues. Mr. Beattie served as Project Engineer responsible for overseeing the traffic analysis associated with roadway improvements.

### French American School of New York, White Plains, NY

AKRF prepared an Environmental Impact Statement (EIS) to assess possible impacts from the proposed French American School of New York campus in White Plains, NY. Mr. Beattie led the technical analysis which involved preparing a detailed traffic volume network for existing and future conditions with and without the project, developing trip generation estimates for the proposed project, and performing capacity analysis. Mr. Beattie utilized Synchro and SimTraffic software to determine significant adverse traffic impacts. In addition, he is also analyzed the site access and on-site circulation using the VISSIM simulation software to determine the most viable option for school drop-off and pick-up locations.

### Traffic Calming - North Hempstead, Long Island

AKRF was retained to identify and mitigate the cut-through traffic through the Greenvale and the Manhassett neighborhoods in North Hempstead. License plate surveys were used to identify the number of cut-through vehicles and the cut-through paths during weekday and weekend peak periods. AKRF identified traffic calming measures including turn restrictions, traffic circles, and one-lane chokers and developed conceptual designs to present to the Town planners and public. In addition, AKRF led a public presentation and charrette to present the recommendations and receive feedback from the local community. Mr. Beattie served as Project Manager on this project, overseeing the data collection effort and the identification and design of the traffic calming measures. Mr Beattie also led the public presentation of the traffic calming findings and recommendations.

### Adelaar Resort (Formerly known as Concord Resort), Thompson, NY

AKRF prepared an Environmental Impact Statement (EIS) to assess possible impacts from the proposed Adelaar Resort in Thompsonville, NY. The resort would include an 18-hole golf course, a racino and harness racing track, hotels, a residential village with a mix of unit types including condos, apartments, townhouses and detached single family homes, a civic center, a medical home, an active adult residential community, an entertainment district with cinema and supporting retail, an RV park, and a multi-use trail system with abundant open space. Mr. Beattie led the technical analysis which involved preparing a signal warrant analysis and a detailed traffic volume network for existing and future conditions with and without the project, developing trip generation estimates for the proposed project, and performing capacity analysis. Mr. Beattie is utilized Synchro and SimTraffic software to determine significant adverse traffic impacts. In addition, Mr. Beattie utilized the VISSIM software to develop conceptual mitigation plans to improve interchange and roadway operating conditions.

# MATTHEW T. CARMODY, P.E.

**SENIOR TECHNICAL DIRECTOR**

Matt Carmody recently joined AKRF as a Senior Technical Director with experience in the management and performance of traffic engineering and transportation planning services. He has worked on numerous transportation studies throughout New York, New Jersey, and Connecticut, and his widespread experience includes traffic, parking, transit, bicycle, and pedestrian studies. Mr. Carmody specializes in traffic safety, and he has conducted crash analysis and mitigation studies, participated in the development of road safety audit guidelines, and managed Safe Routes to School engineering studies.

## BACKGROUND

### Education

B.S. Civil Engineering, Clemson University, 1998

### Licenses & Certifications

New York P.E. Lic. #081939

### Professional Memberships

ITE

ASCE

## RELEVANT EXPERIENCE

### Nyack Broadway TAP Streetscape Project, Nyack, NY

As part of a multidisciplinary team, Mr. Carmody is the project manager for this ongoing design and construction project on Broadway and Franklin Streets in the Village of Nyack. Mr. Carmody serves as the project traffic engineer and transportation planner, with roles diverse as public outreach, transit and bike route planning, and applying NYSDOT Highway Design Manual standards to corner bulbouts and other traffic calming design features. This project is being funded by the Transportation Alternatives Program, which is administered by NYSDOT.

### Marymount School of New York, New York, NY

Mr. Carmody was task leader for traffic and pedestrian studies to assist the design team on providing a potential drop-off area and truck loading dock at their proposed new facility on E. 97th Street between Park and Lexington Avenues. Also led traffic and pedestrian counts, dwell time surveys, and projections for future vehicular traffic including hourly ins and outs to the site.

### Rockland County Department of Planning and Transit Consulting Services, Rockland and Westchester Counties, NY

Mr. Carmody is a technical resource in ongoing work to assist Rockland County with its purchase and operation of the planned Lower Hudson Transit Link BRT project on the I-87/I-287 corridor and across the New NY Bridge. NYSDOT has funded AKRF's involvement in consulting Rockland County, which includes coordinating with multiple agencies, reviewing and commenting on technical studies and documents, and developing bus ridership forecasting. Matt helps Rockland County's planning and transit staff coordinate with other Rockland County departments, NYSDOT, Westchester County, FTA, FHWA, NHTSA, and municipalities.

### Building a Better Broadway Complete Streets Design, Ulster County Transportation Council, Kingston, NY

While at another firm, Mr. Carmody was the Traffic and Safety Task Leader for a Complete Streets corridor plan on the central one-mile stretch of Broadway between the historic Stockade District and Rondout neighborhood in the City of Kingston. He analyzed crash data to identify high pedestrian, bicycle, and vehicle crash locations, which will aid in the

identification of safety issues. He created and managed the project Twitter account, and sent several tweets announcing meetings, updating followers on the project's progress, and imbedding links to the project website. He led a walkability audit from Liberty Street to Chester Street with a diverse group of stakeholders including members of City Council, the Ulster County Transportation Council, and City of Kingston Engineering Department to illustrate existing pedestrian facilities such as midblock crosswalks, pedestrian signals, and ADA accessible curb ramps; identify opportunities for additional bicycle and pedestrian infrastructure; observe traffic during school dismissal; and assess potential locations for pedestrian plazas, pocket parks, and new community gathering spaces. He worked with the project team and subconsultants, Technical Advisory Committee, and client to develop Complete Streets improvements on Broadway including alternative parking concepts such as angled back-in parking, road diets, bicycle route markings and signage, reconfiguring intersections, and traffic calming. He also managed a Synchro traffic modeling effort to test the feasibility of alternative improvement scenarios, and provide tables showing parking gained or lost as a result of safety and mobility improvements. Mr. Carmody was involved in the presentation of the project's progress to the Technical Advisory Committee and the public at several meetings throughout the project.

### Upper Route 9G Corridor Management Plan, Poughkeepsie-Dutchess County Transportation Council, Red Hook, NY

While at another firm, Mr. Carmody was the Project Manager for a Complete Streets corridor plan involving NY State Route 9G, County Route 78/Broadway and County Route 103/River Road-Annandale Road in the Town of Red Hook, NY in Dutchess County. The corridors experience high speeds and a rate of fatalities twice the Statewide average. He analyzed crash data to identify high pedestrian, bicycle, and vehicle crash locations, which will aid in the identification of safety issues. He led a stakeholder interview day consisting of four Q&A sessions attended by members of the Town of Red Hook, Village of Tivoli, Bard College, New York State Department of Transportation, Village of Red Hook, New York State Police, Dutchess County Sherriff, Village of Red Hook Police Department, and local bicycle and pedestrian advocates. The project included analysis and conceptual design to propose pedestrian facilities such as crosswalks, pedestrian signals, and ADA accessible curb ramps; identify opportunities for additional bicycle and pedestrian infrastructure; use GIS mapping to determine rights-of-way and environmentally sensitive areas; traffic calming; and lighting improvements. He worked with the project team and subconsultant, Advisory Committee, and client to develop Complete Streets improvements on the three corridors such as roundabouts, bicycle route markings and signage, reconfiguring intersections, and adding turn lanes. Other tasks he managed are a Road Safety Audit and origin-destination studies administered to pedestrians and bicyclists. Mr. Carmody presented the project's progress to the Advisory Committee and the public at several meetings throughout the project.

### Town of Yorktown Comprehensive Plan, Yorktown, NY

While at another firm, Mr. Carmody participated in traffic and transportation evaluations and recommendations within a new master plan for the Town of Yorktown, encompassing roadway capacity improvement actions, traffic calming and safety actions, and transit options. He mapped existing and future baseline conditions; participated in public outreach events; developed transportation improvement alternatives to enhance vehicle, bicycle, and pedestrian safety; and developed roadway management actions to mitigate the effects of future development. He also prepared the "Transportation" chapter of the draft and final generic environmental impact statements. Mr. Carmody conducted supplemental analyses in a later follow-up assignment.

### Village of Nyack Sustainable Nyack Action Plan, Nyack, NY

While at another firm, Mr. Carmody was task leader for transportation planning on this report. Working on behalf of NYSERDA under the Cleaner Greener Communities program, Matt consulted the Village on sustainable transportation options, including ferries, buses, walking, and biking. He researched previous studies, met with the Village's Mayor, Administrator, Sustainability Coordinator, and other stakeholders, and presented these options, which were included in the 2015-2016 Sustainable Nyack Action Plan document. Completed in 2015.

# MARISSA TARALLO, P.E.

**SENIOR TRAFFIC ENGINEER**

Marissa Tarallo is a Senior Project Engineer who has served as lead project engineer for various development projects for both public agencies and private developers including traffic data collection and reduction, capacity analyses, and recommending mitigation measures to improve circulation and traffic flow. She also performs fieldwork, including surveys for on-street and off-street parking utilization, geometric measurements, signal timing and phasing, and traffic flow observations. Ms. Tarallo has developed numerous microsimulation models for a variety of projects including traffic signal phasing improvements and optimization and is skilled in the use of Highway Capacity Software, Synchro/SimTraffic, VISSIM and AutoCAD. In addition to her planning experience, Ms. Tarallo specializes in traffic signal design for roadway improvement projects, including preemption, signal interconnect and adaptive signal control systems.

## BACKGROUND

### Education

B.S., Civil Engineering, L.C. Smith College of Engineering and Computer Science, Syracuse University, 2011

### Licenses & Certifications

Professional Engineer – State of New York

### Professional Memberships

Member, Institute of Transportation Engineers (ITE)

Member, American Society of Civil Engineers (ASCE)

## RELEVANT EXPERIENCE

### Cortlandt Crossing Traffic Signal Improvements, Town of Cortlandt, NY

AKRF is providing design and permitting services for traffic signal improvements needed for the construction of the 36-acre Cortlandt Crossing retail development. The retail facility required two new traffic signals along the Route 6 corridor in coordination with the roadway improvements necessary to provide for sufficient traffic flow. In addition, the project included the design and installation of fire preemption devices and an adaptive signal control system for seven traffic signals along approximately 1.6 miles of U.S. Route 6. Ms. Tarallo, serving as lead engineer, provided preliminary design documents for the proposed traffic signals and preemption devices based on NYSDOT specifications, met and coordinated with NYSDOT, provided response to comments, and is preparing the final design documents for construction. In addition, Ms. Tarallo guided key stakeholders through the selection process for an adaptive system which maintained the use of NYSDOT's central management software and provided unique solutions to detection, communication, and pedestrian management constraints.

### Cortlandt Medical Oriented District (MOD), Town of Cortlandt, NY

AKRF was retained by the Town of Cortlandt to prepare a Due Diligence Traffic Study associated with the proposed Cortlandt Medical Oriented District (MOD) along the Route 202/35 corridor. AKRF performed trip generation surveys and estimated the levels of traffic associated with the proposed development plan which were added to existing traffic levels to determine anticipated impacts. The AKRF team then developed improvement measures for the corridor including geometric improvements. Ms. Tarallo, serving as deputy project manager, oversaw the trip generation and traffic analysis development. She developed recommendations for improvements to the corridor including geometric improvements, such as roadway restriping and widening, and signal improvements, including preparation of signal warrants for the installation of new traffic signals. In addition, Ms. Tarallo met and coordinated with potential developers, Town and NYSDOT officials in order to build consensus for the proposed improvements.

### New Rochelle Microsimulation, New Rochelle, NY

AKRF was retained by the City of New Rochelle to identify and test opportunities and recommendations to improve circulation in various locations throughout the City. This included improving vehicular and pedestrian circulation near the New Rochelle Train, the conversion of street directions (one-way streets to two-way streets and vice versa), implementing turn restriction, creating pedestrian plazas, widening sidewalks, and providing a pedestrian crossing over I-95 via a pedestrian bridge. Ms. Tarallo prepared microsimulation models of corridors in the study area utilizing Synchro and SimTraffic software. She developed and calibrated/validated the existing models based on field observations and data collection and developed future volumes for proposed circulation changes. Ms. Tarallo also assisted in the preparation of technical memorandums outlining results of various stages of the project, and assessing the feasibility of the proposed circulation changes.

### Adelaar Resort (Formerly known as Concord Resort), Thompson, NY

AKRF prepared an Environmental Impact Statement (EIS) to assess possible impacts from the proposed Adelaar Resort in Thompsonville, NY. The resort would include an 18-hole golf course, a casino and harness racing track, hotels, a residential village with a mix of unit types including condos, apartments, townhouses and detached single family homes, a civic center, a medical home, an active adult residential community, an entertainment district with cinema and supporting retail, an RV park, and a multi-use trail system with abundant open space. Ms. Tarallo performed traffic volume network setup and balancing for existing, future no build, and future build traffic conditions, prepared traffic volume figures, and performed capacity analysis utilizing Synchro and SimTraffic software to determine significant adverse traffic impacts. In addition, Ms. Tarallo performed a signal warrant analysis and designed the traffic signals for the project's main entrance and at the interchange leading to the project site. Ms. Tarallo coordinated with town, county and NYSDOT officials to assure the signal design met the operational and construction requirements of the various stakeholders.

### Mercy College Traffic Signal Design, Dobbs Ferry, NY

AKRF was retained to develop the traffic signal improvements needed to complete the Mercy College Dormitory and to gain necessary approvals from NYSDOT with coordination from both the Village of Dobbs Ferry and Irvington. Ms. Tarallo is responsible for preparation of the signal warrant analysis, the design of the new traffic signal including removal of the existing infrastructure, updating of the system for improved safety and operations, and quantifying new equipment for installation compliant with NYSDOT standards and specifications. Ms. Tarallo is preparing the final design plans, encompassing both civil engineering and traffic engineering principles, to be issued for construction.

### French American School of New York, White Plains, NY

AKRF is preparing an Environmental Impact Statement (EIS) to assess possible impacts from the proposed campus of the French American School of New York. Ms. Tarallo will perform traffic volume network setup and balancing for existing, future no build, and future build traffic conditions, prepare traffic volume figures, develop trip generation estimates for the proposed project, and perform capacity analysis utilizing Synchro software to determine significant adverse traffic impacts. In addition, Ms. Tarallo is assisting in analyzing the site access and on-site circulation using the VISSIM simulation software to determine the most viable option for school drop-of and pick up locations.

### Kingsbrige Armory EIS, Bronx, NY

AKRF prepared an EIS for redevelopment of the Kingsbridge Armory, a historic landmark, with approximately 605,370 square feet of new uses and approximately 400 parking spaces. The proposed project would redevelop the Kingsbridge Armory with entertainment uses, community facilities, a fitness club, and retail and restaurant space. Ms. Tarallo assisted in coordinating the transportation related analysis efforts for the Draft and Final EIS including preparing the traffic capacity analysis utilizing HCS2000 software to determine significant adverse traffic impacted and transportation related chapters. She also developed measures to mitigate transportation impacts associated with the proposed project including geometric and signal timing improvements and a Traffic Management Plan for event conditions utilizing Variable Message Signs (VMS) and Traffic Enforcement Agents (TEAs). In addition, Ms. Tarallo actively participated in agency review meetings and prepared responses to comments.

# ALEXANDER R. AULD

## SENIOR TRANSPORTATION PLANNER

Alexander R. Auld is a Senior Transportation Planner with over 15 years of experience, specializing in the coordination of traffic data collection, data reduction, capacity analysis, and the preparation of traffic impact, traffic corridor, and parking utilization studies. He is highly skilled in the use of Synchro/SimTraffic traffic analysis software and Highway Capacity Software (HCS) and performs most of the technical transportation analyses for the firm's White Plains office. He develops trip and parking generation estimates, prepares traffic assignments, and prepares technical reports of analysis results. He also performs field work collecting geometric measurements and signal timings and conducting parking surveys. Mr. Auld also assists in the firm's air quality analyses as these relate to transportation.

### BACKGROUND

**Education**

B.S., Civil Engineering (Transportation Concentration), University of Delaware, 1994

**Professional Memberships**

Institute of Transportation Engineers

Mr. Auld has worked on traffic and environmental impact studies of all sizes for both public and private sector clients, including municipalities, public agencies, medical facilities, school districts, universities, and private developers. He has worked on studies throughout the metropolitan New York area, including New York City, Long Island, Connecticut, and the Hudson Valley, as well as studies in upstate New York, Maryland, and West Virginia.

## RELEVANT EXPERIENCE

### Town of Cortlandt Traffic Mitigation Special Permit, Town of Cortlandt, NY

The Town of Cortlandt retained AKRF to examine traffic conditions along three major corridors in the Town, Route 6, Route 202/35 and Route 9A both with and without the proposed Traffic Mitigation Special Permit (TMSP), which would regulate the type of land uses and the location and intensity of those uses on a given parcel, above and beyond District regulations, based on traffic generated impacts and Town traffic management goals.

Mr. Auld performed an extensive Synchro analysis for the three corridors, which included approximately 30 intersections, and presented the SimTraffic animation of the Synchro results to the Town. He also authored all text for the traffic study, and coordinated the assembly of the text, tables, and figures. He summarized New York State Department of Transportation (NYSDOT) accident data for the study area roadways and intersections. Based on his evaluation, AKRF recommended traffic improvement measures along the study area corridors.

### Transportation Improvement District, Town of Southeast, NY

As traffic consultant for the Town of Southeast, Mr. Auld regularly reviews traffic, air quality, and noise components of impact studies. As part of a study of the formation of a Transportation Improvement District (TID) to fund roadway improvements for commercial development for the Town of Southeast, Mr. Auld performed capacity analyses using both Highway Capacity Software and Synchro/SimTraffic software. Using SimTraffic, Mr. Auld created animated traffic flow simulations of the roadway network. AKRF authored a report to present traffic and land use study findings, identify the roadway alternatives within the TID jurisdiction, and the potential costs.

### New Rochelle Circulation Microsimulation Study, New Rochelle, NY

AKRF was retained by the City of New Rochelle to identify and test opportunities and recommendations to improve circulation in various locations throughout the City. This included improving vehicular and pedestrian circulation near the New Rochelle Train, the conversion of street directions (one-way streets to two-way streets and vice versa), implementing turn restriction, creating pedestrian plazas, widening sidewalks, and providing a pedestrian crossing over I-95 via a pedestrian bridge. Mr. Auld was involved in much of the data collection effort and performed detailed traffic operations analysis of corridors and intersections using the SYNCHRO/SimTraffic software package.

### City of New Rochelle Downtown Density Bonus (DDB) Amendments, New Rochelle, New York

AKRF prepared a Generic Environmental Impact Statement (GEIS) to analyze existing operating conditions, the effect of various proposed development projects, and the capacity of the roadway network to accommodate the traffic generated by additional downtown development allowed by the proposed amendments to the DDB overlay districts. Mr. Auld performed detailed traffic capacity analysis and traffic queuing analysis using Synchro/SimTraffic analysis software within the core downtown New Rochelle area with a focus on the Main Street, Huguenot Street, and North Avenue corridors.

### Alexander Street Urban Renewal Area (URA), Yonkers, New York

AKRF prepared a Generic Environmental Impact Statement (GEIS) to analyze the impacts of the Alexander Street Master Plan proposed by the City of Yonkers. The Alexander Street Master Plan outlines the City's vision for the waterfront area near Alexander Street in downtown Yonkers. Mr. Auld performed a complete capacity analysis of approximately 50 study area intersections for existing and future traffic conditions using Highway Capacity Software.

### Town of Rhinebeck, Dutchess County, New York

Mr. Auld performed traffic data reduction, traffic capacity and queuing analysis using Highway Capacity Software, speed and safety analyses, and presented comprehensive recommendations for traffic and roadway safety improvements for three separate traffic studies for the Town of Rhinebeck: the Astor Flats Traditional Neighborhood Development Traffic Impact Study; the Hamlet of Rhinecliff Traffic Safety Study; and the Mt. Rutsen Road Traffic Safety Study.

### Adelaar Resort (Formerly known as Concord Resort), Thompson, NY

AKRF prepared an Environmental Impact Statement (EIS) to assess possible impacts from the proposed Adelaar Resort in Thompsonville, NY. The resort would include an 18-hole golf course, a racino and harness racing track, hotels, a residential village with a mix of unit types including condos, apartments, townhouses and detached single family homes, a civic center, a medical home, an active adult residential community, an entertainment district with cinema and supporting retail, an RV park, and a multi-use trail system with abundant open space. Mr. Auld utilized Synchro software to perform capacity analyses and determine significant adverse traffic impacts. Mr. Auld also assisted in analyzing the operation of conceptual mitigation plans for a highway interchange redesign using the VISSIM simulation software. In addition, Mr. Auld is assisting in the management of the NYSDOT Highway Work Permit process.

### French American School of New York, White Plains, NY

AKRF is preparing an Environmental Impact Statement (EIS) to assess possible impacts from the proposed campus of the French American School of New York. Mr. Auld is performing traffic volume network setup and balancing for existing, future no build, and future build traffic conditions, preparing traffic volume figures, developing and performing capacity analyses utilizing Synchro software to determine significant adverse traffic impacts. Mr. Auld is also performing several sensitivity analyses utilizing Synchro software to assess projected traffic conditions under different student population scenarios and different transportation modal split scenarios for student and staff arrivals and departures. In addition, Mr. Auld is assisting in analyzing the on-site circulation using the VISSIM simulation software to determine the most viable option for school drop-off and pick up locations.

# CARSON QING

**TRANSPORTATION ANALYST**

Carson Qing is a Transportation Analyst in AKRF's Transportation Group. Mr. Qing is responsible for transportation-related technical work, including data collection, data reduction, capacity analyses, travel demand projections, and traffic, transit, and pedestrian studies. He is skilled in the use of HCS, Synchro, ArcGIS, AutoCAD, and SPSS. Mr. Qing has a diverse, multidisciplinary background with technical work experience that has supported not just transportation planning and analysis at AKRF, but has also supported economic, demographic, and land use studies.

## BACKGROUND

### Education

Master's of Urban Planning, New York University Wagner School of Public Service, 2011-13

B.A., Economics. Minor: Statistics. University of Michigan. 2007-10

### Professional Memberships

Member, Institute of Transportation Engineers (ITE)

## RELEVANT EXPERIENCE

### Cortlandt Medical Oriented District (MOD), Town of Cortlandt, NY

AKRF was retained by the Town of Cortlandt to prepare a Due Diligence Traffic Study associated with the proposed Cortlandt Medical Oriented District (MOD) along the Route 202/35 corridor. AKRF performed trip generation surveys and estimated the levels of traffic associated with the proposed development plan which were added to existing traffic levels to determine anticipated impacts. The AKRF team then developed improvement measures for the corridor including geometric improvements. Mr. Qing was responsible for developing an analysis of traffic operations using Synchro for the Route 202/35 corridor for existing conditions and under the proposed development plan.

### New Rochelle Microsimulation, New Rochelle, NY

AKRF was retained by the city of New Rochelle to develop a traffic simulation model that would assess traffic operations on several major corridors under a proposed change to its downtown traffic circulation, where Main Street and Huguenot Street were to be converted from one-way streets to two-way. Mr. Qing was responsible for developing an analysis of traffic operations using Synchro for the Memorial Highway and Division Avenue corridor under the proposed traffic circulation pattern.

### Adelaar Resort (Formerly known as Concord Resort), Thompson, NY

AKRF was retained by Monticello Raceway Management to prepare a casino application to the New York State Gaming Commission, which proposed the construction of a casino and resort facility in the town of Thompson in Sullivan County. As part of the application, AKRF was tasked with developing an economic exhibit that would project growth in worker population to the region under low, medium, and high-revenue scenarios for the proposed facility. Mr. Qing was responsible for developing a regional employment model that determined the potential influx in workers under these scenarios, and assessed whether the existing capacity in the local and regional housing market and school facilities could absorb the projected population growth.

# FRANCIS M. BALUYOT

**PROJECT ENGINEER**

Francis Baluyot is a transportation analyst with ten years of experience and is a certified Engineer-in-Training (EIT). His areas of concentration include traffic data collection, data reduction, capacity analyses, and recommending mitigation measures to alleviate significant adverse impacts. Mr. Baluyot prepares traffic and transit studies following guidelines in the Highway Capacity Manual and the New York City Environmental Quality Review (CEQR) technical manual. He has been a lead analyst for various development projects for both public agencies and private developers and is proficient with the methodologies and application of traffic engineering computer models, including Highway Capacity Software (HCS) and Synchro, and is highly skilled in AutoCAD.

## BACKGROUND

### Education

B.S. Civil Engineering, Virginia Tech, 2005

### Licenses & Certifications

Engineer-In-Training (EIT), State of Virginia, 2005

10-Hour OSHA Certified

## RELEVANT EXPERIENCE

### Traffic Calming in North Hempstead, NY

AKRF was retained to identify and mitigate the cut-through traffic through the Greenvale and the Manhasset neighborhoods in North Hempstead. License plate surveys were used to identify the number of cut-through vehicles and the cut-through paths during weekday and weekend peak periods. Mr. Baluyot determined where traffic calming measures such as turn restrictions, traffic circles, and one-lane chokers could be implemented in North Hempstead to help mitigate cut-through traffic, and coordinated production of the schematic plans.

### School Construction Authority – PS 335, Queens, NY

The NYC School Construction Authority proposed the site selection, acquisition, acceptance of construction funding, and construction of a new Primary Schools (PS) in Queens, NY. Mr. Baluyot assisted in the preparation of the transportation scopes and the traffic data collection plans. He also prepared the trip generation and the relevant transportation analyses as well as the Transportation Chapters.

### Bronx Psychiatric Redevelopment, Bronx, NY

AKRF is preparing this Environmental Impact Statement (EIS) to facilitate the redevelopment of a portion of the NYS Office of Mental Health Bronx Psychiatric Center campus in the Morris Park section of the Bronx. In total, approximately 1.5 million square feet of commercial office space for business, professional, and medical facilities are planned for development. This large amount of commercial space will be supported by a hotel, a trade school, retail stores, open space, and new parking garages. Mr. Baluyot is the traffic analyst responsible for preparing the EIS's travel demand projections and related traffic impact analyses.

### 550 Washington Street (St. John's Terminal), New York, NY

AKRF is preparing this Environmental Impact Statement (EIS) to facilitate the redevelopment of the St. John' Terminal Building at 550 Washington Street with a mix of residential and commercial uses in Manhattan Community District 2. The proposed actions would also include purchasing floor area that would provide funding for critical infrastructure repairs to Pier 40 in Hudson River Park. Mr. Baluyot is the traffic analyst responsible for preparing the EIS's travel demand projections and related traffic impact analyses.

# SANAM LAKHWARA

**PROJECT ENGINEER**

Ms. Lakhwara recently joined AKRF's Traffic Department as a Transportation Analyst. She is proficient in HCS 2010, SYNCHRO, AIMSUN, AutoCad, ERDAS Imagine, ARC GIS, Visual Basic 6.0, SQL, and SPSS.

## BACKGROUND

### Education

M.S., Transportation Planning and Engineering, NYU School of Engineering, New York, NY 2016

B.Tech., Civil Engineering, National Institute of Technology Karnataka, Surathkal, India, 2014

## RELEVANT EXPERIENCE

### Traffic Circulation and Gateways to the City's Downtown, New Rochelle, NY

As a forward thinking effort to support the City's growth as a destination and desirable place to live, work and play and building on past and contemporary efforts, this study developed strategies for increasing pedestrian, bicycle, and transit access; developing welcoming gateways; and solidifying connections to the City's downtown area. As a sub-consultant to Nelson Nygaard, AKRF assisted in the assessment of a complete street design approach on corridor operations along Main and Huguenot Streets and around the train station/bus depot area. Tasks included identifying potential capacity, circulation, and safety issues. AKRF assisted in the development of sketch solutions for problematic areas studied and the development of immediate, medium-term, and long term solutions to address these issues. Ms. Lakhwara conducted field work and collected existing conditions data for major corridors of the city. She drafted a matrix of existing conditions and created maps showing facilities and conditions using GIS. Ms. Lakhwara also facilitated with mitigation measures and writing a memo for one of the selected streets, and worked finalized the list of selected corridors and present findings and recommendations to the city and the stakeholders.

### Riverside Galleria EIS, Staten Island, NY

AKRF is preparing an EIS for redevelopment of a 17-acre side along the Arthur Kill waterfront in Western Staten Island with approximately 589,620 square feet mixed-use commercial center and approximately 1,700 parking spaces. The proposed project would redevelop the project site with destination and smaller scale retail, supermarket, restaurant, cinema, and small office use. Ms. Lakhwara is in charge of drawing and plotting some mitigation schematics using AutoCAD.

# REFERENCES

# REFERENCES

### Town of Cortlandt

Mr. Chris Kehoe
Assistant to Deputy Director of Planning
Town of Cortlandt
Town Hall, 1 Heady Street
Cortland Manor, NY 10566
Phone: (914) 734-1080

### City of New Rochelle

Mr. Luiz C. Aragon
Commissioner of Development
City of New Rochelle
515 North Ave.
New Rochelle, NY 10801
Phone: (914) 654-2185

### NYSDOT Traffic Safety & Mobility Group

Ms. Maureen Kuinlan, P.E.
Traffic Signal Engineer in Charge
NYSDOT Traffic Safety & Mobility Group
4 Burnett Boulevard
Poughkeepsie, NY 12603
Phone: (845) 437-5143

# FEE

| AKRF HOURLY RATE SCHEDULE | |
|---|---|
| **EMPLOYEE CATEGORY** | **HOURLY RATE** |
| Senior Officer | $210 |
| Officer | $200 |
| Senior Technical Director | $195 |
| Technical Director | $185 |
| Senior Professional | $165 |
| Professional II | $135 |
| Professional I | $125 |
| Technical II | $115 |
| Technical I | $90 |
| **Notes:**<br>Out of pocket expenses will be billed at 1.10 times actual cost.<br>These rates are effective through December 31, 2016 | |

**AKRF, Inc.**
**Environmental Planning Consultants**
34 South Broadway
Suite 401
White Plains, NY 10601
tel: 914 949-7336
fax: 914 949-7559
*www.akrf.com*

# 2017 Billing Rates – Port Chester

| Employee Category | Applicant's Fee Schedule(1) | Village Fee Schedule(2) |
|---|---|---|
| Officer | $210 | $205 |
| Senior Technical Director | $205 | $200 |
| Technical Director | $195 | $195 |
| Senior Professional | $175 | $175 |
| Professional II | $140 | $140 |
| Professional I | $130 | $130 |
| Technical II | $120 | $120 |
| Technical I | $95 | $95 |

(1) Out of pocket expenses will be billed at 1.10 times actual cost.
(2) Out of pocket expenses will be billed at actual cost.

# PROPOSAL FOR PORT CHESTER TRAFFIC AND TRANSPORTATION ENGINEERING PROFESSIONAL SERVICES

Port Chester, New York

September 30, 2016




BFJ Planning

PLANNING
URBAN DESIGN
ENVIRONMENTAL ANALYSIS
REAL ESTATE CONSULTING
TRANSPORTATION PLANNING

BFJ Planning

PLANNING
URBAN DESIGN
ENVIRONMENTAL ANALYSIS
REAL ESTATE CONSULTING
TRANSPORTATION PLANNING

September 30, 2016

Village of Port Chester
Village Clerk's Office
222 Grace Church Street, Suite 150
Port Chester, NY 10573
Attn: Christopher D. Cheers, Village Manager

Subject: Port Chester Traffic And Transportation Engineering Professional Services RFP

Ladies and Gentlemen:

BFJ Planning, in association with Gibbons, Esposito & Boyce Engineers, P.C. (GEB), is pleased to submit this proposal in response to the Village's RFP 2016-07: Traffic and Transportation Engineering Professional Services. BFJ intially did not plan to respond to the Village's RFP because it asks for engineering professional services and as you may know, BFJ is a planning consultant firm. However, after carefully review of the RFP and the scope of services, we concluded that the great majority (probably more than 90%) of the services that the Village is looking for are planning services that are within BFJ's domain. Transportation planning, traffic circulation studies, traffic impact studies, and parking studies are areas of BFJ's expertise.

BFJ Planning provides similar transportation and traffic services as listed in the RFP to the Town of Ballston, NY; the Borough of Madison, NJ; the City of South Burlington, VT; and Princeton University, NJ. We have attached samples of traffic reviews that we undertook for these clients in Appendix B. In addition, we provide general planning consulting services, including transportation and traffic consulting to a variety of municipalities in the State of New York. BFJ is currently on retainer by the municipalities of Tuckahoe, Mamaroneck (Village), Briarcliff Manor, New Rochelle and Pleasantville. BFJ is also a key consultant member on the Arup Team for the Engineering Services Agreement with the City of New York Department of Transportation. Under this agreement, we have conducted a parking study to implement muni meters for commercial parking in lower Manhattan and recently completed a parking and goods movement study that recommended changes to truck signage, routes, and parking regulations in the Williamsburg area of Brooklyn.

BFJ has the required expertise and experience in dealing with the complex transportation issues that the Village of Port Chester faces: traffic impact assessments for dense and mixed-use environments; an understanding of transportation and parking behavior in downtown areas where we want to encourage more walking or park-and-walk behavior; and design solutions that consider infrastructure constraints. We can advise the Village on adopting effective and realistic mitigation strategies to minimize parking and traffic impacts.

For the few "pure engineering" assignments listed in the RFP, we have partnered with GEB engineers who have extensive experience in the more technical and construction aspects of intersection and roadway design. GEB brings to the team very solid expertise in intersection design, traffic signal design and all other engineering aspects that may arise as part of this service assignment.

To conclude, the BFJ/GEB team brings you the best of both worlds: the highly qualified and creative transportation planning expertise, as well as numerous years of solid traffic engineering expertise. The following sections describe our capabilities in more detail, as well as our references and billing rates. We should also mention that BFJ does not have any conflicts of interest and we do not foresee any conflicts of interest in providing professional services to the Village.

CHARLOTTE
CHICAGO
NEW YORK CITY
PITTSBURGH
STAMFORD

PAUL BUCKHURST ARIBA, AICP
FRANK S. FISH FAICP
GEORGES JACQUEMART PE, AICP
SUSAN FAVATE, AICP
SARAH YACKEL, AICP

BUCKHURST FISH
& JACQUEMART, INC.
115 FIFTH AVENUE
NEW YORK, NY 10003
T. 212.353.7474
F. 212.353.7494

WWW.BFJPLANNING.COM

Please do not hesitate to contact me if you need further information (telephone 212-353-7477 or email g.jacquemart@bfjplanning.com). We are looking forward to the opportunity to work for the Village of Port Chester.

Sincerely,



Georges Jacquemart, P.E., AICP
Principal

# PORT CHESTER TRAFFIC AND TRANSPORTATION ENGINEERING PROFESSIONAL SERVICES

Port Chester, New York

September 30, 2016

**Georges Jacquemart, PE, AICP**
Principal
G.Jacquemart@bfjplanning.com
212.353.7477

BFJ Planning

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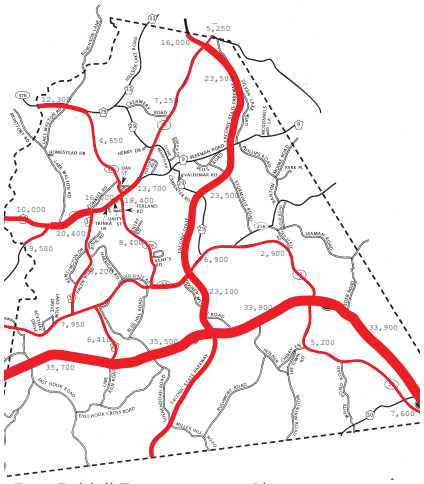
3.0 Fees

Appendix A - Reference Letter

Appendix B- Samples of Relevant Traffic Reviews

# 1.0 Qualifications

# 1.0 Qualifications



*East Fishkill Transportation Plan*



*Wilton Center Plan, Connecticut*



*ITAU Residential Development, San Paulo, Brazil*

## Transportation Planning Qualifications

BFJ's professional staff has extensive experience and capabilities in the fields of transportation planning and traffic circulation. With several traffic engineers and transportation planners on staff, the firm undertakes a variety of transportation assignments including traffic circulation and impact studies, infrastructure capacity and performance analyses, safety studies, traffic calming efforts, parking programs, transit studies, and multi-modal transportation planning efforts. BFJ's expertise combines transportation and other planning elements, such as land use, environment, and economic stability.

### TRAFFIC CIRCULATION AND IMPACT STUDIES

These studies analyze impacts on transportation of commercial, residential, industrial, institutional, and/or highway developments in urban, suburban, or rural environments. In urban areas, BFJ also evaluates the impacts on pedestrian congestion and transit systems. A major focus of these studies is the development of mitigation measures to avoid or minimize unacceptable impacts. Most of these studies include extensive public participation programs and presentation of expert testimony to elected officials.

BFJ has undertaken traffic impact studies for the following sampled clients:

- Schering-Plough, Kenilworth and Union, New Jersey
- Princeton University, Princeton, New Jersey
- the Stanwich School, Rye Brook, New York
- IBM, East Fishkill, New York
- Casinos proposed in Bridgeport and Danbury, Connecticut; and Southampton, New York.

Transportation plans have been prepared for towns or neighborhoods as part of BFJ's comprehensive planning work. Such plans typically develop long-term visions for transportation networks, improving the efficiency of existing networks, introducing other transportation modes, and managing traffic demand. All relevant transportation modes are included in these plans.

Recent transportation plans include those developed for:

- New Canaan, Stamford, and Bethel, Connecticut
- New Rochelle, Rotterdam, New York
- Perth Amboy, New Jersey
- Kirchberg, Luxembourg
- Science City neighborhood, Beijing, China
- Hanoi, Vietnam
- Downtown Akron, Ohio

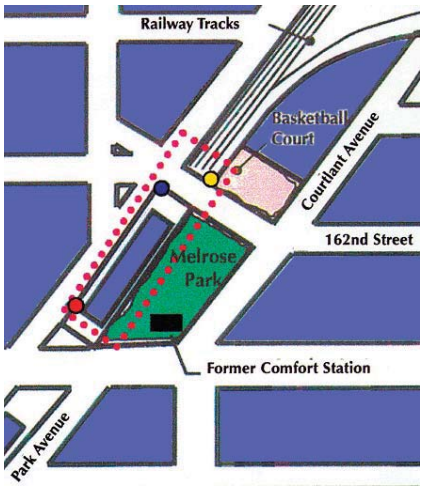
BFJ has also assisted numerous architecture firms in the design of traffic circulation, parking, loading, and pedestrian systems for large development projects. Relevant projects include:

- Museum of Modern Art, Luxembourg
- The Corning Glass Visitor Center, Corning, New York
- Downtown Brooklyn MetroTech Center, New York
- Shanghai retail/office complex, China

# 1.0 Qualifications




*Park and Walk Sign, Manchester Center, Vermont*




*Melrose Station, Bronx, New York*



*Panama-Colon Corridor Multi-Modal Transportation Study*

## Transportation Planning Qualifications

### PARKING STUDIES AND PROGRAMS

Parking is often a controversial element of urban development plans. Adequate parking is often seen as vital to successful downtown or commercial development, but it is also viewed as a generator of traffic and pollution. BFJ can address these issues and develop solutions to parking problems through the following studies and programs:

- Comprehensive parking demand and supply studies, including parking management recommendations for Garden City and Rockville Centre in Long Island, New York; Rye, New York; Yonkers, New York; Nyack, New York; and Collinsville, Connecticut.
- Parking management and shared-parking programs for major mixed-use developments in Stamford, Connecticut; Princeton, New Jersey; and the Canary Wharf/London Docklands Project in England.
- Parking surveys and studies for the Bronx Zoo, Princeton University, the College of Staten Island, and Trinity College. In Manchester Center, Vermont, BFJ developed the original concept for the Park-and-Walk system implemented in conjunction with various traffic and pedestrian circulation improvements.

### MULTI-MODAL TRANSPORTATION PLANNING

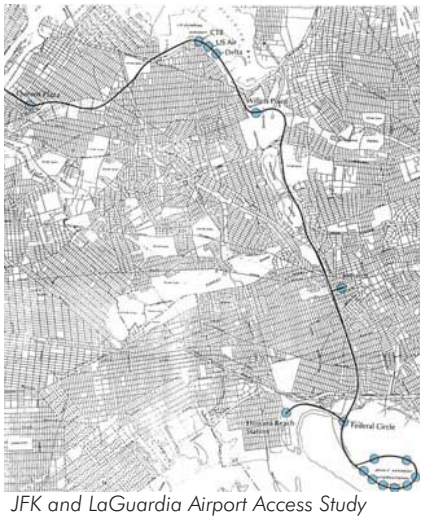
Multi-modal transportation planning studies are concerned with the interface of different transportation modes and intermodal facilities, such as parking structures, railroad stations, ports, ferry terminals or subway stations, and also compare and evaluate alternative transportation modes for a corridor or a region. BFJ has substantial professional experience in multi-modal transportation planning, with planning and engineering qualifications in all modes of ground transportation, including vehicular, pedestrian, and bus and rail transit.

BFJ's diverse experience in multi-modal planning includes:

- Hub Integration Study for five major Long Island Rail Road stations, New York
- Huntington LIRR Station area master plan, New York
- the station area plan for Rutherford, New Jersey
- Long range multi-modal plans for three counties in Vermont
- Multi-Modal Transportation Study for Panama-Colon Corridor, Panama
- the Paterson Auto-Restricted Zone Study, New Jersey
- the New York Botanical Garden/Bronx Zoo Connection Study, New York
- Grand Central Terminal, New York
- Park and Ride/Express Bus Study for Capital District Transportation Authority, Albany, New York

### TRANSIT PLANNING AND DESIGN

BFJ undertakes planning and evaluation of bus and rail transit systems as well as paratransit operations. The firm's specific expertise and past experience includes data collection efforts, alternative evaluation studies, service assessments of particular lines or entire systems, passenger projections, market studies, costs and revenue estimations, productivity analyses, and conceptual designs of stations and terminals.



*JFK and LaGuardia Airport Access Study*




*New York City Pedestrian Safety Studies*



*Columbia University Traffic Calming Study*

## Transportation Planning Qualifications

The following projects attest to BFJ's extensive and multi-disciplinary transit planning and design experience:

- Retainer contract with the New York Metropolitan Transportation Authority (MTA) New York, New York
- Origin-destination surveys of Express Bus passengers, Staten Island, New York
- Revitalization program for the Metro-North Melrose Station, Bronx, New York
- Evaluation of the airport access project for JFK and LaGuardia, New York, New York
- Benefit analysis of Quincy Station on the Old Colony Rail Line, Quincy, Massachusetts
- Marketing study for the Franklin Avenue Shuttle, New York, New York

### PEDESTRIAN AND BICYCLE PLANNING

BFJ prepares a range of bicycle and pedestrian studies for public agencies, institutions, and private clients. These studies deal with various facility and alignment options, demand estimates, safety analyses, and rails-to-trails plans. BFJ's staff is familiar with the planning and design issues related to various bicycle and pedestrian facilities, and has successfully integrated cost-effective improvements for pedestrians and bicyclists in its plans.

Relevant projects include:

- The Windham Region Bicycle and Pedestrian Plan, Vermont
- Pedestrian safety studies for the Manhattan Borough President's office and for a school safety program in the Bronx, New York
- Rails-with-Trails Plan along the Connecticut River, southeastern Vermont
- Battery Park Bikeway Design Study

### UNIQUE AREAS OF BFJ TRANSPORTATION EXPERTISE

BFJ's unique combination of skills and worldwide experience has allowed the firm to develop several transportation specializations.

#### Complete Streets/Road Diets

Many projects require Complete Street best practices to be used in every phase of planning and development. Complete streets are those which are comfortable, liveable, and safe for pedestrians, bicyclists, transit riders, people with disabilities, as well as motorists. BFJ has worked with numerous communities to improve roads with sidewalks, bike lanes, special bus lanes, bus stops, crossing opportunities, median islands, pedestrian signals, curb extensions, narrower travel lanes, roundabouts, and more.

BFJ also designed "Road Diet" configurations for streets determined to have sufficient capacity to convert a lane. The converted space can then be used for other travel modes such as bike lanes. Effective Road Diet design improves safety while maintaining efficient vehicular movement.

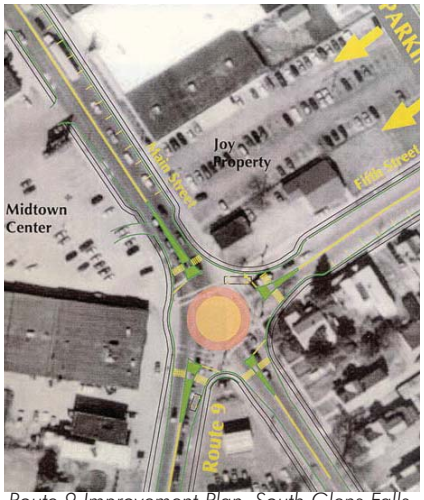
# 1.0 Qualifications



*Route 9 Corridor Study, Hyde Park, New York*



*Roundabout, Princeton, New Jersey*




*Route 9 Improvement Plan, South Glens Falls, New York*

## Transportation Planning Qualifications

Relevant projects include:

- Complete Street and Road Diet designs along Route 15 Corridor, Essex, Vermont
- Road Diet Design for Boston Post Road, Rye, New York
- Road Diet Design for Broadway, Hastings-on-Hudson, New York

### Access Management Studies

Access Management studies are performed to reduce traffic conflicts and improve safety along commercial arterials. Such improvements are often difficult to achieve in the short term, but can have substantial benefits in the long term. Traffic flow capacity and safety, as well as ease of circulation for pedestrians can increase significantly with access management.

BFJ has undertaken access management studies as part of master plan efforts in:

- Bethel, Connecticut
- East Fishkill, New York
- Queensbury, New York (Route 9/149)
- Southwestern Connecticut (Route 1), including preparation of *A Guide to Driveway Consolidation*

### Traffic Calming

The need to improve the quality of life in residential neighborhoods and downtown areas has involved BFJ in numerous traffic calming and pedestrian improvement studies. Traffic calming strategies minimize the negative impacts created by traffic intrusion into residential neighborhoods or other areas with dense pedestrian activity, by reducing traffic speeds or limiting vehicular freedom in a neighborhood.

BFJ has undertaken the following traffic calming work:

- Route 30 Traffic Calming Program in southeastern Vermont
- Traffic Calming Procedures Manual for State Highways, Vermont
- Traffic calming projects, Stamford and New Canaan, Connecticut
- Scarsdale and Nyack, New York
- Linglestown, Pennsylvania

### Modern Roundabouts

BFJ, one of the top U.S. roundabout consultants, uses modern roundabouts as effective traffic-control and traffic-calming tools. Unlike traffic signals, Modern roundabouts force all vehicles to slow down as they drive through the roundabout. modern roundabouts have been successful in reducing vehicle crashes throughout the world.In the U.S., single-lane modern roundabouts have reduced injury crashes by more than 70 percent. Roundabouts have high capacities with short delays. BFJ has undertaken roundabout feasibility and performance studies throughout the country and overseas including New York, New Jersey, Connecticut, Vermont, New Hampshire, Texas, Alaska, Quebec, and Luxembourg.

# 1.0 Qualifications

## FIRM BIO

**Gibbons, Esposito & Boyce Engineers, P.C. (GEB)** is a full service engineering consulting firm encompassing the areas of construction management, construction monitoring, estimating, scheduling, design, planning and real estate due diligence. Our wide range of experience includes highways, utilities, sewers, water mains, bridges, traffic engineering and environmental projects. Our multi-faceted talented staff of resident engineers, construction managers, design engineers, CPM schedulers, project cost estimator, technical writers, technicians and NICET certified inspectors, work together to beneficially direct resources on behalf of our clients. Representative clients include:

- Nassau County Department of Public Works
- Suffolk County Department of Public Works
- Westchester County Department of Public Works
- Town of Brookhaven
- Town of Islip
- Town of Huntington
- Town of Oyster Bay
- Town of North Hempstead
- NYS Thruway Authority
- NYC Department of Transportation, Bureau of Bridges
- NYC Department of Design & Construction
- NYS Department of Transportation
- NYS Department of Parks & Recreation and Conservation
- Local towns and municipalities.

GEB has been committed to providing excellence in design, planning and construction management services to the metropolitan New York area for over 40 years. Our firm's principals have over 100 years of combined professional experience providing construction inspection and design services for an array of clients including the Nassau County Department of Public Works.

GEB has a construction management and inspection team of over 40 personnel to draw upon in order to meet the demands of our clients. Top quality management is the key to successful completion of any project in today's industry and GEB takes a systematic approach to every project to provide the quality assurance and quality control our clients deserve.

# 1.0 Qualifications

## *Traffic Engineering*

The staff of GEB is experienced in all areas of Traffic Engineering and has the ability to Provide Engineering expertise in these areas. Our Expertise includes:

**Traffic Studies**

- Prepare a review of all current and future traffic volumes (including AADT, DHV, and vehicle mix)
- Prepare Level of Service Analysis (for existing and future years)
- Speed and Delay Studies
- Accident Studies
- Traffic Studies
- Traffic Impact Analysis

**Traffic Signal Design**

- Prepare detailed traffic signal plans including signal pole design, signal head layout and vehicle detection systems.
- Prepare sequence tables and signal programming information
- Prepare wiring diagrams

**Traffic Signal Timing**

- Review of traffic signal timing programs
- Provide expertise in signal timing for both individual intersections and coordinated signal systems
- Use of the latest signal timing software including Highway Capacity Program, Transyt, Passer, Synchro and TEAPAC.

**Guide Sign Design**

- Prepare guide sign plans including layout plans and sign text data sheets in accordance with MUTCD and local guidelines.
- Prepare foundation and structure design for overhead signs
- Prepare wind load calculations for span mounted signs.

**Pavement Markings Design**

- Prepare guide sign plans including layout plans and sign text data sheets in accordance with MUTCD and local guidelines.
- Prepare foundation and structure design for overhead signs

# 1.0 Qualifications

The following matrix demonstrates how the members of the BFJ/GEB team can address the service requirements that we can foresee for this assignment. The team includes very experienced professionals (see the resumes in the following section) that can address all service requests that the Village may have. In most cases we have more than one professional that can work on the specific assignment. The team also has extensive experience working with (and for) NYSDOT.

**Key Qualifications and Capabilities of BFJ Team Members**

| | **G. Jacquemart** P.E., AICP | **L. Rennee** | **P. Cimino** P.E. | **M. Hoffman** P.E. |
|---|---|---|---|---|
| Years of Experience | 40 | 5 | 40 | 33 |
| NYSDOT Experience and familiarity | X | | X | X |
| Review traffic/transportation impact studies for new developments | X | X | X | X |
| Participate in site visits | X | X | X | X |
| Prepare written recommendations | X | X | X | X |
| Testify at Village Boards/Commissions | X | X | X | X |
| Testify in Court | X | | X | |
| Conduct or review traffic analyses, traffic projections or project related analyses | X | X | X | |
| Conduct or review parking lot designs | X | X | X | |
| Evaluate intersection designs | X | | X | X |
| Provide traffic control warrant studies | X | X | X | X |
| Provide or review intersection control designs (signs, signals) | | | X | X |
| Signing, chanellization, pavement markings | | | | X |
| Accident investigations, collision diagrams | | | | X |
| Perform pedestrian studies | X | X | X | |
| Conduct AutoTurn analyses (heavy vehicle turn paths) | | X | | X |
| Provide GIS mapping support | | X | | |

# 1.0 Qualifications

## References

Below are three clients for whom BFJ provides transportation planning and traffic impact services on a retainer basis. As previously mentioned, BFJ provides these services to other municipalities as part of a more comprehensive planning service package. These include Tuckahoe, Mamaroneck (Village), Briar Cliff Manor, New Rochelle and Pleasantville.

Town of Ballston:
BFJ works as a subconsultant to C. T. Male Associates who is the main planning and engineering consultant to the Town of Ballston. BFJ's client is therefore C. T. Male (Kathryn Serra).

Kathryn Serra
50 Century Hill Drive
Latham, NY 12110
T: (518) 786-7651
E: k.serra@ctmale.com

City of South Burlington:
The City of South Burlington has a Traffic Overlay District regulation, as well as a traffic impact fee system. BFJ is on retainer by the City to review the applications, recommend whether they meet the requirements, and identify mitigation measures should be considered. A reference letter in included in Appendix A.

Paul Conner, AICP, MCIP
Director of Planning and Zoning
575 Dorset Street
South Burlington, VT 05403
T: (802) 846-4106

Borough of Madison:

Ray Codey
Hartley Dodge Memorial
50 Kings Road
Madison, NJ 07940
T: (973) 593-3038
E: codeyr@rosenet.org

For GEB, we provide the following reference:

Mr. Richard Iadevaio, Jr., Superintendent of Highways& Drainage
Nassau County DPW, Division of Engineering
(516) 571-6824
riadevaio@nassaucountyny.gov

# 2.0 Personnel

## Georges Jacquemart, PE, AICP

Principal

Role: Principal in Charge

Georges Jacquemart is a principal of BFJ and directs the firm's transportation work. Mr. Jacquemart has extensive experience in managing and undertaking traffic impact and circulation studies as well as projects related to transit planning, parking, and bicycle and pedestrian circulation. He worked on assignments for a variety of clients in North and South America, Europe, Asia and Africa.

Prior to becoming a principal of BFJ, Mr. Jacquemart was the principal of Jacquemart Associates, Inc., a New York-based transportation planning and traffic engineering firm. He had previously been Associate Vice President and Regional Manager of PRC Voorhees (Alan M. Voorhees & Associates).

**Education**

Master of Science, Urban Planning, Stanford University
Post Graduate Courses, Systems Analysis, Federal Polytechnic School of Lausanne, Switzerland
Civil Engineering Diploma, Transportation, Federal Polytechnic School of Lausanne, Switzerland

**Memberships**

Mr. Jacquemart is a licensed civil and traffic engineer in California, and a licensed engineer in New York, New Jersey, and Luxembourg. He is a member of the American Institute of Certified Planners and the Transportation Research Board.

**Teaching and Professional Development**

Pratt Institute; Adjunct Professor of Transportation Planning (1986-current)
New York University, Robert Wagner School of Public Service; Adjunct Professor of Transportation Planning (2002-2008)
Princeton University Woodrow Wilson School of Public and International Affairs; Guest Speaker
Columbia University School of Architecture, Planning and Preservation; Guest Speaker
University of Sao Paulo; Guest Speaker

**Publications**

"NCHRP Synthesis 264: Modern Roundabout Practice in the United States," National Cooperative Highway Research Program, Transportation Research Board, National Research Council, Washington, 1998.
Co-author. *Roundabouts: An Informational Guide*. Federal Highway Administration, June 2000.
"Chapter 8: Roundabouts," *Toolbox on Intersection Safety and Design*. Institute of Transportation Engineers and FHWA, September 2004.
"Alternative Approaches to Estimating Internal Traffic Capture of Mixed-Use Projects," ITE Journal, November 2011 Institute of Transportation Engineers.
"Determining the Ideal Location for Pedestrian Crossings at Signalized Intersections," ITE Journal, September 2012, Institute of Transportation Engineers.

**Selected Experience**

**Downtown Waterville Revitalization Plan**
*Waterville, Maine*
Conducted parking utilization and traffic circulation study to determine impact of proposed redevelopments projects in Downtown Waterville. Created detailed schematics for street improvements to support placemaking, such as the redesign of major intersections to increase accessibility.

**Town of Ballston Traffic Impact Reviews**
*Ballston, New York*
Evaluated traffic impacts studies and associated mitigation measures for all major developments in Ballston

**City of South Burlington Traffic Overlay District Reviews**
*South Burlington, Vermont*
Analyzed traffic generation forecasts in relation to the City's access management code and recommended traffic mitigation measures.

**Bloomfield Station Area Development**
*Bloomfield, New Jersey*
Traffic circulation plan and impact study and to assist in the development

**Georges Jacquemart, PE, AICP**
Principal
Role: Principal in Charge

**Selected Experience (continued)**

of the parking plan. A new garage was proposed to serve the retail customers, the commuters and some of the residents. The development plan and traffic study were approved by the Township.

**Traffic Study Reviews**
*Madison, New Jersey*
BFJ was retained by the Borough of Madison, NJ to review all major applications in terms of traffic and parking impacts.

**Princeton University Traffic and Parking Studies**
*Princeton, New Jersey*
Ongoing traffic and parking consultation since 1988, including traffic impact analysis, assistance with the strategic master plan, and development of a circulation and parking plan.

**Long Island Rail Road Transportation Hub Study**
*Long Island, New York*
Study to develop concept plans for five LIRR hub stations, with a goal of increasing suburban mobility.

**60 S. Broadway Traffic Impact Study**
*White Plains, New York*
Analyzed traffic impacts at 18 intersections in Downtown White Plains and proposed integration measures. Project was approved.

**Palmer Square Traffic and Parking Impacts**
*Princeton, New Jersey*
Traffic and parking study for this mixed-use development. Shared parking strategies were adopted by the Borough.

**New Jersey Turnpike Extension Traffic Impact Study**
*New Jersey*
Evaluation of the impacts of the proposed Turnpike Extension. Future traffic conditions with and without the extension were analyzed to determine town-wide traffic impacts and local impacts associated with a new interchange.

**Rocade Impact Study**
*Luxembourg*
Analysis of the traffic impacts of a major redevelopment program of the Rocade corridor. Multiple changes planned for the area made this study particularly complex.

**Schering-Plough Corporation Traffic Impact Studies**
*New Jersey*
Providing this company with traffic planning services for 15 years, services have centered around traffic impacts associated with the expansion of various sites in New Jersey, notably their Kenilworth site.

**Stamford Retail/Industrial Rezoning Traffic Analysis**
*Stamford, Connecticut*
Comprehensive traffic impact analysis to assist the City in their evaluation of potential rezoning strategies for about 65 acres of land.

**Union Carbide Headquarters Site Traffic Study**
*Danbury, Connecticut*
Evaluation of the traffic impacts of different development scenarios of a proposed development on their 611 acre headquarters site.

**IKEA Traffic Study Review**
*New Rochelle, New York*
Analysis of the DEIS for the proposed IKEA store, which included potential traffic impacts, damage to community character, and air quality and noise levels. Major flaws in the traffic impact analysis were discovered.

**Scarsdale Traffic Calming Study for Boulevard**
*Village of Scarsdale, New York*
Traffic calming study for a residential street that experienced high volumes of traffic and speeding vehicles.

## Lauren Rennée

Role: Transportation Planner

Lauren Rennée has worked on a variety of planning projects for public and private sector clients. She has experience with every phase of the study process from data collection in the field to final report preparation. In addition, she is trained in geospatial analysis. Ms. Rennée concentrated her graduate studies in transportation planning and policy with a focus in public transit, pedestrian and bicycle planning.

**Education**

Master of Urban and Regional Planning, Luskin School of Public Affairs, University of California, Los Angeles, 2012

Bachelor of Arts, Political Science, Columbia University, 2009

**Skills**

Adobe Creative Suite (Illustrator, Photoshop, InDesign), ArcGIS, SketchUp, AutoCad, AutoTurn, Synchro Studio, SPSS

**Selected Experience**

### North Williamsburg Transportation Study

*New York, New York*

Coordinated extensive survey effort to inventory on and off-street parking locations and regulations in Williamsburg and Greenpoint, Brookyn. Collected utilization data and documented illegal parking to assess performance of parking supply. Assembled data into GIS database and provided recommendations to address parking shortfalls for various user groups.

### Downtown Waterville Revitalization Plan

*Waterville, Maine*

Conducted parking utilization and traffic circulation study to determine impact of proposed redevelopments projects in Downtown Waterville. Created detailed schematics for street improvements to support placemaking, such as the redesign of major intersections to increase accessibility.

### Nyack Master Plan

*Nyack, New York*

Analyzed existing conditions and developed goals and recommendations for the transportation section of the Master Plan update. The recommendations focus on improvements to pedestrian and bicycle facilities to encourage use of alternative transportation modes.

### Princeton University 2026 Campus Framework Plan

*Princeton, New Jersey*

Conducted research and geospatial analysis of local and regional transportation conditions for Campus Framework Plan. Informed TDM strategy by geo-coding home-to-work data of commuting population and determined current and future public transit service areas.

### New Rochelle Comprehensive Plan

*New Rochelle, New York*

Analyzed existing conditions and developed goals and recommendations for the transportation section of the Comprehensive Plan update. The chapter focuses on the use of complete streets treatments to improve connectivity between pedestrian generators and addresses circulation issues around the City's transit hub and largest employment center.

### Master Plan Circulation Element

*Perth Amboy, New Jersey*

Prepared an update to the City's Circulation Element to develop recommendations and strategies to help revitalize the downtown, enhance sustainability and improve interconnectedness throughout the City and region. Key recommendations included strategies for complete streets, selected roadway improvements and changes to parking regulations. The study was also coordinated with a citywide Bicycle and Pedestrian Plan prepared by a separate consultant team.

### Mercy College Travel Demand Management Plan

*Dobbs Ferry, New York*

Analyzed travel behavior of student, faculty and staff to determine issues and opportunties for campus TDM plan. This involved geo-coding was

**Lauren Rennée**
Role: Transportation Planner

**Selected Experience (Continued)**

commuting population, spatial analysis of regional transportation network, and administering an online travel survey.

60 S. Broadway Rezoning and Site Plan
*White Plains, New York*
Conducted traffic impact study for proposed redevelopment of the Westchester Pavilion site from a mall to a mixed-use development. Assisted with the design of parking and loading areas and the redesign of surrounding intersections.

3560 Broadway Environmental Review
*New York, New York*
Prepared Environmental Assessment Statement and traffic impact study for development in West Harlem. Conducted a detailed pedestrian analysis of sidewalks, crosswalks and corner reservoirs. Surveyed pedestrian elements and prepared detailed schematics of pedestrian elements and GIS-based maps.

SoHo Broadway Business Improvement District Mapping
*New York, New York*
Conducted comprehensive sidewalk survey of all fixtures, curb signage, and doorway locations within district. Prepared schematics in CAD and produced package of GIS data. Created maps of vending regulations for each block based on survey data for BID to use for enforcement.

Ballard Road Corridor Traffic Impact Studies
*Wilton, New York*
Conducted traffic impact study for two separate distribution center developments along industrial corridor off of I-87. Managed traffic counts and created Synchro model to conduct capacity analysis and determine mitigation measures.

Princeton University Arts and Transit Plaza Traffic Monitoring Program
*Princeton, New Jersey*
Coordinated periodic traffic counts to determine to monitor traffic conditions as phases of the Arts & Transit Plaza are completed. Prepared reports comparing findings with previous traffic volume data.

Financial District Paid Commercial Parking Evaluation
*New York, New York*
Provided technical assistance in conjunction with NYCDOT's Paid Commercial Parking (PCP) program. Surveyed the sidewalk conditions and parking regulations of 100 block faces in the Financial District. Compiled and analyzed survey results to recommend the siting and installation of new muni-meters and signage for commercial parking zones.

Cheshire Public School Facility Master Plan
*Cheshire, Connecticut*
Performed transportation analysis to evaluate student journey to school trends and assess impact from proposed development on school bus services. The study consisted of cleaning, geocoding and joining student data and creating a network analysis model to determine transportation load factors for each school in the district by travel mode.

57 Alexander Traffic Impact Study
*Yonkers, New York*
Conducted traffic impact study for residential development along Hudson Waterfront. Project consisted of an evaluation of previous studies and detailed analysis of future traffic generation.

MacLean Street Parking Study
*Princeton, New Jersey*
Analyzed parking and traffic conditions in residential section of downtown Princeton, NJ. Conducted an on-street parking occupancy survey and resident interviews to determine the actual parking demand for a proposed development.

# MATTHEW T. HOFFMAN, P.E.
## Project Engineer

**Education**
Bachelors of Engineering | Stony Brook University

**Active Registration**
Professional Engineer, NY

**Professional Affiliations**
American Society of Civil Engineers

NYS Association of Transportation Engineers

**Awards/Recognition**
FHWA Environmental Excellence Award | *NY Route 347 Project*

NYSDOT Excellence in Engineering Award | *Roslyn Viaduct Replacement Project*

NYSDOT Excellence in Engineering Award | *Region 10 Dolomite Emergency Resurfacing Projects*

NYSDOT Certificate of Recognition | *Sagtikos Bridge Emergency*

NYSDOT Certificate of Recognition | *LIE HOV Project*

Mr. Hoffman brings 33 years of experience in the field of Civil Engineering with Region 10 of the New York State Department of Transportation (NYSDOT), including twenty-five years of experience in the supervision of NYSDOT staff and management of consultants. His areas of expertise include: NYSDOT Policies and Procedures; NYSDOT Design Procedures; Standards and Specifications; PS & E Production; ensuring delivery of projects on schedule and budget; design approval documents, including EIS's; quality control/quality assurance of design products; design build, including evaluation of submissions from proposer firms; consultant contract development and negotiations; consultant evaluation and selection; conducting public hearings and meetings; interaction with elected officials, public agencies and citizens; interaction and coordination with the FHWA; construction support; and providing "Expert Witness" testimony in claims cases.

Mr. Hoffman has managed a variety of major projects for NYSDOT including:

- Roslyn Viaduct Replacement
- Long Island Expressway HOV Lane: Exits 32-40 and Exits 57-64
- NY Route 347 Corridor Reconstruction: Northern State Pkwy to NY 25A
- Long Island Tourist Information Center (LITIC)
- NY Route 110 Reconstruction: LIE to Northern State Pkwy
- Long Island Truck – Rail Intermodal (LITRIM)
- Computer Associates Access Improvements
- Bridge Parapet Replacement Projects
- Bridge Rehabilitation Projects

**Town of Hempstead Engineering: Royle Street Drainage – Contract Administrator:** Project involved determining feasible alternatives for drainage improvements for an outlet pipe at the eastern terminus of Royle Street. Topographic survey, base-mapping and drainage easements were obtained. Alternatives included installing a new drainage pipe to convey stormwater via a closed system to an existing culvert at Lakeview Road.

**Westchester County Department of Public Works and Transportation: (Transportation Contract No. 15-513) Tuckahoe Road (CR36) Rehabilitation Winnebago Road to Bronx River Parkway, City of Yonkers, NY - Contract Administrator:** The project rehabilitated Tuckahoe Road (Westchester County Route No. 36) from Winnebago Road to the Bronx River Parkway, a distance of 0.17 miles in the City of Yonkers, at an estimated cost of $330,000. The project work included: milling existing asphalt concrete pavement overlay; concrete pavement repairs; filling and sealing joints and cracks; resurfacing with asphalt concrete; installation of new pavement markings; replacing traffic signal loops; installation of ADA compliant sidewalk ramps; repairing catch basins; replacing catch basin frames and grates; replacing damaged curb & driveways; reviewing roadside safety & drainage conditions. Work Zone Traffic Control Plans were detailed to perform construction during off peak weekday hours utilizing lane shifts and one lane roadway operations.

**50 Charles Lindbergh Boulevard, Suite 503 • Uniondale, New York 11553**
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GEB ENGINEERS

## MATTHEW T. HOFFMAN, P.E.
## Project Engineer

**NYSDOT, Region 10 – Civil Engineer 3 – Regional Design QA/QC Engineer:** Supervise staff overseeing quality control and quality assurance on project development projects in NYSDOT Region 10. Manage staff responsible for review and approval documents, preliminary and advanced detail plan reviews and processing of PS & E materials. Oversee permit reviews, guiderail warrant investigations, value engineering studies and coordinate regional review of proposed changes to NYSDOT procedures, policies and specifications. Supervise Regional Pricing Engineer, Regional Special Specification Coordinator, Regional Drainage Engineer and Regional Utility Engineer.

**NYSDOT, Region 10 – Civil Engineer 3: Design Supervisor:** Responsible for the supervision of Consultant Managers and Squad Leaders engaged in all phases for routine to complex projects. Regularly monitor project development to verify technical correctness of plans, accuracy of project timeline and compliance with project budget. Utilize available resources to meet program and project goals. Represent NYSDOT in meetings and interactions with public officials, citizens groups and individual citizens. Develop and present project overviews at public hearings and meetings. Coordinate with regional and Main Office functional units. Coordinate with Federal, State and Local agencies. Oversee the development of Consultant Scope of Services and lead contract negotiations with consultant firms. Routinely tasked to serve on Consultant Selection Committees. Ensure continual development, training and education of staff to maximize productivity. Responsible for development of RFQ's and RFP's for NY Route 347 projects as well as conducting information meetings for prospective proposing firms. Chaired Roslyn Viaduct task force; task force met during development of Roslyn Viaduct Replacement project to gather public suggestions on the project design. Responsible for maintenance of NY Route 347 Management Plan and Finance Plan per the FHWA requirements for Major Project (over $500m).

**NYSDOT, Region 10 – Civil Engineer 2: Design Squad Leader:** Primarily responsible for supervision of NYSDOT engineering staff and consultant designers engaged in final design of routine to complex projects. Completed projects include:

- Southern State Parkway R & P: Cross Island Parkway to Hempstead Avenue
- LIE TSM Improvements: Exits 30 to 64 (Consultant Design)
- NY 27 R & P: New York City Line to Franklin Avenue
- Traffic Counter-Flow Prevention on All Limited Access Highways: Nassau & Suffolk
- LIE HOE Lighting: Exits 49-57 (Consultant Design)
- NY 27 R & P: Hicks Street to Sixth Street
- NY 27 R & P: Horseblock Road to William Floyd Parkway
- NY 101 R & P: NY25A to Harbor Road
- NY 454 Reconstruction at Old Willets Path Intersection
- Northern State Parkway Rehabilitation and Resurfacing: LIE to NY 454
- Maintenance of Traffic During Sagtikos Bridge Emergency
- Emergency Dolomite Resurfacing Projects
- NY 27 R & P: Connetquot Avenue to Pond Road
- NY 27 Shoulder Reconstruction: Phyllis Drive to Horseblock Road
- MPT for Emergency Goose Creek Mabey Bridge
- NY 27 Service Road 3R: Belmont Avenue to NY 231

**PHILIP S. CIMINO, P.E.**
**Chief Engineer**

**Education**
Masters Studies,
University of Connecticut

Bachelor of Science,
Civil Engineering / City
College of the City
University of New York

**Active Registration**
Professional Engineer

**Professional Affiliations**
New York State
Association of Traffic
Safety Boards – past
Division Chairman

Institute of
Transportation
Engineers

ANG Civil Engineers
Association

American Consulting
Engineers Council

National Society of
Professional Engineers

**PSC Engineering – Principal:** Responsible for all activities of the firm. Provided a wide array of services centered within transportation planning and engineering. Provided building renovation/cost analyses and site infrastructure review, highway, ramp, and intersection design, roundabout design, traffic control signal and coordinated signal system design, and actuated low bridge advance warning systems. Assisted various town and villages with infrastructure, transportation and safety issues. Assisted various consulting firms with building design and damage mitigation, traffic control signal design, and infrastructure inspection. Provided review of consultant design and inspection of projects for various towns and villages. Provided traffic and transportation planning services to developers for traffic improvements, levels of service analyses, expert testimony and site planning.

**Town of Islip - Town Engineer:** Direct the inspection of all contracted work on public buildings, recreational facilities, parking lots, traffic lights and controlled studies of waste disposal facilities. Direct the review of site improvement plans for sub-divisions. Recommend acceptance or revision of sub-division layouts. Provide up-to-date zoning maps for public use and for reference by other departments for tax purposes. Supervises inspections performed by the engineering department and makes recommendations regarding acceptance of improvements. Supervise consultants' engineering activities pertaining to roads, bridges and drainage structures. Investigate and processes complaints relating to roads, grading and drainage.

Conduct surveys to establish lines and grades in engineering projects for other agencies. Act in an engineering advisory capacity to the Town Board or other town agencies. Provide engineering design for roadway, parking lots, street lighting, traffic control signals, signing and pavement markings.

**ConnDOT - Associate Transportation Engineer:** Designed segments of interstate and state highways, geometric improvements at intersections, traffic control signals, interstate and state highway signing, and pavement markings. Reviewed consultant contract submittals for roadway and traffic control signal improvements. Inspected various state roadway, bridge and traffic control signal construction projects. Analyzed accident histories at intersections, along roadways and at railroad grade crossings; recommended improvements; established priorities using benefit/cost; and designed improvements.

**Storch Engineers - Chief Engineer:** Managed large traffic control signal design projects. Instructed on traffic control signal design, roadway geometry, signing and pavement marking improvements. Assisted several town traffic engineering departments with structural office and technical engineering advice. Provided contract development and technical assistance to associate consultant offices.

GEB ENGINEERS

## PHILIP S. CIMINO, P.E.
## Chief Engineer

**PRC Voorhees - Chief Engineer:** In-charge of remote office responsible for the physical inventory of traffic control signal equipment at signalized intersections, recommended improvements needed to bring signals into compliance, and design of central computerized coordinated signal systems for all traffic control signals in the New York boroughs of Brooklyn and Queens.

**Voorhees Engineering - Engineering Trainee:** Checked structural building design and piling calculations. Field checked building structure and suitability for expansion.

**U.S. Air Force/Air National Guard - Rank of Major:** Engineering officer in charge of roadway, building and runway infrastructure. Reviewed consultant submittals, supervised design and maintenance projects. Subsequently, Commander of Prime Beef Team with responsibility to initiate and construct bare base and runway facilities for forward aircraft operations. StanEval Officer responsible for inspections of base operations, training and readiness.

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# 3.0 Fees

# 3.0 Fees

## Fees

The underlying multiplier of the billing rates are 2.8 for BFJ and 2.7 for GEB.

BFJ does not apply a multiplier to reimbursables.

**BFJ:**

| | |
|---|---|
| Georges Jacquemart: | $235.00 |
| Lauren Rennée: | $115.00 |

**GEB:**

| | |
|---|---|
| Phil Cimino: | $230.00 |
| Matthew Hoffman, PE: | $148.50 |

# Appendix A

southburlington
PLANNING & ZONING

Thursday June 30, 2016

To Whomever It May Concern:

This is to confirm that starting in 2007 BFJ Planning and specifically its Principal Mr. Georges Jacquemart, P.E., AICP has been acting as a traffic engineering advisor to the City of South Burlington, VT. His responsibilities include the review of the major development applications in the City's Traffic Overlay Zones to assess their traffic generation and proposed mitigation measures. In that context he also appeared as an expert witness on behalf of the City of South Burlington in cases before the Vermont Environmental Court and has been instrumental in representing the City's interests. BFJ Planning also assists the City in reviewing traffic impact studies for major developments proposed outside of the Traffic Overlay District. The City of South Burlington is very pleased with BFJ's services.

Please feel free to contact me at my email address at pconner@sburl.com if you have any questions.

Sincerely

Paul Conner, AICP, MCIP
Director of Planning & Zoning

575 Dorset Street South Burlington, VT 05403 tel 802.846.4106 fax 802.846.4101 www.sburl.com

# Appendix B

BFJ Planning

MEMORANDUM

| | |
|---|---|
| Date: | March 10, 2016 |
| Project Name: | CVS Pharmacy – NY Route 50/Lake Hill Road |
| Subject: | Review of Jan 7 Traffic Assessment |
| From: | Georges Jacquemart |
| Contact Information: | T. 212.353.7477 E. G.Jacquemart@bfjplanning.com |
| | Lauren Rennée<br>T.212.353.7484 E. l.rennee@bfjplanning.com |
| To: | Kathryn Serra, P.E., Project Engineer<br>C.T. Male Associates<br>T. 518.786.7651 E. k.serra@ctmale.com |

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BFJ has reviewed Creighton Manning's (CM) Traffic Assessment for the proposed CVS Pharmacy, dated January 7, 2016 and a school bus trip assessment memo, dated March 2, 2016. The project consists of the construction of a new 13,225 square foot pharmacy/store on the northwest corner of the intersection of Saratoga Road (NY Route 50) and Lake Hill Road (Saratoga County Route 58). This store would replace the existing CVS Pharmacy on Saratoga Road, located approximately 500 feet south of the intersection. This memo comments on the study's assumptions and requests additional information and revisions.

1. Existing Conditions

The results of the ATR counts from December 2015 justify that the worst operating conditions occur during the PM peak period. However, the turning movement counts used as the baseline volumes were collected nearly 11 months prior, in January 2015. The following table compares volumes from both counts at the two ATR collection points: north side of Saratoga Road and west side of Lake Hill Road.

| Count Date and Type | Saratoga Road (N) | | | Lake Hill Road (W) | | |
|---|---|---|---|---|---|---|
| | NB | SB | Total | EB | WB | Total |
| January 20 2015 Turning Movement Counts | 521 | 412 | 933 | 307 | 510 | 817 |
| December 3-9 2015 ATR Counts | 576 | 445 | 1021 | 340 | 456 | 796 |
| % Change | 11% | 8% | 9% | 11% | -11% | -3% |

The ATR counts recorded an 8% increase in traffic at the intersection's southbound approach and an 11% increase at the eastbound approach. These are not reflected in the study's baseline volumes used in the Synchro analysis. BFJ recommends the turning movement volumes from January 2015 are adjusted to reflect volumes collected in December 2015.

2. Trip Generation

BFJ has verified the trip generation for the CVS Pharmacy uses the recommended rate from ITE Trip Generation Manual for this land use. CM has chosen to use a more conservative pass-by traffic deduction of 40% than the ITE average of 49%, a decision that BFJ supports given the small sample of available data.

3. Future Traffic Volumes

It is not clear based on the narrative provided on Page 5 exactly where the approved Lake Hill Road Gas Station is located and how many additional trips it will generate. BFJ recommends that CM indicate the location of this development on the study area map and provide a graphic showing additional vehicle traffic generated from the gas station.

4. Synchro Analysis

BFJ has reviewed the inputs for the Synchro capacity analysis and believes that the westbound left turn movement was incorrectly coded as Dallas Permitted plus Protected. Despite the left turn signal head, the westbound approach does not have a left-turn lane nor louvered signals. This incorrect "turn type" likely impacts the phasing assumptions and LOS calculation for the intersection. BFJ recommends that CM expand their discussion of signal operations in the Existing Conditions section to clarify the operation of the westbound approach and location of detectors.

5. Mitigation

CM recommends the Town and State grant an exemption to the requirement to mitigate impacts arguing that the project will produce less trips than NYSDOT Region 1's 100 peak direction trip threshold. This threshold was adopted by NYSDOT based on recommended practices from ITE. However, ITE recommends this as general guideline and acknowledges that studies are necessary for developments generating fewer than 100 trips in areas that are already experiencing traffic issues. The study intersection fits that criteria.

BFJ recommends CM remove the following language on Page 5:

> *The analysis results showing minor impact to the overall intersection confirm the NYSDOT and ITE volume threshold policies. No mitigation is recommended after site development.*

The Level of Service analysis shows additional vehicles generated from the project cause a significant increase in delay at the northbound left turn lane. BFJ recommends that CM investigate whether improvements to signal phasing and timing could mitigate this 46% increase in delay time from 31.3 to 45.8 seconds.

6. School Traffic

BFJ has reviewed CM's March 2, 2016 memo addressing concerns regarding school traffic during the peak hours. We believe CM sufficiently proves that CVS's peak hour will not coincide with afternoon school dismissal.

BFJ Planning

**MEMORANDUM**

| | |
|---|---|
| **Date:** | May 15, 2015 |
| **To:** | The Borough of Madison Planning Board<br><br>CC. Raymond M. Codey, Borough Administrator; Robert E. Vogel, P.E.., Borough Engineer; Susan G. Blickstein, AICP/PP,PhD, Planning Consultant; |
| **From:**<br>**Contact Information:** | Georges Jacquemart<br>**T.** 212.353.7477 **F.** 212.353.7494 **E.** G.Jacquemart@bfjplanning.com |
| **Subject:** | Review of the amended parking management plans dated 5/13/15 for the KRE Madison NJ Urban Renewal Application. |

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We reviewed the amended Parking Management Plan (Sheet 1 of 1 revised 5/13/15) prepared by Bohler Engineering, as well as the Parking Management Plan Narrative also prepared by Bohler Engineering and dated May 1, 2015.

We acknowledge the revisions and improvements that have been undertaken since our meeting on Monday May 11.

The plan proposes 232 spaces exclusively reserved for residents (numbered spaces) plus 60 spaces to be shared by guests, restaurant patrons, community room visitors and residents during the peak residential demand i.e. between 10 PM and 7 AM. The parking supply ratios for reserved spaces only are 2.0 per apartment for the condominium Buildings C/D, 1.63 for Building A and 1.6 for Building B. BFJ believes that these ratios are high for a TOD development, and that such a supply does not need any additional use of the shared spaces by the residents. If we include the 60 shared spaces in the residential supply – they will all be available during the night hours when the residential demand peaks, the total residential ratio for the project would be 2.16 spaces per apartment. The applicant believes that the market for this project requires the number of parking spaces supplied and that the residents will need to use some of the shared spaces during night hours.

We propose four general principles for the parking management plan for this project:

1. Organize and manage the parking system such that about 60 spaces can be available on site to the restaurant and community room during those hours when both of these uses could be active (all evenings and weekend lunch time)
2. Adopt policies and programs that offer travel options and manage the parking resources in an efficient manner
3. Fill up the garages under Buildings B and C/D as much as possible by the residents and their visitors so that the spaces on the main entrance (22 spaces) plus the spaces on the Green Village Road aisle (38 spaces) can be made available for restaurant and community room activities. And plan for a scenario where some of the spaces under Building A may be used for the restaurant or community room.
4. Monitor future parking occupancies and, in case there is an excess of parking spaces, allow the Borough to lease some of the excess spaces to rail commuters.

BFJ Planning

**MEMORANDUM**

In view of these principles, we recommend the following changes and additions to the plan:

a. The 2-hour parking regulation along the main entrance drive needs to be effective from 9 AM to 10 PM, otherwise the residents or visitors of the development could park there during periods when the restaurant is busy. The 10 AM to 7 PM limitation proposed by the applicant would allow a resident or guest to park on the main drive until 12 noon and starting at 5 PM, clearly in conflict with the restaurant's busy hours. The 10 PM limitation allows a resident or visitor to arrive at 8 PM and to park there all night long. The sign should also say "Monday thru Sunday" to make it clear that this restriction is effective seven days a week (assuming that the restaurant will operate 7 days per week).
b. The applicant should also consider a time limitation for the spaces along the Green Village Road drive to prevent commuters form parking there. In that case the 2-Hour parking limit could be in effect from 9 AM to 7 PM, unless the restaurant requires greater availability of parking on that drive as well.
c. We recommend that the applicant provides 2 parking spaces along the Green Village Road driveway for shared cars (Zip cars or Enterprise car sharing). The applicant should negotiate this with the car sharing organization and should advertise this to future tenants and condo owners. The presence of shared cars on the site will be an important amenity to the future residents and will affect the car ownership ratio.
d. It is our understanding that the condominium owners in Buildings C and D will not have title to parking spaces but that they will be assigned 2 parking spaces each on level 2 under Buildings C/D. We recommend that the right to the 2 parking spaces be unbundled from the price of the condominium and that the condominium owners pay for each of the spaces they want to use or that they lease them on a monthly basis (they would then pay for the parking spaces monthly together with their maintenance charges). These strategies will generate points for the LEED designation of this project. The unbundling of parking for Buildings C and D, combined with the shared cars will tend to reduce car ownership below the 2 cars/apartment ratio. Any unused spaces on level 2 could then be used by residents of building A or by visitors to Buildings C/D.
e. The tenants in Buildings A and B should also be charged on a monthly basis for the use of 1 or 2 parking spaces and those charges should be added to their monthly rental bill. These tenants should also be made aware of the regulations for the shared spaces, specifically of the 2-hour maximum parking rule up to 10 PM.
f. To provide flexibility for use of the spaces under Building A (possibly by restaurant or community room users) we recommend the following assignment priorities: 1) Building B residents should first be assigned under Building B, next on level 1 under Buildings C/D. 2) Building A residents should first be assigned to level 1 under C/D then under Building A. The restaurant employees should be assigned to park under Building A. The restaurant employees will have access to that parking area anyway because it represents the back of the restaurant.
g. We recommend that parking occupancies in the garages and the outside shared spaces be monitored and reported to the Borough on an annual basis. The applicant should confirm and report car ownership ratios by type of apartment. If the occupancies for the 38 spaces along the Green Village Road drive are regularly underutilized during the 7 AM to 7 PM hours, the key commuter hours, the Borough should be authorized to lease these spaces to rail commuters.

The applicant should explain whether the parking area under Building A will be mechanically ventilated or whether it satisfies the requirement for natural ventilation, i.e. the rule that 50% of half the sides be open.

BFJ Planning

**MEMORANDUM**

| | |
|---|---|
| **Date:** | August 18, 2014 |
| **To:** | Raymond M. Codey, Borough Administrator; Robert E. Vogel, P.E.., Borough Engineer; Astri J. Baillie, Council Member; Susan G. Blickstein, AICP/PP,PhD, Planning Consultant |
| **From:** | Georges Jacquemart |
| **Contact Information:** | **T.** 212.353.7477 **F.** 212.353.7494 **E.** G.Jacquemart@bfjplanning.com |
| **Subject:** | Review of 2014 Honeywell Site 2014 GDP Report and Traffic Impact Study (DRAFT for internal review purposes) |

---

## Review of 2014 General Development Plan for 101 Columbia Road, Township of Morris

This GDP essentially proposes to subdivide the property into 4 development parcels plus one open space parcel. There would be two office parcels and two residential parcels as follows:

- Office/Lab Parcel A, 16.8 acres, 185,000 SF to be retained by Honeywell
- Office/Lab Parcel B, 64.2 acres, 715,000 SF to be redeveloped as new class A office or laboratory by the applicant (Rockefeller Group)
- Residential West Parcel, 28.2 acres with 71 townhouse units to be developed by a third party
- Residential East Parcel, 37.5 acres with 164 townhouse units to be developed by a third party

The GDP plan also proposes a network of private roads that connect the 4 parcels to public highways. One of the existing roads is to be disconnected. The following are our comments and concerns:

1. The plan utilizes the setback areas to satisfy a portion of its 10% open space requirement (See figure 5). This is contrary to the intent of the setback and open space requirements. Placing the open space into the setback areas of development parcels may negate the benefit of a setback and restrict the use of the open space area.
2. It is not clear from the circulation plan that each of the 4 parcels would have direct access to the 3 major public highways serving the site, as the property has today. For example, the discontinuation of the existing road in the northwest area may discourage or even prevent traffic generated in Parcel A from using internal roads (Road B) to get to and from Madison Ave/Rte 124. Based on Figures 5 and 6, one could conclude that all traffic generated in Parcel A has only one access point, Road C off Columbia Road. This would mean that a vehicle with a destination in Parcel A and an origin in Madison would have to drive up Park Avenue and make a left onto Columbia Road, or drive up Rte 124 to Normandy Parkway and then to Columbia Road to get to Parcel A. Such a circulation pattern has significant negative traffic impacts compared to today's condition where we have one large parcel with direct connections to all 3 public highways. A similar question could be raised for the new Road R off Columbia Road in Figure 6. It should be noted that the Traffic Impact Study prepared by Langan for this application (Appendix 7 of the GDP Plan Report) assumes for the purposes of traffic distribution that each parcel and all traffic generators have direct connections to all three public roads, as the Honeywell site has today. The GDP circulation element needs to reflect the assumption

of 1 traffic zone with a more comprehensive street network, or the traffic study needs to be corrected and needs to treat the site as separate traffic zones, each with its own distribution pattern. A more comprehensive and flexible street network will also make it easier to serve the future developments with shuttle services.

3. By creating residential zones on this parcel there is an opportunity to create a "community" where to some degree people can live and work in the same zone, and where we can reduce the external traffic generation. However, that requires a more integrated land-use and circulation plan, with a greater density of walkways and bicycle paths.
4. A GDP plan of this magnitude needs to have a Transportation Demand Management (TDM) element that shows how the applicant will reduce traffic impacts through a more comprehensive circulation element, a greater integration of the land uses, a commitment to shuttle services, pedestrian and bicycle improvements, car sharing (like Zip Car) and other measures. Currently, the plan only shows a walking path along Road B (Figure 6).

## Review of Appendix 7 Traffic Impact Study by Langan Engineering and Environmental Services, Inc.

General Comments:

The May 29, 2014 Langan study (appendix 7 of the GDP Report) basically concludes that the proposed plan does not have any negative traffic impacts because it generates about the same amount of traffic as the re-occupancy of the existing buildings would generate. On one hand, the Langan study does recognize that 6 traffic movements at the intersection of Columbia Turnpike and Park Avenue operate at levels of service E or F today (Table 5 page 15) and that these conditions will worsen substantially with either the re-occupancy of the existing buildings or the proposed project. The study also recognizes the beneficial effects of the new ramp connection to/from eastbound Route 24 (shown in Tables 5 and 6). On the other hand, it states that the redevelopment of the site does not require the Rte 24 ramp realignment project (bottom of page ii) and the applicant does not offer any monetary contribution toward its implementation. This is contradictory and misleading.

While the study mentions extensively the new ramp connections to/from Route 24 as a Morris County project, and it refers to it as a "future Route 24 ramp project by Morris County" (page iv), it barely mentions that this project is not funded and is not scheduled in any improvement plan, neither a County plan, nor a State plan. Similarly, the Langan study recognizes that the traffic conditions will worsen substantially (overall levels of service F) at the intersections of Madison Avenue with Normandy Parkway and with Kahn Road/Old Glen Road with either the re-occupancy of the existing buildings or the proposed project, but it does not propose any improvements, other than mentioning the approach widenings that have been suggested in the Louis Berger Study prepared for Morris County. The Langan report explains these short-term and long-term improvements from the Louis Berger Study and shows the beneficial effects on traffic conditions at these two intersections, but fails to mention that these improvements are not budgeted by the County and, in the case of the intersection of Madison Avenue and Kahn Road, will probably require right-of-way acquisition.

To conclude, we feel that the Langan study is misleading in tone and content because its summary Tables 5 and 6, which indicate that traffic levels of service would improve, rely on new ramp and intersection widening projects that are neither funded nor programmed. The columns in Tables 5 and 6 entitled "With Bypass Road" and "With Improvements Identified in Regional Report" should be discarded, since they assume investments

that are not programmed nor funded.

Given the substantial traffic delays projected at the northerly intersections in Morris Township, we can expect a greater percentage of project traffic to circulate to and from the south. The Langan study assumes that 9% of the project's office traffic will circulate to and from the center of Madison (5% via Park Ave and 4% via Madison Ave, see Figure 11) and that 3% of the residential traffic will circulate to and from downtown Madison. These percentages will likely be higher if the above traffic conditions are not improved. The Langan study needs to analyze traffic conditions at some of the key intersections in Madison, such as Park and Ridgedale Avenue, Park and North Street, Park and Chateau Thierry Avenue, and Madison Avenue and Danforth Road.

Another major short-coming of the Langan study is the assumption that Parcel A, with the 185,000 square feet of office space to be retained by Honeywell, will be occupied by 105 employees only. Whereas this may be the plan for the near-term, an employee density that low – 1,762 square feet per employee – is not realistic nor sustainable in the long term. Historically, the Honeywell employee density at this site was about 5 times higher than that, and the current general trend is toward even higher office densities. The GDP application is not for 105 employees in Parcel A but for maintaining 185,000 square feet of office/research lab. The traffic impact study must reflect the traffic generation of 185,000 square feet of office space, which is substantially higher that the generation of 105 employees.

The following is a list of more minor issues in the Langan report:

1. On page 19 first paragraph, last sentence: the text mentions a lower delay under the build condition for both peak hours; Tables 5 and 6 show a slightly higher delay
2. On page 21 second paragraph, the delay in the pm peak hour is slightly higher, not lower
3. On page 21 fifth paragraph, the delay in the pm peak hour is slightly higher, not lower
4. In Figure 18 we believe that with the Rte 24 ramp connection there will be some residential traffic driving up Park Avenue and making a left turn into Road B, rather than driving up Madison Avenue to reach their residential destinations and as shown in Figure 17 without the Rte 24 ramp connection. Presumably a northbound left-turn lane will be provided if this new intersection gets built. This may be true also for the traffic distribution in Figure 12 in comparison to Figure 11.
5. We question the traffic distribution in Figure 12 along Eastbound Columbia Road turning right into West Honeywell Drive and turning right into East Honeywell Drive. It seems that the percentages turning into East Honeywell Drive should be higher since there is substantially more office floor area along East Honeywell Drive. The same is true in the reverse direction for the westbound left turns into these two driveways.

## Zamft, Eric

**From:** Georges Jacquemart <g.jacquemart@bfjplanning.com>
**Sent:** Monday, November 07, 2016 12:33 PM
**To:** Sherman, Andrea
**Cc:** Zamft, Eric
**Subject:** RE: RFP Response: Additional Fee Information

Hello Andrea, we have two billing rates that we use (besides higher rates that we use as expert witnesses in court): standard billing rates that we use for private clients, and public rates that we use for our municipal clients and non-profit organizations. The rates we quoted to you are our public rates, since the Village would be the client even if the funds are reimbursed by the applicant. We use the same rates for other municipal clients where we perform these review services and occasionally work on a project directly for the municipality.
I think that a key criteria in this selection , and a criteria that is difficult to assess, is the fact that our reviews are objective and to the point. We focus on the items that are important to the Village, and do not spend time on items that are not relevant. I mention this because we have been in situations in the past where the reviewing consultant spend more money than it took to undertake the underlying traffic study.
Please let us know if you have any other questions.
Best regards
Georges

**Georges Jacquemart, P.E., AICP**
Principal

BFJ Planning
115 FIFTH AVENUE
NEW YORK, NY 10003
T. 212.353.7477
F. 212.353.7494
E: g.jacquemart@bfjplanning.com

WWW.BFJPLANNING.COM

---

**From:** Sherman, Andrea [mailto:ASherman@portchesterny.com]
**Sent:** Monday, November 07, 2016 9:43 AM
**To:** Georges Jacquemart
**Cc:** Zamft, Eric
**Subject:** RE: RFP Response: Additional Fee Information

Good Morning Georges,

Thank you for sending along this additional information. To clarify, are your hourly fees the same regardless of whether the project is initiated by an applicant or a municipality?

Thanks,
Andrea

**Andrea Sherman**
*Assistant Planner*

THE Chazen COMPANIES®

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Engineers ♦ Land Surveyors ♦ Planners ♦ Environmental & Safety Professionals ♦ Landscape Architects

# VILLAGE OF PORT CHESTER

## Traffic and Transportation Engineering Professional Services

## RFP #2016-07


Prepared for:
Christopher D. Steers
Village Manager
Village of Port Chester
222 Grace Church Street
Suite 150
Port Chester, NY 10573

Proposal Contact:
The Chazen Companies
Tom Johnson, P.E., PTOE
Transportation Services Manager
21 Fox Street
Poughkeepsie, NY 12601


September 30, 2016

Proposal # PT16-004

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HUDSON VALLEY
21 Fox Street
Poughkeepsie, NY 12601
P: 845.454.3980

CAPITAL DISTRICT
547 River Street
Troy, NY 12180
P: 518.273.0055

NORTH COUNTRY
375 Bay Road
Queensbury, NY 12804
P: 518.812.0513

CENTRAL NEW YORK
721 E. Genesee Street
Syracuse, NY 13210
P: 315.251.1013

NASHVILLE
3200 West End Ave., Ste. 500
Nashville, TN 37203
P: 615.783.1628

*Correspondence from the Hudson Valley Office*

September 28, 2016

Christopher D. Steers, Village Manager
Village of Port Chester
Village Clerk's Office
222 Grace Church Street, Suite 150
Port Chester, NY 10573

*Re: Traffic and Transportation Engineering Professional Services, RFP #2016-07*
*Chazen Proposal No. PT16-004*

Dear Mr. Steers:

The Chazen Companies (Chazen) are pleased to present our Proposal to the Village of Port Chester for *Professional Traffic and Transportation Engineering Services*. We believe we are well-suited to serve the Village in this capacity considering the experience of our team, and most importantly, our long history of serving municipalities in the manner requested by the Village of Port Chester. This experience will be a value to the Village when considering the transformational needs faced by the Village with continued redevelopment on vacant properties such as the hospital campus, induced growth as the Village continues to be attractive to the influx of Millennials.

Our services are tailored to meet the needs of our clients; we believe that Port Chester can benefit for the following reasons:

- Chazen is a full service consulting firm with a staff of 120 professionals and we can deliver projects in a timely manner. We provide municipal engineering and planning services to more than a dozen municipalities throughout the Hudson Valley region, including the Westchester County municipalities of Peekskill, New Rochelle, and Mamaroneck.
- Thomas Johnson, P.E., PTOE will lead all Traffic and Transportation Engineering services. Tom has over 30-years' experience assisting municipalities throughout NYS with their Traffic and Transportation Engineering needs. He has led the preparation of traffic impact analyses, transportation planning studies, complete street evaluations, and site specific safety/signal evaluations.
- Our transportation engineering and planning experience includes comprehensive system wide growth evaluation of the Luther Forest Technology Campus (Malta NY), site specific impact studies for hospitals and institutions, and development of corridor plans that have resulted in successful pedestrian transformations (Route 9 Lake George). We are Complete Street experts and advocates.
- We have reviewed hundreds of projects and dozens of Environmental Impact Statements (EIS) for a variety of controversial projects, including residential, commercial and industrial projects. We understand how to work with the development community and to create and protect a record that will withstand litigation.

Our proposal highlights our experience and skills to provide the Traffic and Transportation Engineering services that the Village desires. We are confident that we can provide the Village with timely, cost effective, and high-quality service. We look forward to developing a relationship with the Village of Port Chester.

Sincerely,

Tom Johnson, P.E., PTOE
Transportation Services Manager

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# Contact Information


**The Chazen Companies**
Chazen Engineering, Land Surveying & Landscape Architecture Co., D.P.C.
Chazen Environmental Services, Inc.
Chazen Engineering Consultants, LLC (Tennessee)

**Contact: Thomas R. Johnson, P.E., PTOE, Transportation Services**
**Direct: 518.266.7369**
**Email:** tjohnson@chazencompanies.com

| HUDSON VALLEY | CAPITAL DISTRICT | NORTH COUNTRY | CENTRAL NEW YORK | NASHVILLE, TN |
|---|---|---|---|---|
| 21 Fox Street | 547 River Street | 375 Bay Road | 721 E. Genesee Street | 3200 West End Ave., Ste. 500 |
| Poughkeepsie, NY 12601 | Troy, NY 12180 | Queensbury, NY 12804 | Syracuse, NY 13210 | Nashville, TN 37203 |
| P: 845.454.3980 | P: 518.273.0055 | P: 518.812.0513 | P: 315.251.1013 | P: 615.783.1628 |
| F: 845.454.4026 | F: 518.273.8391 | F: 518.812.2205 | F: 518.273.8391 | F: 518.273.8391 |


**Form of Business**
Design Professional Corporation

**Ownership of Business:**

*Senior Principals:*

Richard H. Chazen, P.E.
Daniel W. Stone, P.E.
Mark A. Kastner, P.E., President
Steven J. Alex, L.S., Vice President, Land Surveying
Joseph M. Lanaro, P.E., Vice President, Engineering
Christopher Round, AICP, Vice President, Planning Services
Russell Urban-Mead, CPG, LEED® AP, Vice President, Environmental Services
Lauren Gillett, PHR, Vice President, Human Resources
Stuart Mesinger, AICP, Vice President, Land Development

*Principals:*

James Connors, P.E., Senior Director, Land Development
Roger Keating, P.E., LEED® AP, Director, Land Development
James "Andy" Rymph, RLA, LEED® AP, Director, Landscape Architecture
Peter Romano, P.E., Director, Land Development
Chris Lapine, P.E., LEED® AP, Director, Land Development
Eric Johnson, P.E., LEED® AP, Director, Municipal Engineering
Sean M. Doty, P.E., LEED® AP, Manager, Municipal Engineering
Barbara Beall, PWS, LEED® AP, Director, Natural Resources
Ed Larkin, PE, LEED® AP, Manager, Code Compliance and Inspection
Arlette St. Romain, Director, Environmental Services
Bruce Wells, LS, Director, Land Surveying
George Cronk, P.E. Director, Municipal Engineering
Larry Boudreau, RLA, Director, Land Development

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# 1. Firm Introduction

ALBANY BUSINESS REVIEW

BPtW

2015 BEST PLACES TO WORK

## Firm Introduction

The Chazen Companies was founded in the historic Hudson Valley region of New York in 1947. We provide engineering, land surveying, planning, environmental and safety consulting, landscape architecture and construction services to clients throughout the Northeast. We focus on creating effective, long-term partnerships while delivering world class levels of performance from our offices in the Hudson Valley, Capital District, North Country, Central New York and Nashville, Tennessee.

Chazen is an employee-owned firm representing municipalities, agencies, developers, landowners, utilities, institutions, industries and not-for-profits. Many of our staff are LEED® certified. We closely review emerging technologies and practices to ensure that our clients are introduced to high-value, reliable, cost-effective practices. From project concept to completion, we collaborate closely with clients, taking a customized approach to every project.

Chazen provides communities with municipal engineering and planning services and specializes in supporting local boards during the review of applications, both small and large. We have been providing these services to communities for some of the most significant projects that have come to the region in the last decade.

## AREAS OF PRACTICE

- Brownfield Redevelopment
- Civil Engineering
- Code Compliance
- Construction Observation and Inspection
- Ecological Studies
- Environmental Remediation
- Environmental Risk Management and Asset Protection
- Environmental Site Assessments
- Forensic Investigations
- Geographic Information Systems
- Geotechnical Engineering
- Grantsmanship
- Land Surveying
- Land Use and Comprehensive Planning
- Landscape Architecture
- Parks and Recreation Planning and Design
- Public Participation
- Regulatory Compliance and Permitting
- SEQRA and NEPA Compliance
- Site Planning and Design
- Solid Waste Management
- Stormwater Management
- Structural Engineering
- Transportation Planning and Engineering
- Utility Engineering
- Visual Impact Assessment and Simulation
- Wastewater Collection, Treatment and Disposal
- Water Resource Development
- Water Supply, Treatment and Distribution
- Wetland Delineation and Permitting
- Zoning Approvals and Permitting

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# 2. Core Competencies

## Transportation and Traffic Engineering

Chazen's transportation engineering team designs and offers alternatives that help provide safe and efficient movement of traffic through addressing multi-modal transportation needs. Our transportation planning process combines the science of information analysis with the art of obtaining public participation, prioritizing needs, forecasting future conditions and visualizing innovative solutions. Our range of Transportation Engineering Services include:

- Traffic Data Collection and Surveys
- Traffic Impact and Feasibility Studies
- Site Access and Circulation Studies
- Expert SEQRA Reviews
- Traffic Signal Analysis and Designs
- Roadside Sign Inventory and Evaluations
- Traffic Safety and Accident Analyses
- Traffic Modeling and Simulations
- Parking Studies
- Intersection, Highway and Freeway Analyses
- Intersection and Roadway Design
- Intelligent Transportation Systems
- Work Zone Traffic Control Plans
- Right-of-way Acquisition Activities

## Engineering

Chazen's engineering group offers a variety of technical and professional services that serve many clients within a diverse group of markets. Our clients benefit by working with a team of professionals that are responsive to ever-changing technical environments and the convenience of working with one firm to fulfill most project related needs. Our range of Engineering Services includes:

- Municipal Planning and Engineering
- Civil/Site Planning and Development
- Stormwater Management (local, community and regional)
- Water Supply, Treatment and Distribution
- Wastewater Collection, Treatment and Disposal
- Highway/Transportation Planning and Design
- Subsurface Interpretation and Foundation Systems
- Structural Systems (Building and Special Structures)
- Solid Waste Management Facilities
- Utility Systems
- Construction Engineering and Administration
- Forensic Investigations (Condition Assessments, Investigations, Expert Witness Testimony)

## Transportation Planning

Chazen's planning group helps communities visualize their future through creative land use strategies. We currently serve as consulting planners and engineers to a number of municipal planning, zoning and Town and Village Boards. In addition to reviewing development proposals for our municipal clients, we are experts in preparing comprehensive plans, waterfront revitalization plans, zoning ordinances, and related land use tools tailored to local circumstances. We are also experienced in preparing a wide range of non-regulatory tools to help implement local planning goals and objectives, including community design guidelines, recreation and open space plans, economic development strategies, natural resource inventories, transportation plans, and capital improvement plans. Our Planning Services include:

- Comprehensive Plans and Master Plans
- Environmental Impact Statements
- Corridor and Area-wide Studies
- Context-Sensitive & Complete Streets Integration
- Bicycle, Pedestrian and Trail Planning
- Multi-modal Transportation Plans
- Access Management & Access Permitting
- Traffic Calming Evaluations

# 2. Core Competencies

## Environmental

Chazen's environmental services group has been providing turnkey environmental consulting services to our municipal, commercial, industrial, and institutional clients for over 20 years. Whether your project is as straight-forward as a due diligence evaluation of property or as complex as the investigation and remediation of chemical impacts to soil, sediment, and water, you need a consultant that understands the scientific principles and regulatory requirements, and is able to leverage this knowledge against the project objectives. The Environmental Services group assists our clients with:

- Environmental Due Diligence/Property Transaction Support
- Regulatory Compliance, Permitting and Auditing
- Environmental Risk Management and Asset Protection
- Flora, Fauna and Habitat Assessment
- Wetlands Survey, Assessment and Mitigation Plans
- Water Resource Management
- Brownfield Site Redevelopment Strategy
- Remedial Site Investigation, Delineation and Design
- Field Services- GPR, Soil and Groundwater Investigation, ACM and Pb Paint Surveys
- Site Remediation
- Energy Alternative Support
- Environmental Stewardship and Sustainability

## Landscape Architecture

Chazen's landscape architecture group works closely with clients and team members to combine the art of landscaping with the reality of site development. Chazen's landscape architects are assembled to produce creative and functional ideas for a wide variety of clients and projects. We combine the art of landscape design with site development to create distinctive architectural solutions for any project type. Our professionally accredited and accomplished staff collaborates with in-house groups to design and implement exceptional finished products. Our Landscape Architecture group provides services such as:

- Feasibility Studies
- Site Design/Schematic Design
- Land Analysis
- Land Use Analysis
- Planting Design
- Public Presentations
- Parks & Recreation Design
- Site Inventories and Assessments
- Pedestrian and Traffic Circulation Systems
- Parking Studies
- Visual Assessments and Simulations
- Viewshed Analyses
- Wetland Mitigation
- Site Lighting Plans

## Land Surveying

Chazen's land surveying group provides clients with professional land surveying services that utilize state-of-the-art technology and modern equipment. Our professional land surveyors combine unique quality assurance processes with knowledge and experience to offer a diverse range of survey and mapping products. Our computerized data collection systems, robotic total stations and GPS (Global Positioning Systems) capabilities translate to a project that is delivered on time and on budget, while maintaining the high quality expected by our clients. Land Survey Services include:

- Subdivision, Residential Title and Property Line Surveys
- ALTA/ACSM Land Title Surveys
- Topographic Surveys
- Construction Layout
- GPS Surveying, Static and RTK
- Right-of-Way Mapping
- Digital Terrain Modeling
- Photogrammetric Control Surveys
- Land Records Research
- 3D High Definition Laser Scanning

# 2. Core Competencies

## Construction Services

Chazen's construction services group assists our clients in turning design into reality. Working closely with our other service groups or an outside designer, our inspection staff will strive to meet the true intent of the design and fulfill the client's needs while ensuring a quality, timely, cost effective product. The Construction Services team assists with:

- Construction Inspection and Administration
- Review of shop drawings and material submissions
- Budgeting and cost controls
- Field Engineering and Survey
- Scheduling
- Stormwater inspection
- Maintenance and Protection of Traffic
- Constructability reviews
- Analysis and mitigation of claims and "extras"

## Health and Safety

Chazen's health and safety group provides environmental health and safety services to the industrial, environmental, utility and municipal industries. Our offerings range from on-site safety talks to comprehensive environmental, health and safety audits. Our experienced instructors can customize a class to efficiently and thoroughly train your staff for all aspects of general site safety and project specific topics. In 2013, Saratoga Safety was acquired by The Chazen Companies and is now their wholly owned subsidiary doing business as Saratoga Safety, LLC. In addition to our main training facility in Troy, we will come to your facility to conduct training or can arrange training at our Poughkeepsie office.

Our services include:

- All aspects of Hazardous Materials, Construction, and First Aid/CPR Training
- Corporate H&S Manuals
- Project Specific Safety Plans and Checklists
- Site and PPE Audits
- Industrial Hygiene Monitoring and Services

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We have collected representative examples of our experience in performing reviews of large scale land development projects, conducting traffic impact studies, preparing transportation plans (including creative solutions to address multi-modal needs), as well as signal design and pedestrian studies. We have term agreements with a number of communities to provide these services and we are listed on the NYSDOT Local Design Services Agreement (LSDA) in Region 7.

PROJECT REVIEWS

HAMPSHIRE COUNTRY CLUB ENVIRONMENTAL REVIEW, VILLAGE OF MAMARONECK



Chazen is currently assisting the Village of Mamaroneck Planning Board with the SEQRA and site plan review of a proposed 105-unit unit residential development on the site of the Hampshire Country Club. The project is highly controversial and is subject to intense public scrutiny. Major issues include development in a coastal floodplain, traffic, pedestrian access, ecological impacts, visibility and visual appearance, fiscal and demographic impacts, soil contamination, and stormwater management. The project also involves review for compliance with a number of local ordinances and planning documents including the Village's Floodplain Ordinance, Architectural Review Standards, Local Waterfront Revitalization Plan and Comprehensive Plan. Chazen is assisting with all aspects of the review including drafting the scoping document and representing the Planning Board while the applicant's consultants conduct field work. Chazen will conduct completeness and technical reviews of the DEIS and prepare the Findings Statement for the Planning Board.

LUTHER FOREST TECHNOLOGY CAMPUS/ADVANCED MICRO DEVICES/GLOBALFOUNDRIES FAB 8.1/FAB 8.2



Chazen has been assisting the Saratoga County Towns of Stillwater and Malta with SEQRA and site plan review of a series of projects that now constitute approximately 2 Million square feet of manufacturing, R&D and administrative space and a $20 billion investment and which is the largest construction/economic development project in the US.

Between 2001 and 2003, Chazen worked with the Town Board of the Town of Stillwater to create a Planned Development District (PDD) for the Luther Forest Technology Campus (LFTC). The Campus is a 1,200-acre technology park in the Towns of Malta and Stillwater intended to attract microchip fabrication and related businesses. Chazen subsequently worked with Malta's consultants to draft the scope for the project's Generic Environmental Impact Statement (GEIS), reviewed the GEIS and drafted the Town's PDD for the project. Chazen was also instrumental in revenue sharing and infrastructure development negotiations between the Towns and the project sponsor. Infrastructure development included extension of water, sewer and power lines to the project site, as well as road improvements, including several major upgrades and the construction of a new bypass from Northway Exit 11. The road improvements have been implemented in a phased manner as project build-out occurs.

In 2006, Chazen began working for the Town of Malta (in addition to Stillwater). At that time Advanced Micro Devices (AMD) proposed to amend the PDD zoning in both towns so that it could locate a manufacturing plant in the Park that would meet its specifications. Chazen prepared a supplemental GEIS (SGEIS) scope, reviewed the SGEIS and then worked with both towns to amend their PDDs. AMD then agreed to locate in the Park. AMD subsequently spun off its manufacturing interests to GLOBALFOUNDRIES, Inc., which subsequently constructed the manufacturing plant.

Construction commenced in 2009, and the Town of Malta requested that Chazen provide planning, engineering and construction inspection support to ensure seamless execution of the project. Chazen assisted the Planning Board in its site plan review of the project. The initial construction phase support included a project ombudsman who is responsible for monitoring overall project compliance with the campus planned development district regulations, SEQRA thresholds and local plan approvals and conditions. Chazen recently assisted the Town in review of Fab 8.2 which will add 400,000 square feet of manufacturing space to the campus. Chazen is currently assisting the Town in the SEQRA review of a package of proposed revisions to the PDD laws.

TRAFFIC IMPACT ANALYSES

TOWN OF MALTA TOWNWIDE GENERIC ENVIRONMENTAL IMPACT STATEMENT

*Malta, NY*

Chazen is currently working with the Town of Malta in preparing an update to the Town's Townwide Generic Environmental Impact Statement (GEIS). A draft update has been completed and is currently in the Town review process. The scope of work includes preparation of a buildout analysis utilizing the Town's recently update zoning scheme, development of two alternate growth scenarios and preparation of a Townwide traffic impact analysis examining 32 intersections and related highway segments. The GEIS will identify both traditional mitigation measures and alternate transportation strategies to accommodate growth. The GEIS scope also includes examination of the town's recreation and open spaces resources, trails, and infrastructure. The GEIS will include an update to the town's fee in lieu of mitigation measures.

VASSAR BROTHERS MEDICAL CENTER

*Poughkeepsie, NY*

Vassar Brothers Medical Center (VBMC) recently received approval for an expansion that includes a new inpatient pavilion in the southwest corner of the VBMC campus. Totaling 696,440 gross square feet (gsf), the new addition will bridge Livingston Street, and house 264 private patient rooms, new emergency department, 30 critical care beds, loading dock, central plant expansion, interventional suite, conference center, café, helipad, and new hospital inpatient lobby. The new VBMC campus will be developed into four distinct and separate zones – inpatient, outpatient, service, and emergency. Chazen completed a Traffic Impact Study and Parking Study to identify the traffic and parking improvement needs of the expansion as well as full civil site design and SEQRA services.

HEALTH QUEST NORTHERN DUTCHESS HOSPITAL EXPANSION

*Rhinebeck, NY*

Northern Dutchess Hospital in the Village of Rhinebeck, NY includes a three story 87,000 square foot hospital addition and is expected to open in 2016. Chazen prepared the Stormwater Pollution Prevention Plan, Engineering Report, and Site and Landscaping Plan, and Traffic Impact Analysis as well as designed water, sanitary sewer, and storm utility infrastructure.



Design challenges included the parking reconfiguration and expansion of existing parking lots throughout the hospital campus, providing adequate pedestrian and vehicular access during and after construction, rerouting and expanding existing utilities, protecting and enhancing existing landscaping and the public approval process.

HUDSON VALLEY HOSPITAL CENTER, CORTLANDT, NY

Chazen conducted a full campus as-built survey, civil engineering and landscape architectural components for a major expansion of the Hudson Valley Hospital Center in Cortlandt, NY. The project included a 60,000 square foot 3-story medical office building, 15,000 square foot 2-story north wing addition, 60,000 square foot 4-story south wing addition and 45,000 square foot 3-story parking garage and site circulation improvements. Chazen was responsible for water, sewer, stormwater and utility relocations, traffic projections for the expansion, reconfiguration of highway entrance configurations to improve automobile circulation patterns, ground level parking redesign to address the new hospital building exit design and landscape improvements designed to complement the proposed architecture.

ST. PETER'S HOSPITAL MASTER FACILITIES EXPANSION AND TRAFFIC STUDIES, ALBANY, NY



The project includes the construction of a new six-story tower, as well as the creation of upwards of 1,000 new parking spaces in an expanded parking garage that was completed in 2008. The hospital renovated and replaced more than 500,000 square feet of existing diagnostic and treatment facilities. The total number of beds remain at 442, but 70 percent of them were converted into private rooms.

Chazen was the lead planning and site design consultants on this project. Our first responsibilities included organizing all project consultants for the development of the projects' Draft and Final Environmental Impact Statements. Associated studies included detailed Traffic Impact Studies, water and wastewater studies, site circulation studies and neighborhood growth impact studies.

During the second phase of the project Chazen's completed a campus wide redevelopment master plan and implementation strategy. Components of this work included a complete redesign of on-site roadway and related pedestrian circulation systems, development of a new parking management system and modification of various components of nearly all on-site utilities. Chazen continues to provide periodic design and construction services to the hospital.

ST. FRANCIS HOSPITAL PARKING AND TRAFFIC IMPACT ANALYSIS, POUGHKEEPSIE, NY

Chazen conducted a campus-wide Parking Analysis, a Parking and Access Management Plan, and a Traffic Impact Study (TIS) for the St. Francis Hospital site in the Town of Poughkeepsie. These activities were associated with the development of an 80,000 sq. ft. Medical Arts Pavilion facility within the campus. The parking analysis required intensive data collection including daily parking occupancy counts in multiple parking areas and classification of parking space supply and demand and its relationship to category of hospital service.

Additional Traffic Impact Analyses

- Continental Commons Mixed Use Development, Fishkill, NY
  Traffic study of the Route 9 corridor adjacent to I-84 for retail and hotel uses.
- Grove Street Assisted Living Center, Lloyd, NY
  Traffic assessment for expansion of facility to accommodate additional beds.
- Smorgasburg, Kingston, NY
  Traffic, parking, and circulation assessment for large-scale Farmers Market on a former industrial site.
- Dutchess County Justice & Transition Center, Poughkeepsie, NY
  Traffic study for a new correctional facility.
- Great Barrington Mixed-Use Development, Great Barrington, MA
  Traffic study for mixed-use development of retail, office, and residential uses.
- Maple Leaf Child Care Center, Halfmoon, NY.
  Traffic study for a 200-student day care facility.

TRANSPORTATION/CORRIDOR PLANNING

## LAKE GEORGE ROUTE 9 GATEWAY PLAN

*Lake George, NY*

Travelers visiting the Town of Lake George enter the area from US Route 9 as they Exit I-87 (the Northway). The existing wide travel lanes, lack of access control, cluttered signage, and the absence of pedestrian and landscape features do not create an attractive entrance to the Lake George region, and does not offer much protection in the way of best management stormwater practices along the gateway. Acknowledging the importance of the gateway, the Town of Lake George hired Chazen to assist the community in developing a new vision for Route 9 with the establishment of the Route 9 Gateway Plan.



The resulting plan has been widely accepted by business and citizens alike and has since been awarded $545,000 from the NYS EFC Green Infrastructure Grant Program (GIGP) for initial construction. Chazen is currently designing stormwater retrofits with green infrastructure practices to address stormwater quality along Route 9. The plan includes tree trenches with stormwater infiltrators, bio-retention areas, porous sidewalks and green medians. Stormwater currently collected within the NYS Route 9 right of way and routed to West Brook will be intercepted and routed to these green practices along the corridor and plantings will utilize native species.

## MALTA ROUND LAKE CORRIDOR PLAN

*Malta, NY*

Since 2009, Saratoga County has experienced a 21 percent increase in population. Much of this growth can be attributed to the area's high quality of life and to such economic initiatives as GLOBALFOUNDRIES. While there are many benefits associated with this growth, increased traffic demand on local roadways has been problematic in some locations. One area of concern has been Interstate 87's Exit 11 Round Lake Road corridor. Facing a 30 percent increase in traffic over the next decade, Malta asked Chazen to help prepare a complete streets plan for the corridor that would complement the area's existing small-scale commercial and residential neighborhood characteristics.




Adopted as a comprehensive plan amendment, the Malta Round Lake Road Corridor Plan has been added to the Capital District Transportation Committee's (CDTC) Transportation Improvement Plan (TIP), which is used to allocate federal transportation funding. Since being added to the TIP, the project has been awarded $4.75 million in funding. Portions of the project were also awarded $250,000 of Safe Routes to School funding. The plan included improved and expanded sidewalks, bike lanes (with access to the County's Zim Smith Bike trail), bus stops, planted medians, single lane roundabouts, controlled access and wayfinding signage.

COLD SPRINGS ROAD CORRIDOR RECONSTRUCTION
*Stillwater, NY*

Chazen was the project administrator, town designated engineer and supporting technical consultant assisting the Town of Stillwater with the re-development of approximately 6.3 miles of roadway, including Cold Springs Road, Fitch Road, Farley Road and Elmore Robinson Road (NYSDOT PIN #1757.53). Technical elements included subsurface exploration and interpretive analysis in support of roadway reconstruction, utility inventory, coordination and relocation planning, and technical support to the highway design team, including the development of the storm water management plan and SWPPP for linear application. Chazen developed the Design Report for SEQRA coverage, which evaluated impacts to surface waters and wetlands, a Toler analysis, evaluated ecological impacts, Chazen's surveying services included establishing primary project control employing static GPS methods and secondary control using conventional surveying equipment and techniques. Chazen will be managing construction, supporting contract administration, as well as construction inspection (SWPPP inspection and environmental monitoring).

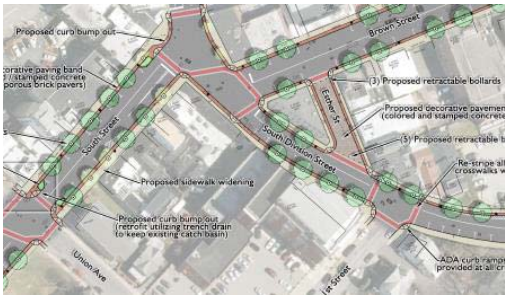
CDTC/EAST GREENBUSH ROUTE 4 ZONING AND DESIGN GUIDELINES
*Malta, NY*

Chazen was successful in obtaining funding for the development of mixed use zoning and design guidelines along Stillwater US Route 4 corridor and Hudson River waterfront. Ultimately, the zoning is intended to encourage economic revitalization within the Town's historic Riverside neighborhood and encourage use of the Hudson River.

STREETSCAPE

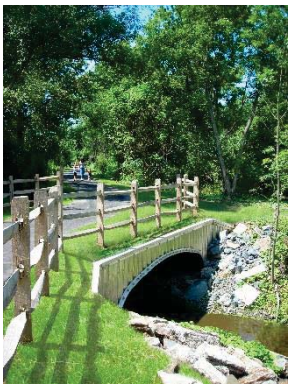
PEEKSKILL BROWN, SOUTH AND SOUTH DIVISION STREETS
*Peekskill, NY*

Chazen is currently working with the City for preparation of streetscape improvement plans for South, South Division and Brown Streets in downtown Peekskill. A detailed topographic and boundary survey has been prepared and Chazen is currently producing final design plans for the streetscape corridors. Highlighted elements of the project will include new curbing, pedestrian sidewalks and decorative surface treatments, new crosswalks/bump-outs for traffic calming, new pedestrian scale lighting, pedestrian signal upgrades, street trees, signage and street furnishings. The project is being developed in two phases with the second phase of construction occurring in 2016.



## TRAIL/PEDESTRIAN PLANNING

### HISTORIC STILLWATER MULTI-USE TRAIL
*Town of Stillwater, NY*





The first phase of the trail project was substantially complete in 2007 creating a 1.1-mile, 10-foot wide multi-use trail along the existing railroad bed corridor in the Town of Stillwater, Saratoga County, NY. Design elements of the project included, overlook/rest areas on platforms extending out from the rail bed, a Con-span culver crossing, decorative fencing, wayfinding signage, interpretative signage to highlight the natural and historic resources; as well as trailhead improvements including site furnishings, plantings at the trailheads, and period lighting fixtures. The project provided $370,000 from NYSDOT Multi-modal monies with the remainder from local sources. Chazen's responsibilities included grant administration, design, preparation of contract documents, permitting through NYSDEC as well as construction oversight.

The latest phase of the trail was constructed in 2014. This new trail section is an extension of the previous 1.1-mile section and starts at the former northern terminus of the trail network at the southern end of Railroad Avenue and runs north as a new 6' wide asphalt path along the eastern side of the road until a point about 600 feet south of the intersection with Campbell Road where it enters the woods to the east. Once in the woods, it becomes a stone dust path winding along the existing topography and includes two wooden pedestrian bridge crossings over existing wetlands. At its northern end, the trail exits the woods at a new gravel parking area and trail head along Campbell Road and includes new landscaping and signage, as well as split-rail fencing and picnic table areas. A link to the existing pedestrian sidewalks along Route 4 is also provided via a new stretch of concrete sidewalks on the southern side of Campbell Road.

### KAAL POINT PARK SUSPENDED WALKWAY
*City of Poughkeepsie, NY*



Chazen recently developed conceptual design, a project summary report including regulatory and permitting analysis and an opinion of probable cost for a proposed suspended walkway and associated park improvements in the City of Poughkeepsie just north of the Mid-Hudson Bridge. The suspended walkway would be located over the Hudson River on the west side of Kaal Rock Point Park and connect back to the north into Waryas Park, and south into Kaal Rock Park. Chazen has designed the project to be consistent with the City's local waterfront revitalization plan.

CREATING HEALTHY PLACES TO LIVE, WORK AND PLAY

*Warren and Washington County, NY*

Creating Healthy Places to Live, Work and Play is a Glens Falls Hospital Health Promotion Center initiative that is funded by the New York State Department of Health. Chazen worked with the Creating Healthy Places to Live, Work and Play program to help promote complete streets initiatives throughout Warren and Washington Counties with resources to support the understanding and implementation of planning and design of complete streets.

Chazen conducted a series of hands-on complete streets workshops that focus on how select pedestrian and transportation improvements can facilitate healthy living choices and opportunities. Workshops were conducted in Warren and Washington County communities. Concept plans to address urgent needs were prepared for the Towns of Warrensburg and Kingsbury as well as the Village of Hudson Falls. The Town of Warrensburg also adopted updated street design standards and a Complete Streets policy as a result of the activities.

MUNICIPAL TERM AGREEMENTS

CITY OF PEEKSKILL

*Westchester County, NY*

Chazen has been the designated engineer to the City of Peekskill since 2013. We staff the Planning Commission as their professional engineering consultant. Chazen also provides engineering, planning, environmental, grantsmanship and other professional services for individual projects advanced by the City. Notable projects recently completed/near completion for the City include Fleischmann Pier, Brown Street Revitalization, Hollowbrook Dam and Lower South Street Brownfields Program.

As part of our consulting services to the Planning Commission, we provide the engineering reviews for applications before the board including but not limited to minor/major subdivisions, lot line adjustments, special use permits, site plan applications and planned development districts.

Chazen also provide construction inspection services. Chazen has provided plan review and specialized project oversight, including structural and building code compliance.

*Capital Projects:*

- Lincoln Depot Plaza Phase I
- Lincoln Depot Plaza Phase 2
- Peekskill Landing Waterfront
- Fleischmann Pier Waterfront
- Brown Street Revitalization
- Division Street Revitalization
- Wiccopee Reservoir Engineering Analysis
- EPA CSO Consent Order
- Fort Hill Trails Grant
- City Water Supply Grant
- Hollowbrook Dam Engineering Analysis
- RF Metering RFP
- Nelson Parking Garage Structural Review
- Lower South Street Brownfield Program
- Paramount Theater
- Corporate Drive Landfill
- City Hall UST
- Flood Certification

*Planning Board Reviews (Since 2013):*

- South Division St
- 1031-1037 Main Street 100 Unit Buildings
- 2 John Walsh Blvd Holiday Inn
- Morgando Residence
- 55 Hudson Restaurant
- Stop and Shop Fuel Cell
- Lake View Drive Apartment
- 419 Washington Bus Storage
- 9-11 Broad Street
- One Park Place Mix Use
- Crystal Bay Marina
- Fort Hill Planned Neighborhood
- 922 Main Street Artist Lofts
- Spectra Algonquin Gas Line

TOWN OF MALTA
*Saratoga County, NY*

Chazen has been the designated engineer and planner to the Town of Malta since 2006. We staff the Town Board, Planning Board and Zoning Board of Appeals as their professional planning and engineering consultant. Chazen also provides engineering, planning, environmental, grantsmanship and other professional services for individual projects advanced by the Town. Notable projects recently completed/near completion for the Town include completion of the Downtown Rezoning Master Plan as well as the technical review of the GLOBALFOUNDRIE/LFTCEDC PDD Amendment.

Chazen provides other various engineering services to the Town including the developing of standards and specifications of highways and drainage systems, assisting with annual MS4 compliance, design of pedestrian/roadway systems, and conducting plan reviews for the building department.

As part of our consulting services to the Planning Board, we provide the engineering and planning reviews for applications before the board including but not limited to minor/major subdivisions, lot line adjustments, special use permits, site plan applications and planned development districts. Further, Chazen assists the Town in review of projects against the Town's unique formed based code.

Chazen also provide construction inspection services for all planning projects that propose conveyance of infrastructure to the Town. We ensure the project's infrastructure is installed in accordance with the approved plans and we also provide engineering certifications to completed work.



*GLOBALFOUNDRIES FAB8 Code Reviews / Inspection and Site Plan Review / SEQRA Compliance*



*Ellsworth Commons Mixed-Use Development*

*Capital Projects:*

- Maltaville Water District Feasibility Study
- Updates to Town Highway / Drainage Specifications
- US Route 9 Sidewalk Improvements Design, Permitting & Construction Services
- Parade Ground Village Sidewalk Improvements Design, Permitting & Construction Services
- Round Lake Preserve EPF Grant Application, Concept Plan & Estimate
- Round Lake Preserve Wetland & Habitat Assessment
- Ruhle Road Pedestrian Bridge Bi-annual Inspections
- East Line Road Recreational Facilities Traffic Impact Study and Parking Management Plan
- Round Lake Road Corridor Study
- Downtown Master Plan Update & Rezone Recommendations
- GLOBALFOUNDRIES Fab8 Building Code Reviews / Inspections
- Old Post Road Culver Rehabilitation
- East High Street Culvert Rehabilitation
- Bellflower Road Drainage Improvements
- Brownell Road Drainage Improvements

*Planning Board Reviews (Since 2009):*

- Lake View Landing 140 Lot Major Subdivision
- Cramer Road 72 Lot Major (Conservation) Subdivision
- LFTCEDC Power Lines Site Plan
- LFTCEDC Power Substation Site Plan
- LFTCEDC / AMD GEIS, FEIS, PDD & Site Plan Review
- LFTCEDC / AMD Minor Subdivision
- Blacksmith Square Mixed Use Development Special Use Permit / Site Plan
- Ellsworth Commons Mixed Use Development Architecture Standards Review
- Saratoga Hospital Medical Campus Site Plan Review
- Saratoga Lofts Apartment Project
- Park Place Apartment Project
- Woodfield Residential Subdivision
- LFTCEDC Construction Logistics Plan
- Panera Bread Site Plan
- Home2 Suites Site Plan
- Shecky Subdivision
- Maple Forest Subdivision

## ADDITIONAL MUNICIPAL TERM CONTRACTS

Municipal governments that we currently have term contracts as a designated engineer or planner are as follows:

**Town of Bethlehem, Albany County**
Town Designated Engineer / Planner
2010 – 2015

**Town of Queensbury, Warren County**
Town Designated Engineer / Planner to Planning Board
2011 – Present

**Lake George Park Commission**
Designated Engineer to Commission
2011 – Present

**Village of Fort Edward, Washington County**
Village Designated Engineer
2011 – Present

**Town of Lake George, Warren County**
Town Designated Engineer / Planner to Planning Board
2012 – Present

**Town of Milton, Saratoga County**
Town Designated Engineer
2014 – Present

**Washington County**
County Planner (contract)
2011 – Present

**Town of Lake Luzerne, Warren County**
Town Designated Engineer / Planner to Planning Board
2006 – Present

**Town of Niskayuna, Schenectady County**
Town Designated Engineer / Planner to Planning Board
1998 – 2011

**Town of Rotterdam, Schenectady County**
Town Designated Engineer / Planner to Planning Board
1999 – 2011, 2014, 2015

**City of Peekskill, Westchester County**
Town Designated Engineer
2014 - Present

## SIGNAL DESIGN/EVALUATION

### CRANDALL/ORVILLE STREET SIGNAL EVALUATION

*Glens Falls, NY*

Chazen performed an intersection safety and operational evaluation of this local roadway through an on-call Traffic Engineering term agreement with the local MPO, Adirondack/Glens Falls Transportation Council. The study resulted in the City of Glens Falls removing the traffic signal and adding stop signs to the intersection.

### CRANDALL/SHERMAN AVENUE SIGNAL EVALUATION

*Glens Falls, NY*

Chazen performed an intersection operation evaluation including traffic signal warrant analysis and operational analysis of both signalized and unsignalized intersection operations through an on-call Traffic Engineering term agreement with the local MPO, Adirondack/Glens Falls Transportation Council.

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# 4. Project Team



At Chazen, we believe that our staff is our most valuable asset. Our professionals are licensed and certified, and we encourage them to continuously advance their skills throughout their careers.

The following are brief biographies of project staff:



**Christopher Round, AICP, Senior Principal, Vice President, Planning Services**

*Role: Principal-in-Charge*

Mr. Round has extensive experience providing land use planning and environmental services to local communities and private clients. He leads Chazen's Planning Services Group where he also manages private land development projects, preparation of Environmental Impact Statements, and development of municipal comprehensive plans/land use regulations. He also serves as town planner to several municipalities and has assisted numerous communities with capital improvement projects/plans, municipal infrastructure planning/fundings/permitting, and economic development related functions. He has a strong understanding of SEQRA, municipal operations, infrastructure funding sources and project management.



**Thomas R. Johnson, P.E., PTOE**

*Role: Project Manager*

Mr. Johnson is the Transportation Services Manager in the firm's Engineering Services Group. He is a Registered Professional Engineer in the State of New York as well as six other states. Mr. Johnson is also a Certified Professional Traffic Operations Engineer (PTOE). He has 30 years of experience acting as the Town Designated Engineer on traffic matters for many municipalities. Mr. Johnson has worked with clients and on projects throughout New York State as well as the neighboring states of Vermont, New Hampshire, Maine, Connecticut, Pennsylvania, and New Jersey.

His work also encompasses providing expert SEQRA and Technical reviews, safety studies, parking evaluations, access and circulation studies, and traffic signal designs; completing the traffic engineering for infrastructure projects; and presenting project information to elected officials, boards, agencies, and the general public.



**Paul W. Cummings, AICP, LEED® AP, Planner**

*Role: Planning*

Mr. Cummings will manage transportation planning efforts. He is an experienced professional with a background in community and environmental planning, public participation, and technical analysis techniques. Mr. Cummings has a strong complete streets planning resume. He has recently finalized complete streets related projects in Lake George, Potsdam, Newcomb, Speculator, Malta and East Greenbush. His work in Lake George, Potsdam, and Malta has helped secure over $5.75 million in grants.

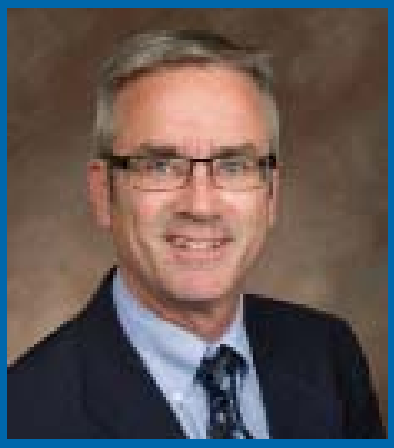


**Edwin A. Droz, Transportation Engineer**

*Role: Transportation Engineering*

Mr. Droz will lead the day-to-day efforts in data collection, analysis, and report compilation efforts for the project. Mr. Droz has over 10 years of experience in the traffic engineering field with NYSDOT, Creighton Manning Engineers, WSP-SELLS and Chazen. Mr. Droz has conducted and reviewed various transportation studies including traffic impact studies, parking studies, access feasibility assessments, and traffic signal design. Mr. Droz has extensive experience with traffic operational software such as Synchro and HCS, Trip Generation by McTrans, and HAS Software 3.0 for accident analysis.

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EDUCATION

BS Environmental Studies, College of Environmental Science Forestry Syracuse, NY

REGISTRATION

American Institute of Certified Planners (AICP) CPN 021934

AFFILIATIONS

American Planning Association (APA)

APA Economic Development Division

Capital District Planning Association

Queensbury Land Conservancy

TRAINING

Strategic Planning for Economic Development

Real Estate Development & Reuse

# CHRISTOPHER ROUND, AICP

*Senior Principal, Vice President, Planning Services*

Mr. Round has over 25 years of experience in providing land use planning and environmental services to local government, institutions and private clients. As Vice-President of Planning he is responsible for the overall operations of the Chazen's Planning service line and the management of complex interdisciplinary projects. Mr. Round is experienced in the development of municipal plans and land use regulations, public participation and outreach efforts as well as securing grant funds for public and private entities. Prior to joining the Chazen Companies, Mr. Round served as the Director of Community Development for Queensbury, New York.

## PROJECT EXPERIENCE

- **Speculator Hamlet Revitalization Plan**
  Speculator, NY
  Worked with community to develop a strategy to improve local business climate through development of improved tourism/infrastructure and local organizational framework.
  *Role: Principal-in-Charge*

- **Town of Lake George Route 9 Gateway Plan**
  Lake George, NY
  Developed a vision for the Lake George NYS Route 9 corridor, which serves as a critical gateway to the Lake George and Adirondack regions.
  *Role: Principal-in-Charge*

- **Town of Stillwater Comprehensive Plan**
  Stillwater, NY
  Prepared a community master plan that was/is utilized to address long-term community needs.
  *Role: Principal-in-Charge*

- **Stillwater GEIS**
  Stillwater, NY
  Prepared a long term evaluation of growth of the Town and how this growth could impact open space, agriculture lands, infrastructure and transportation systems. Developed a fee-in-lieu of mitigation program to manage growth and address impacts.
  *Role: Principal-in-Charge*

- **Glens Falls South Street Streetscape Plan**
  Glens Falls, NY
  Preparation of comprehensive/master plans, corridor plans, land use regulations, buildout analyses/growth projections, capital improvement plans, and infrastructure funding and permitting.
  *Role: Principal-in-Charge*

- **Town of Queensbury Comprehensive Plan**
  Queensbury, NY
  Preparation of comprehensive/master plans, corridor plans, land use regulations, buildout analyses/growth projections, capital improvement plans, and infrastructure funding and permitting.
  *Role: Principal-in-Charge*

- **Potsdam Downtown and Waterfront Revitalization Plan**
  Potsdam, NY
  Preparation of a NYSDOS Local Waterfront and Downtown Revitalization Plan and developed successful grant funding applications to the NYSDOS Inland Waterways Program for its historic downtown and Raquette River waterfront.
  *Role: Principal-in-Charge*

- **Hudson River/Champlain Feeder Canal Inter-Municipal Local Waterfront Revitalization Plan**
  Queensbury, NY
  Preparation of a NYSDOS Local Waterfront and Downtown Revitalization Plan and developed successful grant funding applications to the NYSDOS Inland Waterways Program for its historic downtown and Raquette River waterfront.
  *Role: Principal-in-Charge*

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# THOMAS R. JOHNSON, P.E., PTOE

*Transportation Services Manager*

Mr. Johnson is the Transportation Services Manager in the firm's Engineering Services Group. He is a Registered Professional Engineer in the State of New York as well as six other states. Mr. Johnson is also a Certified Professional Traffic Operations Engineer (PTOE). He has 30 years of experience acting as the Town Designated Engineer on traffic matters for many municipalities. Mr. Johnson has worked with clients and on projects throughout New York State as well as the neighboring states of Vermont, New Hampshire, Maine, Connecticut, Pennsylvania, and New Jersey.

His work also encompasses providing expert SEQRA and Technical reviews, safety studies, parking evaluations, access and circulation studies, and traffic signal designs; completing the traffic engineering for infrastructure projects; and presenting project information to elected officials, boards, agencies, and the general public.

## EDUCATION

B.S., Civil Engineering, 1986,
Clarkson University

## REGISTRATION

Registered Professional Engineer - New York, New Jersey, Connecticut, Pennsylvania, New Hampshire, Maine, Vermont

Certified Professional Traffic Operations Engineer (PTOE)

## AFFILIATIONS

Member – Institute of Transportation Engineers (ITE)

Member – American Society of Highway Engineers (ASHE)

Member – New York State Association of Transportation Engineers (NYSATE)

## PROJECT EXPERIENCE

- **Malta Town-wide GEIS**
  Malta, NY
  Transportation analysis of future growth and improvements needed for that growth.
  *Role: Senior Traffic Engineer*

- **Expert SEQRA and Technical Reviews**
  New Rochelle, Peekskill, New Castle, Cold Spring, Mamaroneck, Newburgh, Colonie, Malta, Poughkeepsie, NY
  Review of Traffic Impact Studies for land use projects.
  *Role: Principal Traffic Engineer*

- **Term Agreement for Traffic Engineering Services**
  Syracuse, NY
  Traffic Engineering Services for this On-Call Service Agreement with completion of over 200 assignments.
  *Role: Senior Traffic Engineer*

- **Jay Street Corridor Study**
  Schenectady, NY
  Traffic engineering for a Complete Street, multi-modal corridor.
  *Role: Senior Traffic Engineer*

- **Syracuse Connective Corridor**
  Syracuse, NY
  Signal replacements and pedestrian upgrades at 16 intersections.
  *Role: Managing Traffic Engineer*

- **Routes 100 and 139 Safety Evaluation Study**
  Somers, NY
  Traffic engineering for analyzing the accident history and countermeasures.
  *Role: Project Manager*

- **Oak Hill Mine**
  Lewis, NY
  Traffic study with expert testimony provided at an Adjudicatory Hearing.
  *Role: Project Engineer*

- **Transportation Assessment for Bayfront Redevelopment**
  Jersey City, NJ
  Analysis of a large-scale development to transform a brownfield site into a pedestrian friendly urban neighborhood.
  *Role: Senior Traffic Engineer*

- **Van Schaick Island Transportation and Revitalization Plan**
  Cohoes, NY
  Transit Oriented Development study with Multi-modal/Transit Plan.
  *Role: Project Manager*

- **Traffic Engineering Services**
  Colonie, NY
  Provide wide-ranging services for this multi-year On-Call Service Agreement.
  *Role: Project Manager*



# PAUL W. CUMMINGS, AICP, LEED® AP

*Senior Planner*

Mr. Cummings' professional background focuses on community revitalization, environmental resource protection, and transportation planning. He has produced a series of downtown and hamlet planning initiatives that are sensitive to local context and grounded in practical implementation measures. He enjoys using visualization tools to make plans easy to read and understand. Mr. Cummings has broad experience in economic development strategies, conservation based planning, municipal funding programs, land use review and approval procedures, and public participation and meeting facilitation,. He holds a National Charrette Institute (NCI) certification. He is an experienced grant writer and is proficient in the use of GIS and data management technologies.

## EDUCATION

Master of Urban and Regional Planning, Environmental Planning and Community Development, University at Albany, 2007

Bachelor of Arts, Political Science, Siena College, 2001

European Politics and British Law, Regents College, 2000 (Study Abroad Program)

## REGISTRATION

American Institute of Certified Planners (AICP)

## MEMBERSHIPS/AFFILIATIONS

National Charrette Institute Certification

American Planning Association

LEED® Accredited Professional

## PROJECT EXPERIENCE

- **Newcomb Smart Growth Hamlet Plan**
  Newcomb, NY
  Assisted Newcomb in exploring desired site design standards that could be incorporated throughout the corridor.
  *Role: Planner/Project Manager*

- **Town of Newcomb Comprehensive Plan**
  Newcomb, NY
  Assisted Newcomb in creating a comprehensive plan seeking to build on the Town's assets.
  *Role: Project Planner*

- **Speculator Hamlet Revitalization Plan**
  Speculator, NY
  Assisted Speculator with the development of a revitalization Strategy.
  *Role: Project Planner*

- **Stillwater/Hudson River Waterfront Revitalization Plan**
  Stillwater, NY
  Local waterfront revitalization plan to identify improvements for the Community's waterfront and comprehensive plan update.
  *Role: Senior Planner*

- **Village of Potsdam Downtown and Waterfront Revitalization Plan**
  Potsdam, NY
  Developed a comprehensive strategy to revitalize the Village's downtown and waterfront.
  *Role: Project Manager/Senior Planner*

- **Blueway Trail Guide**
  Potsdam, NY
  Assisted with the development of a "Blueway Trail" guide for the Raquette River corridor.
  *Role: Planner*

- **East Greenbush Columbia Turnpike & Troy Road Design Guidelines**
  East Greenbush, NY
  Developed a Corridor Concept Plan and Design Guidelines; a practical and implementable guide to revitalizing the corridors through improved land use, site design, and enhanced pedestrian amenities.
  *Role: Planner/Project Manager*

- **Town of Malta Downtown Plan**
  Malta, NY
  Developed a comprehensive plan amendment and zoning strategies to promote a mixed use pedestrian oriented, downtown that will reflect the community's overall vision.
  *Role: Senior Planner*

- **Town of Lake George Route 9 Gateway Plan**
  Lake George, NY
  Developed a vision for the Lake George NYS Route 9 corridor, which serves as a critical gateway to the Lake George and Adirondack regions.
  *Role: Planner*

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# EDWIN A. DROZ

*Transportation Engineer*

Mr. Droz is a transportation engineer with over 12 years of progressively responsible experience. His responsibilities include data collection, trip generation, growth rate analysis, sight distance analysis, signal warrants analysis, level of service analysis, gap analysis, priority investigation locations (PIL) and accident analysis. Prior to joining Chazen, Mr. Droz worked at the NYS Department of Transportation.

## EDUCATION

B.S., Civil Engineering, 2003, Rensselaer Polytechnic Institute, Troy, New York

## AFFILIATIONS

Institute of Transportation Engineers (ITE) – Member 39617

Society of Hispanic Professional Engineers – Alumni

La Unidad Latina Lambda Upsilon Lambda Fraternity, Inc. (LUL) – Alumni Advisor

YMCA Black & Latino Achiever – 2006 Professional Adult Achiever (Recognized by the State of NY Executive Chamber (Governor), Rensselaer County Legislature, NY State Senate and Rensselaer County Executive)

## TRAINING

"Land Use Leads Transportation Requirements" – ITE (2009)

"Traffic Simulation Modeling' – ITE (2009)

"VISSIM Intro" – PTV Vision (2008)

"NHI 142036 – Public Involvement in the Decision Make Process" – US DOT/Federal Highway Administration (2007)

## PROJECT EXPERIENCE

- **St. Peter's Hospital Signal Design**
  Albany, NY
  Assisted in completing construction plans, specifications, and engineer's estimates for the upgrading and/or replacement of five traffic signals in conjunction with the City of Albany Traffic Division. Plans were completed to the latest NYSDOT and City of Albany specifications for traffic signal equipment, signing and pavement markings.
  *Role: Transportation Engineer*

- **New Rochelle Traffic Signals**
  New Rochelle, NY
  Replacement of 13 traffic control signals on Pelham Road in the City of New Rochelle. Additionally, QA & QC was provided for the design of upgrades and/or replacement of an additional 24 signals along the Main Street corridor.
  *Role: Transportation Engineer*

- **Cross Westchester Expressway**
  Westchester County, NY
  Developed and determined safety improvements for MPT (Maintenance and Protection of Traffic) plans including creating and maintaining a network model for the project area, analyzing the data, and drafting the traffic sections.
  *Role: Transportation Engineer*

- **YMCA Facility**
  Monroe, NY
  Analysis of the impact of a proposed 15-20,000 Square Feet facility performed for existing, no-build, and two build conditions alternatives. The analysis consisted of six intersections in the vicinity of the site including determination of a background traffic growth rate in the vicinity of the project and trip generation for the proposed development. The Final Report also included an accident analysis evaluation at the two main roads in the vicinity of the project. The results of the analysis were presented in a report suitable for submission to reviewing agencies.
  *Role: Transportation Engineer*

- **Wallkill Speed Reduction Study**
  Walkill, NY
  Conducted and analyzed the speed reduction study to evaluate residents' request for reducing speed limits at four roads in the Town of Wallkill. The potential for reducing the speed limit on these roads was determined by documenting the existing physical roadway conditions, amount and type of development on the roads and installing multiple Automatic Traffic Recorders (ATRs) along all the study roadways.
  *Role: Transportation Engineer*

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# 5. References

Please feel free to contact the following references for whom we have done work for:

**City of Peekskill**
Jean Friedman
Director of Planning
Peekskill City Hall
840 Main Street
Peekskill, NY 10566
P: 914.734.4218
E: jfriedman@cityofpeekskill.com

**Village of Mamaroneck**
Richard Slingerland
Village Manager
Village Hall of the Regatta
123 Mamaroneck Avenue
Mamaroneck, NY 10543
P: 914.777.7703
E: RSlingerland@vomny.org

**Town of Malta**
Anthony Tozzi
Director of Planning
2450 Route 9
Malta, NY 12020
P: 518.899.2685
E: atozzi@malta-town.org

Client Comments

Here is what our clients are saying about us.

- *"VERY THOROUGH, GOOD COMMUNICATION SKILLS, GOOD COORDINATION WITH SUB CONSULTANTS AND CLIENT-MET VERY AGGRESSIVE SCHEDULE."*
- *"COOPERATIVE AND COMMUNICATIVE THROUGHOUT THE ENTIRE PROGRAM PHASE. I WOULD RECOMMEND THEM FOR FUTURE ASSIGNMENTS."*
- *"CHAZEN TREATS THE TOWN AS AN "A" CLIENT AND PROVIDES THE RESPONSIVENESS THAT THE TOWN EXPECTS; WE ARE NOT GETTING THAT LEVEL OF SERVICE FROM OUR OTHER CONSULTANTS."*
- *"THE DATA AND INFO THAT YOU HAVE PROVIDED SHEDS A NEW LIGHT ONTO THIS PROJECT AND HOW WE SHOULD PROCEED. I WISH THAT I HAD YOU ON BOARD YEARS AGO."*
- *"THE WORK THAT THE CHAZEN COMPANIES AND OUR COMMITTEE VOLUNTEERS HAVE DONE SO FAR IN SERVICE OF THE BEST PLAN OUTCOME IS QUITE LAUDABLE. IT IS A CHALLENGE TO INCORPORATE THE MANY STRANDS THAT COMPRISE A COMMUNITY SUCH AS OURS....AND COME UP WITH A VISION THAT CAN BE DONE IN WORKABLE, AFFORDABLE PIECES."*
- *"TEAM DID A GREAT JOB GETTING THE CONTRACT READY FOR BIDDING, INCLUDING AN ESTIMATE THAT WAS ABLE TO BE BROUGHT DIRECTLY INTO OUR SITE SEAMLESSLY."*
- *"CONSULANT WAS COMMUNICATIVE AND TIMELY IN SUBMISSION. "GOOD COORDINATION WITH APPROVING AGENCIES."*

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# 6. Fee

Our standard fee schedule follows.  Mr. Johnson who will be the project manager bills at $145.00 per hour.

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THE Chazen COMPANIES

# BILLING RATE SCHEDULE
# EFFECTIVE JANUARY 2016

| BILLING TITLE | HOURLY RATE |
|---|---|
| **Senior Professional** | **$195** |
| **Professionals** | |
| Engineers, Geologists, Hydrogeologists, Planners, Landscape Architects, GIS Analysts, Biologists, Environmental Scientists, Surveyors | |
| **Professional V** | **$180** |
| **Professional IV** | **$165** |
| **Professional III** | **$155** |
| **Professional II** | **$145** |
| **Professional I** | **$135** |
| **Assistant Professionals** | |
| Engineers, Geologists, Hydrogeologists, Planners, Landscape Architects, GIS Analysts, Biologists, Environmental Scientists, Surveyors, CADD Specialists | |
| **Assistant Professional V** | **$125** |
| **Assistant Professional IV** | **$115** |
| **Assistant Professional III** | **$110** |
| **Assistant Professional II** | **$105** |
| **Assistant Professional I** | **$100** |
| **Technicians** | |
| Engineers, Geologists, Planners, Landscape Architects, GIS, Biologists, Environmental Scientists, Survey Field Crew, CADD Specialists, Field Staff | |
| **Technician V** | **$95** |
| **Technician IV** | **$90** |
| **Technician III** | **$85** |
| **Technician II** | **$80** |
| **Technician I** | **$75** |
| **Project Administrator II** | **$70** |
| **Project Administrator I** | **$65** |
| **Survey Crew** | **$170** |

**Labor charges include administrative services, telephone, US mail and facsimiles.**

**DIRECT COSTS:** Reimbursable expenses are in addition to personnel charges and include expenditures made in the interest of the project for the expenses as listed below:

- Reproduction of reports, drawings, photocopies and blueprints
- Messenger and express service deliveries
- Travel, tolls, and overnight expenses. Auto use will be charged at IRS standard business mileage rate.
- Maps, photographs, ordinances, plans and other documents directly related to and necessary to complete contractual obligations.

**SUBCONTRACTORS:** Subcontractors work will be billed at actual cost plus 10%.

**SENIOR PRINCIPALS:** Should your project require the services of a Richard Chazen or Dan Stone they will be billed at a rate of $250 per hour.

**COURT PROCEEDINGS:** All requests for appearance before a Judge or other Officer of the court will be billed on a per diem basis at a rate of $2,300 per day, plus direct expenses. Other litigation support will be billed at a rate of $285 per hour, plus direct expenses.

**BILLING:** Project costs will be billed monthly. Invoices are payable upon receipt. Invoices not paid within 30 days will be assessed a finance charge of 1.5% per month.

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Troy, NY 12801
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F: 518.273.8391

NORTH COUNTRY
375 Bay Road
Queensbury, NY 12804
P: 518.812.0513
F: 518.812.2205

CENTRAL NEW YORK
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F: 518.273.8391

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Nashville, TN 37203
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F: 518.273.8391

THE Chazen COMPANIES

# MUNICIPAL BILLING RATE SCHEDULE
## EFFECTIVE JANUARY 2016

| BILLING TITLE | HOURLY RATE |
|---|---|
| **Senior Professional** | **$175.50** |

**Professionals**

Engineers, Geologists, Hydrogeologists, Planners, Landscape Architects, GIS Analysts, Biologists, Environmental Scientists, Surveyors

| | |
|---|---|
| **Professional V** | **$162.00** |
| **Professional IV** | **$148.50** |
| **Professional III** | **$139.50** |
| **Professional II** | **$130.50** |
| **Professional I** | **$121.50** |

**Assistant Professionals**

Engineers, Geologists, Hydrogeologists, Planners, Landscape Architects, GIS Analysts, Biologists, Environmental Scientists, Surveyors, CADD Specialists

| | |
|---|---|
| **Assistant Professional V** | **$112.50** |
| **Assistant Professional IV** | **$103.50** |
| **Assistant Professional III** | **$99.00** |
| **Assistant Professional II** | **$94.50** |
| **Assistant Professional I** | **$90.00** |

**Technicians**

Engineers, Geologists, Planners, Landscape Architects, GIS, Biologists, Environmental Scientists, Survey Field Crew, CADD Specialists, Field Staff

| | |
|---|---|
| **Technician V** | **$85.50** |
| **Technician IV** | **$81.00** |
| **Technician III** | **$76.50** |
| **Technician II** | **$72.00** |
| **Technician I** | **$67.50** |

| | |
|---|---|
| **Project Administrator II** | **$63.00** |
| **Project Administrator I** | **$58.50** |
| **Survey Crew** | **$153.00** |

**Labor charges include administrative services, telephone, US mail and facsimiles.**

**DIRECT COSTS:** Reimbursable expenses are in addition to personnel charges and include expenditures made in the interest of the project for the expenses as listed below:

- Reproduction of reports, drawings, photocopies and blueprints
- Messenger and express service deliveries
- Travel, tolls, and overnight expenses. Auto use will be charged at IRS standard business mileage rate.
- Maps, photographs, ordinances, plans and other documents directly related to and necessary to complete contractual obligations.

**SUBCONTRACTORS:** Subcontractors work will be billed at actual cost plus 10%.

**SENIOR PRINCIPALS:** Should your project require the services of Richard Chazen or Dan Stone they will be billed at a rate of $225 per hour.

**COURT PROCEEDINGS:** All requests for appearance before a Judge or other Officer of the court will be billed on a per diem basis at a rate of $2,070 per day, plus direct expenses. Other litigation support will be billed at a rate of $256.50 per hour, plus direct expenses.

**BILLING:** Project costs will be billed monthly. Invoices are payable upon receipt. Invoices not paid within 30 days will be assessed a finance charge of 1.5% per month.











# VILLAGE OF PORT CHESTER

## Traffic and Transportation Engineering Professional Services

RFP #2016-07

**Submitted to:**
Village of Port Chester
Village Clerk's Office
222 Grace Church Street, Suite 150
Port Chester, NY 10573
Attn: Christopher D. Steers, Village Manager

Creighton Manning
2 Winners Circle | Albany | New York | 12205

September 30, 2016

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ENGINEERS
PLANNERS
SURVEYORS

Creighton Manning

September 29, 2016

Village of Port Chester, Village Clerk's Office
222 Grace Church Street, Suite 150
Port Chester, NY 10573
Attn: Christopher D. Steers, Village Manager

RE: RFP 2016-07: Traffic and Transportation Engineering Professional Services

Dear Mr. Steers:

How the Village of Port Chester's transportation facilities are designed, built and maintained is directly related to the quality of life in the community. Creighton Manning Engineering, LLP has the necessary expertise in traffic engineering to enhance the Village's transportation system to efficiently and safely move pedestrians, cyclists, and vehicular traffic. Your selection of Creighton Manning would have the following advantages:

- ✓ **Capability:** Creighton Manning provides comprehensive transportation services, from planning, operations analysis, design and inspection of multi-modal transportation systems. The firm's traffic engineering and planning services provide municipalities with a clear understanding of a development's potential traffic impact, and creative solutions to mitigate the impact. The firm has a reputation for delivering high quality traffic engineering services to local municipalities and state agencies based on over 50 years in the business.

- ✓ **Experienced Staff:** Ken Wersted, PE, PTOE is a Project Manager specializing in the area of traffic engineering and transportation planning. He is a professional engineer and a nationally certified professional traffic operations engineer with more than 19 years of experience. Ken is a Town designated traffic engineer and attends the Planning Board meetings each month in Newburgh, reviews site plan applications with respect to potential traffic impacts, provides written comments and advises the Board. He is one of 30 licensed professional engineers with expertise in transportation engineering available to the Village.

- ✓ **Communication:** One of the hallmarks of our firm is communication. We will work closely with Village staff to understand your goals, including budget and schedule, on each project and regularly communicate progress, issues and resolutions.

- ✓ **Familiarity:** Creighton Manning is one of Westchester County's pre-qualified on-call engineers to provide transportation engineering services for county-funded projects. We are also the prime consultant on several NYSDOT term agreements for traffic engineering services in the Region 8 area, which includes Westchester County. We are very familiar with the area and local procedures.

Please contact me at 518.689.1814 with any questions regarding our experience and qualifications.

Sincerely,
*Creighton Manning Engineering, LLP*

Shelly Johnston

Shelly A. Johnston, PE, Partner

2 Winners Circle
Albany, NY 12205
518.446.0396 (p)
518.446.0397 (f)
www.cmellp.com

# Qualifications

Creighton Manning Engineering, LLP is a transportation engineering, planning and surveying firm headquartered in Albany, NY. The firm has been providing professional transportation services to municipalities throughout New York State since 1965, and has a well-established reputation for technical expertise in transportation planning and traffic engineering. Professional services offered by the firm that may be relevant to the Village of Port Chester include the following:

- Planning Board reviews including compliance with SEQR, local regulations, and municipal standards
- Traffic Engineering, including traffic signal and ITS design
- Traffic and parking studies and evaluations including sign requests, and speed limit assessments
- Highway design, including complete streets features such as sidewalks and lighting
- Bridge Design, including pedestrian bridge design
- Public Involvement
- Environmental Studies
- Work Zone Traffic Control
- Survey and Mapping
- Environmental Permitting
- Public Utility Design
- Construction Support and Inspection

*"The (Creighton Manning) team is highly qualified, innovative and thorough, and exhibits strong design capabilities."*

*- NYSDOT*

Certification as a Professional Traffic Operations Engineer (PTOE) is a clear demonstration of requisite knowledge, skill and ability in the specialized application of traffic engineering. There are three PTOEs and additional experienced managers at Creighton Manning who have relevant experience in the review of new development projects involving traffic and transportation impact analyses. The firm has the depth and breadth of staff resources to plan, analyze, design and implement a range of surface transportation improvement projects. Senior staff maintain a thorough understanding of NYSDOT policies, standards and specifications. The firm has 70 employees including 30 licensed professionals and continues to grow while maintaining our specialization in transportation services. The firm is fully authorized to provide engineering and land surveying services in New York State.

Creighton Manning's design philosophy and project approach is simple. It is based on the guiding principles of giving the client what they want if it can be delivered within acceptable engineering standards and is safe for all modes of transportation. This foundation is supported by being creative with our engineering solutions and being proactive with our implementation. Creighton Manning understands that every project is unique. The setting and character of the area, the values of the community, the needs of multi-modal highway users, and the challenges and opportunities are unique factors that our Team must consider with any project. The Creighton Manning team, including the Village and other stakeholders, are faced with the task of balancing the need for an identified improvement with the need to safely integrate the project into the surrounding natural and built environment.

# Services

## Traffic Engineering and Planning

Creighton Manning offers a diverse range of traffic engineering and planning services. The firm has a staff of 10 traffic engineers including three nationally certified Professional Traffic Operations Engineers (PTOE). This group has developed around individual strengths and passions, resulting in a team that works well together providing our municipal clients with an outstanding service.

Creighton Manning's professional engineers and planners have extensive experience and capabilities in transportation planning and multi-modal design to create facilities that are safe and efficient for all users.

The firm has established a reputation for delivering high quality traffic engineering services to public agencies, metropolitan planning organizations, , municipalities, developers, town planners, architects, and other engineering consultants. Creighton Manning's traffic assessments provide clients with recommendations regarding a development's impact to safety and efficiency to the surrounding road network. We also provide advice on the proposed development layout, on-site circulation, and the connections to existing roadways.

Creighton Manning's traffic engineering services provided to municipalities includes:

- Planning Board reviews
- Traffic signal design
- Transportation and land use linkage studies
- Intersection evaluations

## Plan Review

Creighton Manning has provided engineering review services to Planning Boards and Town Boards in numerous municipalities across the eastern part of the State. In some municipalities, like the Town of Newburgh and the Town of Ulster, this has been a long standing relationship where we have supported the town on a monthly basis for many years. In other municipalities such as the towns of Halfmoon, Rotterdam, and Niskayuna, we are retained on an as-needed basis to assist the municipality with the review of a site plan application. Representative projects and clients for whom Creighton Manning provided consulting and professional services to the municipality with regard to site plan applications, or planned development district applications, and provided written comments and recommendations, include the following:

- Town of Bethlehem – *Axbridge/Huntersfield*
- City of Rensselaer – de Laet's Landing
- City of Troy - *RPI East Campus Athletic Village*
- City of Saratoga Springs – *Rip Van Dam Hotel*
- City of Kingston – *The Landing Mixed Use*
- Town of Rotterdam – *Dunkin Donuts*
- Town of Kinderhook – *Hannaford Plaza*
- Town of Newburgh – *Mid-Valley Mall*
- Town of Ulster – *Quick Check*

## Transportation Infrastructure Design

Unlike other municipal engineering firms, Creighton Manning provides particular expertise in the design of transportation infrastructure including highways, sidewalks, trails, bridges, roundabouts, and traffic signals. We are one of New York State Department of Transportation's preferred consultants and on the NYS County Highway Superintendent's pre-qualified list of engineering firms. The firm was also recently designated to perform updates to NYSDOT's Strategic Highway Safety Plan, a statewide safety plan that establishes statewide goals, objectives, and key emphasis areas for safety improvement.

### Sidewalk/Bicycle Facilities and Transportation Enhancement

Transportation enhancements projects have unique challenges that typically include constrained funding, limited right-of-way and high public interest. Creighton Manning will assist the Village with both the technical design requirements, including presentation of alternatives, as well as the coordination and presentation to interested community groups and involved stakeholders.

### Intersection Improvements

Creighton Manning has planned, evaluated, designed and progressed through construction numerous intersection improvement projects including new traffic signals, ADA compliant sidewalks and crosswalks, and capacity improvements such as turning lanes. Creighton Manning also offers a unique expertise in roundabout design in both urban and suburban settings. The 18 roundabouts Creighton Manning designed were all in accordance with the NYSDOT Highway Design Manual and in consultation with NYSDOT. These projects include:

- Aviation Road/Dixon Road/Farr Lane Intersection; Town of Queensbury, NY (2014)
- Round Lake Road Corridor (two intersections), Town of Malta, NY (2014)
- US Route 4/Mannix Road Intersection; Town of East Greenbush, NY (2013)
- Fuller Road/Washington Avenue Intersection; City of Albany, NY (2012)
- Couse Corners Intersection Reconstruction, Town of East Greenbush, NY (2011)
- NY Route 85, Slingerlands Bypass (four roundabouts), Town of Bethlehem, NY (2008)
- Centennial Circle, City of Glens Falls, NY (2007)

### Work Zone Traffic Control

Work Zone Traffic Control is a significant issue not only for vehicular traffic but also for pedestrians and bicyclists. A well-designed WZTC plan will minimize the impact of construction on the public while reducing adverse impacts on adjacent property owners. An efficient WZTC plan will also shorten the construction schedule and improve safety for the contractor and the traveling public. Creighton Manning has significant WZTC experience for NYSDOT and municipal highway and bridge projects. Successful strategies have included staged construction; alternating one-way traffic; closure with detours; and temporary structures. Creighton Manning's expertise in traffic engineering and WZTC design will be a direct benefit to projects under this contract. This experience includes:

- NYSDOT Patroon Island Bridge, I-90 over Hudson River and the I-90/I-787 Interchange, Cities of Albany and Rensselaer, NY PIN 1528.68
- Fuller Road/Washington Avenue Intersection, City of Albany, NY PIN 1757.31

## Public Participation

Creighton Manning has completed numerous projects that have required public involvement and the ability to utilize the feedback to help blend engineering, municipal, and citizens' concerns into a consensus decision. The Firm's community participation has ranged from individual meetings with affected property owners, to small presentations to town boards and technical presentation at large-scale public hearings. With a properly structured public participation process, officials, interest groups and the general public will be afforded opportunities to voice their concerns and needs.

# Similar Project Experience

Creighton Manning has directly applicable experience with municipal on-call agreements. We understand the importance of prompt response to task orders, maintaining clear and effective communication, and working with the stipulated budget and schedule. Following are brief descriptions of relevant on-call contracts.

*Town of Newburgh (2000-2016):* Creighton Manning is the town-designated traffic engineer for the Planning Board in the Town of Newburgh. Responsibilities include review of site plans and applicant's traffic studies for reasonableness, accuracy, and completeness; prepare technical comment letters; attend Planning Board meetings; and coordinate with the town, applicant, and involved agencies.

*City of Saratoga Springs On-Call Professional Services Agreement (2012-2016):* Creighton Manning provides professional engineering and planning services on an on-call basis for the City of Saratoga Springs. Under this contract we have provided SEQR review services for a proposed hotel development and designed traffic signals. We have also provided consulting services related to pedestrian safety and access.

*Town of Bethlehem (2004-2016):* Creighton Manning provided technical engineering services for the Town of Bethlehem concerning intersection traffic control in primarily residential neighborhoods. Services included intersection traffic control recommendations for entire developments as well as responding to individual intersection control requests raised by citizens. The scope of work included field data collection including short-term traffic counts and sight distance measurements, where appropriate, and providing intersection traffic control recommendations summarized in technical memos and attending Board meetings.

*Town of Rotterdam On-Call Professional Engineering Services (2014-2016):* Creighton Manning is one of 11 firms to provide professional engineering services on an as-needed basis for the Town of Rotterdam. The Supervisor and/or the Chairman of the Planning Commission are authorized to negotiate a contract based on the specific needs of the Town. Creighton Manning has provided review of traffic impact studies.

*City of Rensselaer On-Call Professional Services Agreement (2012-2016):* Creighton Manning provides professional engineering and planning services on an on-call basis for various municipal projects in the City of Rensselaer. Under this contract we have secured numerous grants for the City, provided engineering and inspection services for multiple water and sewer infrastructure replacement projects, designed a multi-use trail and provided SEQR review services.

*Saratoga County Term Agreement, Saratoga County, NY (2014-2016):* Creighton Manning served as the Saratoga County Department of Public Works' on-call engineers to respond to emergency situations that arise within the County. Typical project scopes included bridge and culvert inspections, surveying, development of structural repair concepts, preparation of detailed design plans and part-time construction inspection.

*Adirondack/Glens Falls Transportation Council (A/GFTC) On-Call Contract (2012-2014):* Creighton Manning provided transportation planning and engineering services to the Council on an as-needed basis to enhance regular MPO activities. A/GFTC uses these agreements and assigns work either in cooperation with area municipalities for selected projects or to assist A/GFTC staff with data collection or design review. Tasks on this contract have included traffic studies, intersection safety studies and pedestrian/bicycle studies.

# Familiarity with NYSDOT, County and Local Procedures

Creighton Manning has provided traffic engineering, design, and construction inspection services to NYSDOT, County, and local municipal projects that vary in size and scope. Many of these projects require strict conformance to the NYSDOT Design Manual and NYSDOT Procedures for Locally Administered Federal Aid Projects (PLAFAP) Manual. We have a proven track record of complying with all applicable Federal, State and local regulations. We have relevant project experience in Westchester County and have worked successfully under the guidance of NYSDOT Region Eight's Local Projects Group to deliver projects that comply with the Federal and State regulations, policies and procedures. Relevant on-call contracts that demonstrate our qualifications to provide traffic engineering services to the Village of Port Chester:

*"Creighton Manning is highly recommended for future traffic planning and analyses work with the Department."*

*- NYSDOT*

- NYSDOT Regional Design Service Agreement (RDSA), Region 8 which includes Westchester County
- Westchester County Pre-qualified Engineering Firm
- NYSDOT Traffic Engineering Area Backdrop Contract which includes the Hudson Valley and Westchester Co
- NYS County Highway Superintendents Association Pre-qualified List of Engineering Firms in Region 8

# Availability

Creighton Manning can easily accommodate this on-call agreement within the existing and active projects being completed by the firm. CM's administrative practices and technical resources enable the firm to respond rapidly to clients' requests when circumstances dictate.

# General Schedule and Response Time

Creighton Manning knows that delays mean additional costs – both direct and indirect through cost escalation/inflation. The Project Manager will prepare a project schedule at the beginning of each assignment. As projects evolve, we will provide a monthly progress summary including schedule updates. Billings will be submitted on a monthly basis to the Village. Any additional work requested by the Village will be handled with a formal request made by the Creighton Manning Project Manager to determine additional scope and budget required to complete the request. The Village of Port Chester can rely on Creighton Manning to provide timely, cost-effective, and technically sound engineering services.

# Workload Management

Creighton Manning's primary workload management technique is weekly staff meetings to assess staff utilization, assess project progress and coordinate priorities. We hold weekly coordination meetings for high priority projects and track progress against project milestones. In addition, project managers monitor project progress using desktop software, Ajera, to manage budgets and staff time. Communication is the key to properly managing workload and Creighton Manning has staff available to assist the Village of Port Chester with a variety of projects while maintaining various project schedules and budgets.

# Quality Assurance

Creighton Manning uses specific QA/QC procedures to insure a quality product and has a company culture focused on communication which addresses potential schedule and budget issues. Specific QA/QC procedures include, but are not limited to:

- Quality Control Checklists
- Detailed independent check of compliance with Company policies and procedures.
- Detailed independent check of compliance with NEPA and SEQR requirements.
- Detailed independent check of compliance with Design Standards.
- Detailed independent check of all computations.
- Detailed independent check of project design drawings for compliance with Company Standard Details and design calculations.
- Quality Assurance certification of compliance
- Quality Control Training



# Personnel

The key to any successful project is having qualified and experienced personnel at all levels staffing the job. Experienced staff members are able to guide a project through all the various phases and anticipate any obstacles that may arise to potentially affect the successful and timely completion of the project. The qualifications and experience of the key personnel who may be assigned to the Village review projects are summarized below. The Village can be assured that the key personnel are supported by a large staff of design engineers with particular expertise in highway and street design, sidewalks, pedestrian accommodations including ADA improvements, traffic signals, signs and pavement markings. Creighton Manning has a staff of over 70 professionals to facilitate the completion of a variety of transportation projects.

## Key Staff

Kenneth Wersted, PE, PTOE is a Senior Traffic Engineer with 19 years of experience conducting and reviewing traffic studies including parking studies, safety analysis, traffic impact analysis, and operations analysis, and designing traffic signals. Ken will be the point of contact for the Village of Port Chester and will meetings. He has represented numerous municipalities in the technical review of new development projects, traffic impact studies, and environmental impact statements. These municipalities include the Cities of Saratoga Springs and Newburgh, Towns of Newburgh, Ulster, New Paltz, Rosendale, Hurley, Montgomery, and Wawayanda and Village of Monroe.

Mark Sargent, PE is a Senior Traffic Engineer with more than 30 years of experience in both the public and private sectors. He has managed a range of multi-modal transportation projects from planning and engineering studies through preliminary and final design. He has facilitated public and advisory agency coordination on a variety of complex projects. His recent experience includes planning, design, and public participation for a road diet on Madison Avenue in Albany that incorporates complete streets features such as a dedicated bicycle lane, sidewalks, and transit accommodations.

Wendy Holsberger, PE, PTOE is a Project Manager and a nationally certified professional traffic operations engineer. She has 24 years of experience conducting traffic impact studies for development projects. Her recent experience includes review of traffic impact studies for development projects proposed in the City of Saratoga Springs, and the Town of Rotterdam.

Mark Nadolny is a Traffic Engineer with 14 years of experience conducting traffic impact studies. His expertise is in the area of travel demand modeling, traffic operations analysis, GIS applications, and traffic simulations in transportation projects. He has a particular expertise in the analysis of modern roundabouts.

Alanna Moran, IE is a Traffic Engineer with 12 years of experience reviewing and conducting traffic impact studies, designing traffic signal systems, and preparing corridor studies and completing traffic safety studies. She supervised data collection including traffic counts, travel speeds, sight distance, pavement markings, and other existing conditions.

# Kenneth Wersted, PE, PTOE

## Senior Traffic Engineer

### PROFESSIONAL EXPERIENCE SUMMARY

Ken is a Senior Transportation Engineer with 19 years of experience, specializing in traffic engineering and traffic operations analysis. His particular expertise is in the area of traffic safety, traffic signal design, transportation modeling, and traffic impact studies.

### RELEVANT PROJECT EXPERIENCE

**Technical Review, Town of Newburgh, NY**. Senior Traffic Engineer responsible for various Technical Reviews acting as the Town's designated traffic engineering consultant. Responsibilities include review of site plans and applicant's traffic studies for reasonableness, accuracy, and completeness, coordination with NYSDOT and the Town, and attending Planning Board meetings. Projects include residential subdivisions, commercial, retail, and industrial developments. *(2002–Present)*

**Pedestrian Crossing Analysis and Design, City of Schenectady, NY.** Project Manager responsible for managing the analysis and design of a pedestrian crossing at a transit stop that serves the County Department of Social Services. Ken was responsible for analyzing the potential number of pedestrian crossings, the impact to through traffic, and the development of pedestrian accommodations to improve access to the DSS building while coordinating with the local transit agency and city engineers. The design included the use of advance warning signs, solar powered flashing beacons, and pavement and striping treatments. *(2008)*

**Routes 100 & 139 Safety Evaluation, Town of Somers, NY.** Traffic Engineer responsible for analyzing the accident history and operating conditions for this NYSDOT project. There was a high frequency of rear-end, sideswipe, and left-turn accidents along this commuter corridor. Ken was responsible for completing all the traffic engineering tasks including data collection, safety analysis, capacity analysis, recommendations, and a cost-benefit analysis of the improvement alternatives.

**Washington and Franklin Street Traffic Signal Design, City of Saratoga Springs, NY.** Project Manager responsible for traffic engineering and design of a new traffic signal located at Washington Street and Franklin Street intersection. The design included phasing, operation, wiring diagrams, and detector tables, as well as maintenance and protection of traffic plan. The design complied with the NYSDOT standards and specifications, and Manual of Uniform Traffic Control Devices. *(2014)*

**Sunnyview Rehabilitation Center / Ellis Hospital Parking Study, City of Schenectady, NY.** Traffic Engineer for the parking needs evaluation for two hospitals. He developed recommendations to accommodate short- and long-term parking needs including reconfiguring and expansion of parking lots, and construction of parking structures.

**Professional Registration:**

- *Professional Engineer (NY)*
- *Professional Traffic Operations Engineer*

**Total Years of Experience:** 19

**Years with firm:** 19

**Education:**

- *B.S., Civil Engineering, 1999, Rochester Institute of Technology*
- *A.A.S., Civil Engineering, 1994,Hudson Valley Community College*

**Professional Affiliations:**

- *Institute of Transportation Engineers (ITE)*

# Mark A. Sargent, PE

## Senior Traffic Engineer

### PROFESSIONAL EXPERIENCE SUMMARY

Mark's transportation work experience spans 30 years in both the public and private sectors. He has managed a range of multi-modal surface transportation projects from planning and engineering studies through Preliminary and Final Design. Mark has facilitated public and advisory agency coordination on a variety of projects including system and demand management, planning studies, parking studies, corridor studies, technical reviews and highway design projects.

### RELEVANT PROJECT EXPERIENCE

**NYSDOT Area Backdrop Contract for Traffic Engineering and Planning Services.** Senior Traffic Engineer responsible for a variety of Traffic Engineering Services for NYSDOT on this five-year term agreement. Engineering tasks included traffic impact studies, corridor studies, level of service analysis, crash/safety analysis, development of transportation alternatives, access management, and traffic signal design. *(2011)*

**Madison Avenue Road Diet Feasibility Study, City of Albany, NY.** Project Manager responsible for a study to determine the most effective multi-modal lane configuration for Madison Avenue. The study analyzed three alternatives for safe and efficient mobility for passenger vehicles, transit, pedestrians and bicycles. The project includes transportation safety assessments; level of service; simulation modeling; speed and delay; improvement plans, public participation and cost estimating.

**Exit 17 / US Route 9 Corridor Study, Town of Moreau, NY.** Project Manager responsible for developing a regional transportation and land use analysis for the Exit 17 / U.S. Route 9 corridor. The project included analysis of existing conditions and capacities, growth projections, and formulating land use recommendations and conceptual design alternatives. Multimodal accommodations, safety improvements, access management, cost effectiveness, and public support were all critical to the successful completion of the study.

**Marlboro Hamlet Area Transportation Plan, Town of Marlborough, NY.** Project Manager for a study that identified and evaluated potential land use and transportation improvements that focused on pedestrian/ bicycle accommodations, traffic operations, economic vitality, and preserving the historic character of the community.

**NYSDOT Sign Design.** Project Manager for a three-year term agreement with NYSDOT to perform sign design services in Region 8. The scope of work includes Preliminary and Final Design of highway signs including text, legend, location and foundation design, survey and mapping, and overhead sign structure design.

**Professional Registration:**

- *Professional Engineer (NY)*

**Total Years of Experience:** 30

**Education:**

- *M.S., Transportation Engineering, 1998, Rensselaer Polytechnic Institute*
- *B.A. Geography, 1984, University of New Hampshire*

**Professional Affiliations:**

- *Member, Institute of Transportation Engineers*
- *Officer, Institute of Transportation Engineers*

# Wendy C. Holsberger, PE, PTOE

## Senior Traffic Engineer

### PROFESSIONAL EXPERIENCE SUMMARY

Wendy has diverse experience as a traffic engineer, conducting traffic impact studies and parking studies, SEQRA, and making presentations to Planning Board meetings. She also has experience conducting air quality, noise quality, and energy analyses for transportation-related projects for both public and private clients.

### RELEVANT PROJECT EXPERIENCE

**Route 5 Pedestrian Safety Study, Albany, NY.** Project Engineer responsible for conducting a pedestrian safety study on the 15 mile corridor as part of a NYSDOT contract. The study included data collection of vehicular and pedestrian traffic, signing and striping inventory, equipment inventory, and an accident analysis. Detailed analysis included phasing and timing of traffic signals, modification/addition of pedestrian accommodations, evaluation of center medians, and signing and striping upgrades throughout the corridor. Wendy coordinated and presented to the NYSDOT, municipalities, and local safety committees. *(2013-2014)*

**Exit 20 Corridor Management Plan, Town of Queensbury, NY.** Senior Traffic Engineer responsible for the operational analysis of the Route 9 corridor near I-87 Exit 20. The project included access management and land use recommendations, improved accommodations for pedestrians, bicyclists, and public transit, congestion and accident mitigation strategies, and assessment of feasible interchange reconfigurations.

**City Center Parking Garage, Saratoga Springs, NY.** Project Manager responsible for a traffic impact study for a 600-car parking garage proposed by the Saratoga Springs City Center Authority. The traffic study included capacity analysis and an evaluation of site circulation. (*2015)*

**ITS Signals on Washington and Western Avenues, City of Albany, NY.** Senior Project Engineer responsible for intersection analysis, accident analysis, evaluation of pedestrian needs, and coordination of traffic signal timings to reconstruct 44 traffic signals. She assisted with signal designs.

**GlobalFoundries Expansion, Town of Malta, NY.** Project Manager responsible for preparing a traffic impact study for a two million square foot expansion at GlobalFoundries. The traffic study included trip generation and level of service analysis of 22 intersections, preparing the traffic sections of the Supplemental Generic Environmental Impact Statement, and presenting at Town Board meetings.

**The Nevele Resort, Ellenville, NY.** Project Manager responsible for a traffic impact study for the redevelopment of the Nevele Resort to include a 150,000 SF casino, 500 room hotel, golf course and spa. The traffic study evaluated the impact of the project on Route 209 and included capacity analysis, accident analysis, and signal warrant and turn lane evaluations.

**Professional Registration:**

- *Professional Engineer (NY)*
- *Certified Professional Traffic Operations Engineer*

**Total Years of Experience:** 25

**Education:**

- *B.S., Civil Engineering, 1990 Worcester Polytechnic Institute*

**Professional Affiliations:**

- *Member, Institute of Transportation Engineers*

# Mark Nadolny

## Project Engineer

### PROFESSIONAL EXPERIENCE SUMMARY

Mark is a Project Engineer who specializes in traffic engineering and transportation planning. His expertise is in the area of travel demand modeling, traffic operations analysis, GIS applications, and traffic simulations in transportation projects. He has applied these skills to a variety of transportation planning projects for public sector clients including the New York State Department of Transportation (NYSDOT), metropolitan planning organizations, and municipalities. He has also been responsible for preparing numerous traffic impact studies for private sector clients across New York State.

### RELEVANT PROJECT EXPERIENCE

**Marlboro Hamlet Area Transportation Plan, Town of Marlborough, NY.** Project Engineer for the *Marlboro Hamlet Area Transportation Plan*, which identified and evaluated potential transportation improvements that focused on pedestrian/bicycle accommodations, traffic operations, economic vitality, and preserving the historic character of the community. SYNCHRO models were developed to analyze traffic operations at the signalized intersections in the corridor. *(2008)*

**Exit 20 Corridor Management Plan, Town of Queensbury, NY.** Project Engineer responsible in conducting a corridor study on US Route 9. He was responsible for developing small and large scale corridor alternatives to improve traffic circulation through the corridor while maintaining a business and pedestrian friendly atmosphere. *(2008-2010)*

**US Route 4 and Mannix Road Intersection, Town of East Greenbush, Rensselaer County, New York (PIN 1757.99).** Project Engineer responsible for accident analysis and intersection operations analysis to determine level of service for the design alternatives. The purpose of the project was to reduce congestion and improve safety at the US Route 4 and Mannix Road intersection while calming traffic. *Completion Date: 2011, Project Cost: $2.0 Million.*

**Couse Corners Intersection Reconstruction, Town of East Greenbush, NY.** Project Engineer responsible for the traffic analysis for the reconstruction of an intersection to a two-lane roundabout. Project tasks analysis of existing and proposed conditions using the Synchro, Vissim, and Sidra software packages. The results were documented and presented in the Final Design Report. *Completion Date: 2011, Project Cost: $2.2 Million.*

**Church Street Reconstruction, City of Saratoga Springs, NY.** Project Engineer responsible for traffic analysis including level of service analysis for signalized, unsignalized and roundabout intersections, queuing analysis, and an accident analysis. The Project reconstructed 0.5 miles of roadway including sidewalks, traffic signal, and a two-way left turn lane.

**Total Years of Experience:** 16

**Years with Firm:** 16

**Education:**

- *B.A., Geography, 2000, State University of New York at Geneseo*

**Professional Affiliations:**

- *Institute of Transportation Engineers (ITE), Associate Member*

# Alanna Moran, IE

## Transportation Planner

### PROFESSIONAL EXPERIENCE SUMMARY

Alanna has 14 years of transportation planning and traffic engineering experience. She has specific experience in the review and preparation of generic environmental impact statements, public involvement, parking studies, traffic impact studies, corridor studies and air quality analysis. Her expertise includes traffic operational analysis utilizing Highway Capacity Software, SYNCHRO, and SimTraffic.

### RELEVANT PROJECT EXPERIENCE

**RPI East Campus Athletic Village, City of Troy, NY**. Project Engineer responsible for reviewing an Environmental Impact Statement for construction of a 7,500 seat outdoor stadium, 2,000 seat indoor stadium and athletic administration complex at Rensselaer Polytechnic Institute. Review services included evaluation of pedestrian routing and accommodations, roadway network impacts, and parking impacts associated with the East Campus Athletic Village through all stages of the review process from completeness and technical review through adoption of the Findings Statement.

**The Landing Technical Review, City of Kingston, NY**. Project Engineer responsible for reviewing an Environmental Impact Statement (EIS) for a large-scale proposed mixed-use residential and commercial development with over 2,000 residential units and 200,000 square feet of commercial space located along the Hudson River. Review services included assisting with the scoping document, reviewing the Environmental Impact Statement for completeness, providing technical review comments, and attending team and public meetings.

**Sailor's Cove on the Hudson, City of Kingston, NY**. Project Engineer responsible for reviewing an Environmental Impact Statement for a proposed mixed-use residential and commercial development located along the Hudson River. Review services included assisting with the scoping document, reviewing the Environmental Impact Statement for completeness, providing technical review comments, and attending project review team and public meetings.

**Routes 5 & 30: Traffic Reconfiguration and Signal Improvements, City of Amsterdam, NY.** Project Engineer responsible for traffic operations analysis and safety analysis to investigate changing the one-way traffic patterns on Route 5 and Route 30 to two-way. The project included design of the 11 traffic signal replacements. *(2010)*

**Route 5 Transit Gateway Study, City of Schenectady, NY.** Transportation Planner for a CDTC linkage study to develop a long range land use and transportation plan for the western gateway of the City. Ms. Moran was responsible for transportation elements of the study such as transit accommodations and coordination with the NY5 BRT, pedestrian access, safety, intersection operations and parking.

**Professional Registration:**

- *Intern Engineer (NY)*

**Total Years of Experience:** 14

**Years with Firm:** 14

**Education:**

- *B.S., Civil Engineering, 2002, Rensselaer Polytechnic Institute*

**Professional Affiliations:**

- *Institute of Transportation Engineers, Member*
- *American Planning Association, Member*

# Kristie L. Di Cocco, PE

## Project Engineer

### PROFESSIONAL EXPERIENCE SUMMARY

Kristie has 11 years of diverse transportation engineering experience including public involvement, trail design, complete streets, highway design, and traffic engineering. She has experience developing and evaluating alternatives and facilitating public information meetings. She is a licensed professional engineer.

### RELEVANT PROJECT EXPERIENCE

**Round Lake Road Traffic and Mobility Improvement, Malta, NY.** Project Engineer for this Safe Routes to School project responsible for preliminary through final design of streetscape improvements including sidewalk, bicycle accommodations, streetlights, and two roundabouts. The project included significant public participation to develop the most feasible and economic alternatives to improve mobility for all modes. *$4.5 million (2013-2015)*

**NYSDOT Region 9 Accident Analysis, Sullivan and Schoharie Counties, NY.** Traffic Engineer responsible for existing conditions inventory and analysis of crash data for five sections of highway for a NYSDOT Traffic Engineering Term Agreement Task. Countermeasure were developed to address the pattern of crashes.

**Madison Avenue Road Diet, City of Albany, Albany County, NY.** Project Engineer responsible for concept plans and preliminary and final design phases to develop an effective multi-modal cross-section for the Madison Avenue corridor between Lark Street and S. Allen Street to safely accommodate cyclists. Alternatives that were evaluated included conventional and separated bike lane options. *(2015-2016)*

**US Route 4 and Mannix Road Intersection (PIN 1757.99), Rensselaer County, NY.** As Project Engineer for this Federal-aid project, Ms. Di Cocco was responsible for concept planning, public involvement, and final design. The project included the reconstruction of an unsignalized intersection to a two-lane roundabout, reconstruction of Mannix Road, ramp widening, the addition of sidewalks, access modifications, and the coordination with the NYSDOT and local stakeholders in the overall project development and compliance. Construction was completed in the fall of 2013. *$2.2 million (2010-2012)*

**Reconstruction/Rehabilitation of Abeel Street (NY Route 213) (PIN 8760.28), City of Kingston, NY.** Project Engineer for reconstruction of Abeel Street, responsible for design of roadway alignments to minimize impacts. The project also included the installation of closed drainage, relocation of water and sewer facilities, bluestone sidewalks, and the replacement of two traffic signals. Construction for Phase I was completed in 2013 with Phase II expected to begin in 2017. *$3.4 million (2010-Present)*

**Professional Registration:**

- *Professional Engineer (NY)*

**Total Years of Experience:** 11

**Years with Firm:** 10

**Education:**

- *B.S., Civil Engineering, 2005, State University of New York at Buffalo*

**Professional Affiliations:**

- *Professional Member, SWE*
- *Member, American Society of Highway Engineers*
- *Coursework Program Evaluator, The Practicing Institute of Engineering, Inc.*

# Daniel P. Reynolds, IE

## Traffic Engineer

### PROFESSIONAL EXPERIENCE SUMMARY

Dan has ten years of diverse experience including data collection and analysis for traffic impact studies, planning and implementing special event transportation plans, design of traffic signals, and construction inspection. Specific projects and responsibilities include the following:

### RELEVANT PROJECT EXPERIENCE

**ITS Signal Project on Washington and Western Avenues, City of Albany, NY; PIN 1756.63, $5.5 million.** Assistant Project Engineer responsible for this Locally Administered Federal Aid project to reconstruct 42 traffic signals. The signal system will be designed to provide multiple coordination plans and traffic control in the corridor. The project design incorporates items such as modern signal controllers, LED signal indications, pedestrian detection and countdown timers, and emergency pre-emption equipment. Responsibilities include designing and implementing an extensive traffic data collection plan which included: AM, Off-Peak and PM traffic counts at each of the 42 intersections, Several Automatic Traffic Recorder installations, intersection diagrams and photos and travel time runs, designing traffic signal layouts, developing plans, and preparation of the project estimate. *(on-going)*

**ITS Signal Design New Scotland Ave, City of Albany, NY; PIN 1758.04.** Project Engineer for a Federal Aid signal project involving the replacement and upgrade of 18 traffic signals in the City of Albany. These intersections are tied into the City's communication system. Responsibilities include designing and implementing an extensive traffic data collection plan, designing traffic signal layouts, and plans. *(2013):*

**School Zone Driver Feedback-City of Albany, NY, PIN 1758.01.** Assistant Project Engineer responsible for the development of design plans and estimate for this Federal Aid project for the installation of 23 speed-limit driver feedback signs. The project involved extensive coordination with City of Albany Traffic Engineering personnel to identify locations for sign installations and numerous field visits to establish the limits of the School Zones to comply with the MUTCD and NYS Supplement. *(2011-2012)*

**Watervliet Avenue Pedestrian Signal Improvements, City of Albany, NY.** Project Engineer responsible for the development of design plans for pedestrian signal upgrades at the Watervliet Avenue/Commerce Avenue intersection. A new supermarket was being built in the southwest quadrant of this intersection and pedestrian poles/heads, crosswalks and sidewalk improvements were designed in order to accommodate the future pedestrian impacts at the intersection. *(2012)*

**Professional Registration:**

- *Intern Engineer (NY)*

**Total Years of Experience:** 10

**Years with firm:** 10

**Education:**

- *B.S., Engineering and Management, 2005, Clarkson University*

**Professional Affiliations:**

- *Institute of Transportation Engineers (ITE)*
- *International Municipal Signal Association*

# Ami Parikh

## Assistant Transportation Planner

### PROFESSIONAL EXPERIENCE SUMMARY

Ami is an Assistant Project Planner who specializes in transportation planning. She is adept at GIS applications in transportation planning, using SPSS predictive analytics software and desk-top environmental screenings. She has experience as a transportation analyst for NYSDOT where she assisted the Planning and Program Management group secure funding, progress implementation for various transportation projects, and data analysis, evaluation, and scheduling of proposed capital projects.

### RELEVANT PROJECT EXPERIENCE

**CDTA River Corridor Bus Rapid Transit Alternatives Analysis and Preliminary Engineering, Albany, Rensselaer and Saratoga Counties, NY.** Transportation Planner for the Bus Rapid Transit Alternatives Analysis in the Hudson River Corridor from Albany to Troy that focused on route alternatives, identifying, locating and costing BRT stations, and desirable and feasible transit priority. Ami was responsible for GIS mapping, environmental screenings and developing corridor maps. The Alternatives Analysis resulted in a Locally Preferred Alternative to be progressed through Environmental Clearance and Final Design phases. *(2014)*

**Route 7 Comprehensive Pedestrian Safety Study (PIN 1306.80), City of Troy, NY.** Assistant Project Planner for the corridor safety study, with a focus on pedestrian safety along the 1.2 mile corridor with seven signalized intersections. The project involved the evaluation of pedestrian accidents and trends, and preparation countermeasures for further consideration. Ami was responsible for crash analysis and identification of contributing factors and trends for potential correction. *(2013-2015)*

**I-787 Livable Corridor Planning Study, City of Albany, NY.** Assistant Project Planner for the I-787 corridor planning study. The study will identify cost effective infrastructure concepts of the I-787 corridor that support downtown economic development and revitalization efforts. Ami is responsible for GIS mapping for multi-modal linkages to improve walking, biking and transit access to the water front. *(2014-2015)*

**Saratoga Regional Traffic Study, Town of Malta, Saratoga County, NY.** Assistant Project Planner for a regional transportation study to identify the multi-modal mitigation measures and implementation steps needed to accommodate growth in Saratoga County specifically centered around I-87 Exits 11 and 12. Ami was heavily involved in researching project implementation strategies and potential traditional and non-traditional project funding options. *(2014-2015)*

Total Years of Experience: 7

Years with Firm: 3

Education:

- *Master's in Urban and Regional Planning, University at Albany, 2009*

Professional Affiliations:

- *American Planning Association, Member*

# Daniel Quiri, IE

## Assistant Project Engineer

### PROFESSIONAL EXPERIENCE SUMMARY

Dan is an Assistant Project Engineer with three years of experience. He has provided engineering and technical support services for traffic impact studies, safety studies, corridor studies, sign design, traffic signal design and highway improvement projects.

### RELEVANT PROJECT EXPERIENCE

- Taconic State Parkway Sign Upgrade
- South Troy Industrial Park Road
- Washington / Western BRT Alternatives Analysis
- Hudson Avenue Rehabilitation
- Route 5 Pedestrian Safety Study
- Route 7 Pedestrian Safety Study - D031036 PIN 1306.80.101
- NY146 Traffic Analysis (PIN 1085.42)
- I-890 Exit 4 Access (PIN 1525.36)
- Route 85 Reconstruction (PIN 1125.18)
- Saratoga County Regional Traffic Study
- I-86 Overhead/Ground Mounted Signs
- Design of Route 5 Pedestrian Safety Improvements (PIN 1034.24)
- CDTA River Corridor Improvements
- Osborne Road Design and Construction Inspection
- Washington/Western Avenue Signals
- Construction Inspection for Route 4 Reconstruction

**Professional Registration:**

- *Intern Engineer (NY)*

**Total Years of Experience:** 3

**Years with Firm:** 3

**Education:**

- *B.S., Civil Engineering, 2013, Rensselaer Polytechnic Institute*

# References

**John Ewasutyn, Planning Board Chairman**
Town of Newburgh, NY
(845) 564-7804 | planningboard@townofnewburgh.org
Creighton Manning provides traffic engineering review services for site plan applications made to the Town of Newburgh Planning Board. CM has been providing these services for more than 15 years.

**Mary Secreto, Planning Board**
Town of Ulster, NY
(845) 340-3885 | planningzoning@townofulster.org
Creighton Manning has provided traffic engineering review services for development projects proposed in the Town of Ulster for more than 10 years. These services include review of traffic impact studies, preparing comment letters, coordinating with the Town and other interested agencies, and attending planning board meetings.

**Mike Calimano, Planning Board Chairman**
Town of New Paltz, NY
(845) 255-0102 ext. 115 | mcalimano@townofnewpaltz.org
Creighton Manning provides traffic engineering review services for development projects proposed in the Town of New Paltz. These services include review of traffic impact studies, preparing comment letters, coordinating with the Town and other interested agencies, and attending planning board meetings.

# Fees

The following are Creighton Manning's standard hourly rates:

| TITLE | HOURLY BILLING RATE |
|---|---|
| Principal-in-Charge | $190 |
| Group Leader/Senior Project Manager | $155 |
| Project Manager | $140 |
| Senior Engineer | $120 |
| Senior Project Engineer/Junior Project Manager | $110 |
| Landscape Architect | $110 |
| Project Engineer | $100 |
| Assistant Project Engineer | $85 |
| Senior CADD Technician | $105 |
| CADD Technician | $80 |
| Engineering Technician | $70 |
| Chief of Survey | $150 |
| Survey Analyst | $115 |
| Survey Party Chief | $84 |
| Survey Party Chief – Prevailing Wage | $140 |
| Survey Instrument Person | $75 |
| Survey Instrument Person – Prevailing Wage | $119 |
| Inspector IV | $125 |
| Inspector III | $100 |
| Inspector II | $80 |
| Administrative Assistant | $60 |

**Expenses:**
Reimbursable expenses will be charged at the actual cost; no multiplier will be applied.

Mileage will be billed at the rate established by the IRS in effect at the time of the travel. Currently, the standard mileage rate for the use of a car, van, or pickup truck is 57.5 cents per mile.

Direct expenses will be billed at cost to the Village. Such expenses could include but are not limited to highway tolls, overnight shipping, and materials testing.

# Fees

Creighton Manning's standard hourly rates for review of submittals to the planning or zoning boards and field project review for which the Town is reimbursed by the applicant (i.e., escrow fee schedule) are summarized in the Table 1:

**TABLE 1 - ESCROW FEE SCHEDULE**

| TITLE | HOURLY BILLING RATE |
|---|---|
| Group Leader/Senior Project Manager | $155 |
| Project Manager | $140 |
| Senior Engineer | $120 |
| Senior Project Engineer/Junior Project Manager | $110 |
| Landscape Architect | $110 |
| Project Engineer | $100 |
| Assistant Project Engineer | $85 |
| Engineering Technician | $70 |
| Chief of Survey | $150 |
| Survey Analyst | $115 |
| Survey Party Chief – Prevailing Wage | $140 |
| Survey Instrument Person – Prevailing Wage | $119 |
| Inspector IV | $125 |
| Inspector III | $100 |
| Inspector II | $80 |

Creighton Manning's standard hourly rates for use on Village-directed projects (i.e., municipal fee schedule) are shown in Table 2:

**TABLE 2 – MUNICIPAL FEE SCHEDULE**

| TITLE | HOURLY BILLING RATE |
|---|---|
| Group Leader/Senior Project Manager | $130 |
| Project Manager | $115 |
| Senior Engineer | $100 |
| Senior Project Engineer/Junior Project Manager | $90 |
| Landscape Architect | $90 |
| Project Engineer | $85 |
| Assistant Project Engineer | $70 |
| Senior CADD Technician | $105 |
| CADD Technician | $88 |
| Engineering Technician | $60 |
| Chief of Survey | $125 |
| Survey Analyst | $95 |
| Survey Party Chief – Prevailing Wage | $140 |
| Survey Instrument Person – Prevailing Wage | $119 |
| Inspector IV | $125 |
| Inspector III | $100 |
| Inspector II | $80 |
| Administrative Assistant | $50 |

### Expenses:

Reimbursable expenses will be charged at the actual cost; no multiplier will be applied. Such expenses could include but are not limited to highway tolls, overnight shipping, and materials testing.

Mileage will be billed at the rate established by the IRS in effect at the time of the travel. Currently, the standard mileage rate for the use of a car, van, or pickup truck is 57.5 cents per mile.

Site Planning
Civil Engineering
Landscape Architecture
Land Surveying
Transportation Engineering
Environmental Studies
Entitlements
Construction Services
3D Visualization
Laser Scanning

September 23, 2016

Mr. Christopher D. Steers, Village Manager
Village of Port Chester
Village Clerk's Office
22 Grace Church Street, Suite 150
Port Chester, NY 10573

RE: Request for Proposals (RFP # 2016-07)
Village of Port Chester, NY

**Proposal for Traffic and Transportation Engineering Professional Services**

Dear Mr. Steers:

We have prepared this proposal consistent with your RFP 2016-07 to evaluate specific traffic in the Village of Port Chester.

## I. SCOPE OF SERVICES

Our traffic engineering services will include, but are not limited to:

- Review new development projects involving traffic and transportation impact analyses that come before the Board of Trustees, Traffic Commission, and Planning Commission

- Participate in site visits with Village staff to understand existing traffic and transportation conditions, identify issues and opportunities, and discuss creative solutions

- Provide a set of written recommendations for enhancing vehicular, pedestrian, cycling, and/or alternate modes of transportation for each application or project

- Appear at meetings of the Board of Trustees, Planning Commission, Traffic Commission, and other Village boards or commissions to discuss applications, projects, and creative solutions

- Conduct or review traffic engineering, traffic analysis, and transportation planning studies or project specific traffic related issue analysis

- Provide comprehensive analyses of existing and projected traffic conditions, intersection design, parking lot design, and traffic/transportation data collection services

- Provide traffic control device studies and design (signs, signals, pavement markings, etc.)

- Perform pedestrian studies including those to provide safe routes to school

- Testify in court, if needed, as an expert witness

## II. QUALIFICATIONS

JMC is a team of approximately 50 professional site planners, civil and traffic engineers, land surveyors, landscape architects and environmental specialists and have been practicing in New York and many other states since 1980. We excel at providing prompt, personal and professional services to our clients and we will adjust our schedules and work overtime to meet your needs when required.

We have prepared traffic and parking studies for redevelopment projects in Port Chester. We have been the traffic consultant to the Town of Poughkeepsie Planning Board for the past 13 years. We have provided similar review and/or design services for other municipalities, including Mount Vernon, Larchmont, Harrison, Hyde Park, Tarrytown and others.

We consistently prepare roadway improvement plans for projects along NYSDOT, County and municipal roadways, including new roads and road widening, traffic signals, drainage, sidewalks, etc. For example, we designed approximately $10,000,000.00 in road improvements along I-87, the Cross County Parkway and City streets in association with the Cross County Shopping Center expansion in Yonkers, which involved coordination with NYSDOT, WCDOT, NYSTA and the City of Yonkers.

## III. PERSONNEL

I (Richard Pearson) and Marc Petroro will be the primary engineers associated with the project. I have more than 32 years of experience with planning, organizing, designing and reviewing projects of similar scope. I will be the point of contact and will make most presentations. I have made thousands of presentations to Planning Boards and other municipal boards. Our resumes are attached.

## IV. REFERENCES

A reference is attached from the City of Yonkers which was provided for a recent project which we were hired by the Village of Tarrytown.

The Town of Poughkeepsie Planning Department can discuss the consulting work that we have performed for the Poughkeepsie Planning Board over the past 13 years, yet does not provide written recommendations. Eric Hollman, Town Planner, can be contacted at (845) 485-3658. Eric Zamft, Director of your Department of Planning & Economic Development has worked with our office prior to joining the Village staff. We trust Eric will speak favorably regarding JMC.

## V. SCHEDULE OF FEES

We will be pleased to provide services to you during the course of our work on a payroll basis in accordance with the attached Schedule of Fees and Charges, 12/14. My time will be billed as an Associate.

We thank the Village for considering our services and will make ourselves available to meet with you as desired.

Sincerely,

JMC Planning Engineering Landscape Architecture & Land Surveying, PLLC

Richard J. Pearson, PE, PTOE
Senior Associate Principal

Encls: Resumes
Reference
Schedule of Fees and Charges, 12/14

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# Richard J. Pearson, PE, PTOE

## *Senior Associate Principal*



Mr. Pearson is a Senior Associate Principal of the firm, a Licensed Professional Engineer in New York, Pennsylvania, Connecticut and Massachusetts, a licensed Traffic Engineer in California and a Certified Professional Traffic Operations Engineer. He has more than 30 years of experience in civil and traffic engineering, land planning and project management.

Since joining the firm in 1984, Mr. Pearson's responsibilities include supervising the preparation of traffic and parking studies, site plan approval drawings, roadway improvement and traffic signal plans. He has provided traffic and parking consultant services for various municipal planning boards for more than 15 years. He is also experienced in site development feasibility studies, zoning and subdivision regulations, environmental impact statements, site planning and engineering, sewage disposal systems, cost estimating and construction observation. He also provides expert witness testimony and related services.

Mr. Pearson is a Fellow of the Institute of Transportation Engineers (ITE) and is also a member of the National Society of Professional Engineers, The Urban Land Institute and The International Council of Shopping Centers. He is a member of the Board of Directors for the Westchester Municipal Planning Federation (WMPF).

A 1982 graduate of Colorado State University, Mr. Pearson holds a Bachelor of Science degree in Natural Resources Management. He has continued advanced studies in civil and traffic engineering at the University of Wisconsin, Polytechnic University, Northwestern University, Central Florida University, Georgia Tech University, The Center for Professional Advancement and McTrans. He has conducted beta testing of the HCS traffic software developed by McTrans associated with the 1997 and 2000 Highway Capacity Manuals.

914.273.5225 | rpearson@jmcpllc.com



# Marc Petroro, PE

*Project Manager*



Mr. Petroro is a Project Manager and Licensed Professional Engineer with experience in civil engineering, traffic engineering, highway design, site planning, and construction related services.

Since joining the firm in 2007, Mr. Petroro's responsibilities include the design and preparation of site plan approval drawings, construction documents, road improvements and traffic signal plans, traffic studies, and construction observation.

A 2007 graduate of the University of Delaware, Mr. Petroro holds a Bachelor of Science Degree in Civil Engineering. He is a member of the Institute of Transportation Engineers (ITE) and is also a member of the American Society of Civil Engineers (ASCE).

914.273.5225 | mpetroro@jmcpllc.com

MIKE SPANO
MAYOR

PAUL N. SUMMERFIELD, P.E.
CITY ENGINEER

40 SOUTH BROADWAY
CITY HALL – 5th FLOOR
YONKERS, NY 10701-3872

TEL (914) 377-6739
FAX (914) 377-6922

DEPARTMENT OF ENGINEERING
TRAFFIC ENGINEERING DIVISION
CITY OF YONKERS

July 6, 2016

Mr. Michael Blau
Village Administrator
Village of Tarrytown
One Depot Plaza
Tarrytown, NY 10591

RE: JMC Reference

Dear Mr. Blau,

This reference letter has been provided at the request of JMC in response to your RFP relative to Evaluation of Traffic Mitigation Concepts. JMC provided traffic engineering review services to the City of Yonkers in 2013 relative to traffic operations in the vicinity of the Cross County Shopping Center at Central Park Avenue, Mile Square Road and Vredenburgh Avenue. The study evaluated existing conditions and potential traffic pattern modifications at various signalized intersections. We were pleased with the JMC analysis.

We have also reviewed numerous traffic studies and design plans prepared by JMC for traffic signals and road improvements over many years, including recent projects.

Please call me at (914)377-6739 if you have any questions.

Sincerely,

City of Yonkers

Dominic Micka
Director of Traffic Engineering

# SCHEDULE OF FEES AND CHARGES, 12/14

| CATEGORY | HOURLY RATES |
|---|---|
| Principal | 240.00 |
| Associate | 215.00 |
| Surveyor | 200.00 |
| Senior Project Manager/Senior Engineer/Senior Landscape Architect | 200.00 |
| Project Manager/Engineer/Landscape Architect | 180.00 |
| Design Manager | 160.00 |
| 3D Model Designer | 145.00 |
| Construction Coordinator | 135.00 |
| Senior Survey Technician | 135.00 |
| Senior Designer | 135.00 |
| Designer 2 | 115.00 |
| Survey Technician | 95.00 |
| Designer | 95.00 |
| CAD Tech | 85.00 |
| Laser Scanner Equipment | 45.00 |
| Clerical | 45.00 |

Hourly charges for court appearances to present expert testimony will be 1.5 times those stated above.

## REIMBURSABLE EXPENSES

All out of pocket expenses incurred in connection with this project will be billed at cost plus 10%. Such expenses include travel reimbursement, subsistence, tolls, facsimile charges, reproductions, internet document hosting, messenger or delivery service charges, subconsultant charges, underground utility markout services charges, test pit excavation charges, postage, fees charged by agencies, maps, plans, photographic materials, ordinances and other similar materials.

## METHOD OF PAYMENT

An Invoice will be submitted monthly during the period of this contract and/or on completion of services, covering the preceding month's work. Payment shall be due upon receipt of the Invoice. A charge of 1 1/2% per month will be due on all Invoices not paid within 30 days.

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## SCHEDULE OF FEES AND CHARGES, 11/14

| CATEGORY | HOURLY RATES |
|---|---|
| Principal | 225.00 |
| Associate | 200.00 |
| Surveyor | 190.00 |
| Senior Project Manager/Senior Engineer/Senior Landscape Architect | 190.00 |
| Project Manager/Engineer/Landscape Architect | 175.00 |
| Design Manager | 150.00 |
| 3D Model Designer | 140.00 |
| Construction Coordinator | 125.00 |
| Senior Survey Technician | 125.00 |
| Senior Designer | 125.00 |
| Designer 2 | 105.00 |
| Survey Technician | 85.00 |
| Designer | 85.00 |
| CAD Tech | 75.00 |
| Laser Scanner Equipment | 40.00 |
| Clerical | 40.00 |

Hourly charges for court appearances and to present expert testimony will be 1.5 times those stated above.

### REIMBURSABLE EXPENSES

All out of pocket expenses incurred in connection with this project will be billed at cost plus 10%. Such expenses include travel reimbursement, subsistence, tolls, facsimile charges, reproductions, internet document hosting, messenger or delivery service charges, subconsultant charges, underground utility markout services charges, test pit excavation charges, postage, fees charged by agencies, maps, plans, photographic materials, ordinances and other similar materials.

### METHOD OF PAYMENT

An Invoice will be submitted monthly during the period of this contract and/or on completion of services, covering the preceding month's work. Payment shall be due upon receipt of the Invoice. A charge of 1 1/2% per month will be due on all Invoices not paid within 30 days.

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# Village of Port Chester

## *Traffic and Transportation Engineering Professional Services*

*RFP # 2016-07*

***September 2016***


NELSON & POPE
ENGINEERS & SURVEYORS

572 Walt Whitman Road
Melville, NY 11747
Phone: 631.427.5665 | Fax: 631.427.5620
www.nelsonpope.com

NELSON & POPE
ENGINEERS & SURVEYORS

VICTOR BERT, P.E. • JOSEPH R. EPIFANIA, P.E. • ROBERT G. NELSON JR., P.E. • THOMAS F. LEMBO, P.E.
GARY S. BECKER, P.E. • GREGORY D. PETERMAN, P.L.S • ERIC J. McFERRAN, P.E. • THOMAS C. DIXON, P.E.

572 WALT WHITMAN ROAD, MELVILLE NY 11747-2188
(631) 427-5665 • FAX (631)427-5620 • NELSONPOPE.COM

September 29, 2016

Attn: Christopher D. Steers, Village Manager
Village of Port Chester
Village Clerk's Office
222 Grace Church Street, Suite 150
Port Chester, NY 10573

**RE: RFP # 2016-07: Traffic and Transportation Engineering Professional Services**

Dear Mr. Steers,

N&P Engineers & Land Surveyor PLLC, d/b/a as Nelson & Pope, Engineers & Surveyors (N&P) is pleased to submit the accompanying proposal to provide Traffic and Transportation Professional Engineering Services. The N&P team is an exceptional candidate to provide services under this on–call contract and our proposal response details our qualifications and capabilities. N&P along with our sub-consultant, Traffic Data Bank (TDB) has extensive experience in performing the services required. In short, this experience includes but is not limited to:

- Intersection, roadway and corridor traffic studies, mitigation and improvements
- Traffic calming studies and design
- Traffic safety evaluation and impact studies
- Complete Streets, Multi-modal Concepts, Design and Construction Estimates
- Knowledge and Familiarity with NYSDOT Specifications and Procedures

This unique combination of experience along with the team organizational strength and knowledge will assist the Village in successfully completing projects within budget and on schedule under this contract.

Thank you for the opportunity to submit our qualifications. We appreciate your consideration of our firm for this contract. N&P is prepared to commence work upon receipt of written authorization and looks forward to assisting the Village in meeting the goals of this contract. If you have any questions or concerns regarding this proposal, please do not hesitate to contact me or Joseph G. Pecora, PE, PTOE. Mr. Pecora can be reached at (631) 427-5665/e-mail jpecora@nelsonpope.com.

Yours truly,
**NELSON & POPE**



Eric J. McFerran, P.E.
Partner

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# Appendices

*Appendix A ..... Resumes of Key Personnel*

# SECTION I: QUALIFICATIONS & RELATED EXPERIENCE

## *Introduction*

**N&P Engineers & Land Surveyor PLLC, d/b/a as Nelson & Pope, Engineers & Surveyors (N&P)** is an established multi-disciplined civil engineering and surveying partnership located in Melville, Town of Huntington, Suffolk County, New York. Our Firm has been serving municipal and private clients in Nassau and Suffolk Counties since 1954. The firm provides a full range of services including: highway design; waterfront engineering; land surveying; construction inspection; site development; sanitary disposal and water supply design; traffic engineering; transportation planning; land use design and planning; and environmental engineering.

Through years of quality service to our clients, the firm has grown in both reputation and size. N&P now employs over 80 technical and support staff and includes experienced teams of dedicated professionals with diversified expertise. The management and staff have the diversified expertise and direct knowledge of the Long Island land development framework, environmental systems, governmental structure and infrastructure network. All of the firm's principals, as well as many of the staff, are New York State licensed Professional Engineers and/or Land Surveyors. Many of our firm's full time employees have advanced degrees in such areas as traffic engineering, transportation engineering, civil engineering, environmental sciences, construction management, and sanitary engineering.

N&P is highly qualified to provide traffic engineering and analysis; technical support; surveying; construction contract administration support; resident inspection; and administrative support necessary to successfully complete a wide range of traffic and highway projects. Engineering services provided by N&P encompass the disciplines of:

- Highway Engineering
- Traffic Engineering & Analysis
- Park Facilities & Athletic Fields
- Site Development Engineering
- Drainage Studies
- Planning & Zoning
- Landscape Architecture
- Waterfront Engineering
- Sanitary and Water Supply Engineering
- Environmental Engineering
- Stormwater Management Plans (SWPPP's)
- MEP Engineering
- Bidding and Contract Administration
- Construction Observation
- Construction Management Assistance
- Permitting
- Sustainable Development and LEED®
- Grant Research & Processing
- Sustainable Infrastructure Design
- Local, State & Federal Permitting
- Computerized Traffic Modeling

N&P also provides comprehensive land and existing condition surveying services. Technical support, computations and supervision is provided by office staff and is supported by our field personnel who use state-of-the-art field survey equipment. Surveying services progressed by N&P include the following:

- Boundary and Route Surveying
- Soundings & Hydrographic Surveying
- Topographic Surveying
- Preparation of Mapping & Charts
- Land Division Mapping
- Acquisition Mapping
- Flood Plain & Coastal Erosion Surveying & Mapping
- Photogrammetric Control Surveying
- Control Surveying
- Marina & Waterfront Surveys
- Wetland Mapping
- Monumenting
- Construction Layout
- As-Constructed Surveys
- GIS/GPS Surveying

**TRANSPORTATION ENGINEERING** is one of the firm's largest specialties. Since the 1950's, N&P has been providing professional engineering and surveying services across Long Island and throughout New York Metropolitan area. The firm has extensive experience and knowledge with the required standards, specifications, policies, general design and operational philosophies to undertake a project of this nature. Typical traffic projects in which N&P has successfully provided engineering services for the have included:

- Intersection, roadway and corridor traffic studies
- Traffic calming studies and design
- Traffic safety evaluation
- Traffic impact studies
- Speed awareness studies and design
- Transportation planning
- Highway design and engineering
- Roundabout design and analysis
- Accident history analysis
- Analysis and computer simulation
- Warrant studies
- Signal and interconnection design
- Roadway signing and pavement marking design
- Construction contract administration
- Management services and resident inspectors
- Expert Testimony
- Appearance at Town/Village Meetings

**Traffic Databank, LLC (TDB),** is a full-service traffic and transportation engineering firm incorporated in 2006 and certified as a **Minority Owned and Disadvantaged Owned Business Enterprise (M/DBE)**. They will assist in the area of traffic data collection. TDB has provided traffic and transportation engineering services including extensive parking and traffic data collection, analyses and studies in New York State. Data collection has included parking accumulation/demand/supply/occupancy counts, vehicle occupancy-volume counts, vehicle classification counts, turning movement counts, pedestrian counts, license plate counts,

speed counts, gap counts, visual imaging, road audit and detailed field reconnaissance services to a cross section of public and private clients in New York, New Jersey, Pennsylvania and Maryland. TDB's key staff has extensive experience in parking and transportation planning to develop pragmatic solutions to ameliorate parking and traffic impacts including using demand management and state of the art approaches such as Intelligent Transportation Systems, Road Diet and Traffic Calming. TDB has previously worked with N&P on numerous traffic projects and they will perform data collection/traffic counts for the team as necessary.

## *Related Expertise and Project Examples*

N&P has performed complete street studies and prepared multi-modal concepts working with local towns and villages to create community gathering places through creation of community focal points including safe areas for pedestrians and cyclists. This has included preparation of Traffic Oriented Development (TOD) Growth Plans, corridor studies, highway/intersection studies which included development of long and short-term improvements; traffic calming studies and implementation of mitigation measures; traffic signal design and preparation of construction bid documents. N&P has progressed engineering planning and design, as well as construction support and inspection services, for the New York State Department of Transportation (NYSDOT Permits), and various other Town and Village agencies. N&P has advanced a number of projects which entailed upgrading intersections, along with other traffic related improvements in order to accommodate pedestrians, bicyclists and vehicular traffic safely and efficiently, along with construction support and inspection services. N&P is extremely familiar with the engineering standards, requirements and specifications of various municipalities including the New York State Dept. of Transportation and Locally Administered Federal Aid Projects.

Based on the team's prior experience, the N&P team meets the qualifications necessary to provide the Village of Port Chester with the on-call services required. The following projects have been selected to show the team's similar experience and demonstrate our expertise.

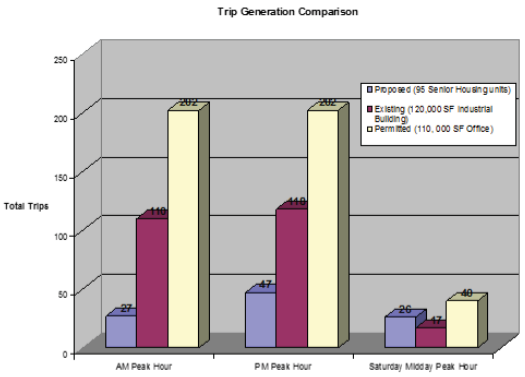
### Riverside Brownfield Opportunity Area (BOA) Comprehensive Traffic Impact Study
Town of Southampton, NY

As part of the Riverside Brownfield Opportunity Area (BOA) Study, the Town of Southampton requested Nelson & Pope to conduct a comprehensive traffic impact study for Riverside to identify any traffic impacts that will be created by a full build out scenario as outlined in their proposed plan and identify potential mitigation measures that would successfully improve traffic operations within the study that would have minimal impact to the community.

**Relevant Project Components:** Traffic Data Collection, Inventory of Existing Conditions, Accident Analysis, Traffic Generation and Distribution, SYNCHRO Traffic Analysis of Existing and Future Conditions, Development of Short & Long-Term Improvements, Analyses of Short & Long-Term Improvements, Preparation of Traffic Study Report

## **Traffic & Parking Assessments for Various Land Uses,** Nassau & Suffolk Counties

Nelson & Pope conducted various traffic and parking assessments for both private and municipal clients in Nassau and Suffolk Counties. These studies consisted of parking and trip generation estimates of proposed uses and compared to the parking and trip generation characteristics of permitted uses as per current zoning.




**Relevant Project Components:** Accident Analyses of Roadways in Study Area, Parking and Trip Generation Estimate for Proposed Land Uses from the Institute of Transportation Engineers (ITE) Trip Generation Hand Book, Parking and Trip Generation Estimates as per Current Zoning, Parking and Trip Generation Comparison for Proposed Use and Permitted Use, Prepare Letter Report for Submission to Municipalities Involved Detailing our Trip Generation Analyses, Appear at Town/Village Meetings

## **Downtown Farmingdale Traffic Impact Study,** Village of Farmingdale, NY



Nelson & Pope conducted a detailed cumulative Traffic Impact Study for Downtown Farmingdale as part of the Village's Downtown Master Plan. N&P identified traffic impacts that would be created by the Village's preferred build-out scenario, and developed mitigation measures based on a detailed assessment of the current and future deficiencies associated with geometry, traffic control, signal operations, existing and future capacity limitations to successfully improve traffic operations within the downtown area with minimal impact to the community.

**Relevant Project Components:** Traffic Data Collection, Inventory of Existing Conditions, Accident Analysis, Traffic Generation and Distribution, SYNCHRO Traffic Analysis of Existing and Future Conditions, Development of Short & Long-Term Improvements, Analyses of Short & Long-Term Improvements, Preparation of Traffic Study Report

## **Downtown Copiague Traffic Impact Study,** Town of Babylon



As part of its on-going Downtown Copiague Vision Plan, Nelson & Pope conducted a Cumulative Traffic Impact Study for downtown Copiague and identified traffic impacts that will be created by the proposed full build out plan outlined in the Town of Babylon environmental impact statement and identified potential mitigation measures that will successfully improve traffic operations within the downtown area with minimal impact to the community. In addition, N&P conducted a Parking Study. The focus of the

parking study included twenty nine (29) parking lots and seven (7) roadways where on-street parking is permitted within the Downtown area. The objective of the parking study was to inventory the parking supply in the study area, identify the peak parking periods and associated peak occupancy by location and provide recommendations for parking improvements if necessary. The study analyzed the information regarding parking utilization in the study area and estimate current parking demand for a basis of determining parking adequacy for the future build out scenario as proposed project site plans get submitted to the Town by applicants for approval.

**Relevant Project Components:** Field inspection to obtain inventory of on-street, public and private parking areas, Parking accumulation counts, Results of parking utilization were analyzed and current peak parking demand estimated

## **Broadway Traffic Calming,** Massapequa, NY



For the Town of Oyster Bay, Nelson & Pope performed a vehicular and pedestrian safety study of 3.23-mile corridor extending from Hicksville Road in Massapequa to Boundary Avenue in North Massapequa. The study included problem identification, traffic volume and movement data collection, extensive field inventory, signal operation data collection and an overall operations analysis. N&P developed and evaluated both short and long-term measures to increase safety for motorists, bicyclists, and pedestrians as part of the NYSDOT Local Safe Streets Traffic Calming program. Recommendations were presented to the community at a public information meeting.

**Relevant Project Components:** Traffic Data Collection, Traffic Projections & Analysis, Signal Operation Analysis, Inventory of Existing Conditions, Topographic Survey, Development & Analysis of Short & Long-Term Alternatives, Traffic Calming Design, Pedestrian Safety, Bicycle Lanes, Preliminary Design, Plans & Specifications, Engineer's Estimate of Cost of Construction, Public Outreach

## **Intersection Improvements/Roundabout Design,** Towns of Riverhead/Southampton, NY



Nelson & Pope was retained by the Suffolk County Department of Public Works to design improvements to the intersections of CR 51, East Moriches-Riverhead Road @ CR 94, Center Drive and CR 63, Old East Moriches-Riverhead Road @ CR 104, Quogue-Riverhead Road & NYS 24, Flanders Road. This project entails upgrading the above intersections through the reconfiguration of the existing traffic circle into a modern roundabout, along with other traffic related improvements in order to accommodate bicyclists, pedestrians and vehicular traffic safely and efficiently. N&P prepared numerous conceptual alternatives to meet the goals of various design criteria including the elimination of one leg of the roundabout and avoiding major property

acquisition. These conceptual alternatives included: Oval shaped roundabouts, Side-by-side roundabouts, Roundabouts with new adjacent intersections to eliminate a leg and Two-lane "turbo" roundabouts. Working with the Town of Southampton and in conjunction with the alternatives eliminating one leg of the roundabout, N&P prepared concept plans and land-use analysis for the construction of a new roadway through Riverside and potential development for a new commercial downtown area. N&P incorporated green infrastructure into the project utilizing multiple bio-retention areas between CR 94 and CR63 and between CR63 and CR104. In addition, an infiltration system was design in the center of the roundabout.

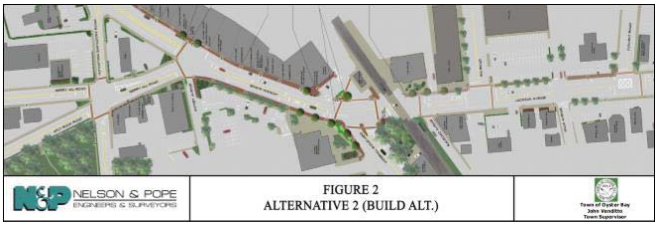
**Relevant Project Components:** Capacity/Accident Analysis Utilizing, Vissim Software, Conceptual Design, Topographic Survey and Mapping, Community Outreach, Preliminary and Final Design, Drainage Facilities, SEQRA Classification, SWPPP for Stormwater Permit

## Nassau County Department of Public Works "On-Call" Traffic Engineering Services

The N&P Team is currently providing traffic engineering, design and technical assistance to the Nassau County Department of Public Works Traffic Section through the On-Call Traffic Services Agreement. Services include, but are not limited to:

- Compliant and traffic control device requests investigations
- In-house technical and engineering support staff
- Construction management assistance and monitoring of construction activities
- Analysis and studies

## Syosset Streetscape and Walkability Improvement Project, Town of Oyster Bay




Nelson & Pope has been retained by the Town of Oyster Bay for a project to improve pedestrian walkability, accessibility and safety in the heavily congested downtown Syosset commercial area. Project includes new pedestrian crosswalks and upgrade of existing pedestrian crossings; installation of decorative pavers at pedestrian crossings; creation of pedestrian safe havens; installation of decorative lighting; creation of green spaces through the planting of street trees and planters; replacement of large areas of concrete sidewalk with decorative paving stones and the installation of benches, trash receptacles & directional signage.

**Relevant Project Components:** Topographic Survey & Mapping, Roadway Plan and Profile, Preliminary & Final Design, Public Outreach, Pedestrian Crosswalks, Signal Enhancements, Pedestrian Safe Havens, Decorative Pavers, Decorative Street Lighting, Street Furniture, Specifications, Engineer's Cost Estimate, Bid Phase Services, Construction Support Services, Design Approval Document (DAD), Project Systems Engineering Analysis Report (PSEAR)

## City of Glen Cove Professional Services "On-Call" Agreements Special Consultant, Civil, Site, Survey and Construction Management

Nelson & Pope serves a Special Consultant to the City's Planning Boards and provides has been providing On-Call technical services to the City of Glen Cove's Department of Public Works for engineering and technical services related to infrastructure, traffic, park and other public facility improvements.

## Hauppauge Industrial Park Transportation Planning Study, Hauppauge, NY

Nelson & Pope, in association with Eng-Wong, Taub & Associates, recently completed a transportation planning study for the Hauppauge Industrial Park in the Town of Smithtown. The study consisted of an extensive analysis of thirty-nine (39) intersections within the industrial park as well as the adjacent arterials to identify existing and future deficiencies and develop short and long-range, realistically executable plans to improve the current physical and/or traffic operational deficiencies in the project area.



**Relevant Project Components:** Traffic Data Collection, Speed Data Collection, Field Observations & Inventory of Existing Conditions, Origin and Destination Study, SYNCHRO Traffic Analysis, Accident Analysis, Development of Short & Long Range Improvements, Preparation of Transportation Planning, Study Report

## PARKING ANALYSIS MALL EXPANSION, Garden City, NY

Presently, the basis and requirement for calculating the number of spaces required for Regional Shopping Malls is the same as other "big box" or standalone single tenant retail uses, and does not account for shared trips (a user visiting multiple stores during a single trip) that are common for Regional Shopping Mall uses. A separate parking allocation is currently required for restaurants, even though many of the restaurant uses in the malls support the customers visiting the mall for retail shopping purposes. In a multiuse development like a regional shopping mall there is a symbiotic relationship between the multiple entities that comprise the shopping mall. There may be some single purpose trips made to the shopping mall, however, a significant portion of the trips to the shopping mall will result in multiple visits to various entities of the mall. Trips to the stores, restaurants, movie theaters create the opportunity for multi-purpose trips and thus shared parking. Given this interaction, the shopping malls need for parking must be viewed not as a standalone use but one cohesive mixture of retail resulting in a combined parking generation rate that will be lower than one would calculate if the shopping mall was viewed as only individual uses within the site.

A parking assessment was completed for the Green Acers Mall in the Valley Stream and Roosevelt Field Mall to determine the existing peak parking demand. The purpose of the analysis was to estimate the peak parking demand at these regional malls and develop parking rates.

**Relevant Project Components:** Field inventory of the existing parking spaces in the two regional malls, Conducted parking counts to determine peak parking demand, Analyzed data to determine parking rates

## Nassau County Department of Public Works "On-Call" Technical Service Agreements



The N&P Team has been providing additional On-Call technical services to the NCDPW. The Team has provided engineering, surveying, architectural and environmental technical services to the Highway & Civil Engineering Section, Traffic Engineering Section, Buildings & Grounds Section and the Departments of Parks & Recreation.

## **Jackson Avenue Transportation Planning Study,** Syosset, NY



Nelson & Pope was retained by the Nassau County Department of Public Works to conduct a transportation study of the Downtown Syosset area with regard to existing traffic conditions and operations. N&P collected and analyzed data and developed various alternatives that would relieve congestion and improve safety.

**Relevant Project Components:** Level of Service Analysis, Public Participation and Outreach, Development of Future Volumes, Traffic Data Collection, Accident Analysis, Traffic Impact Evaluation, Signal Warrant Analysis, Prepare Study Report, Develop Short/Long-Term Improvements, SYNCHRO Analysis

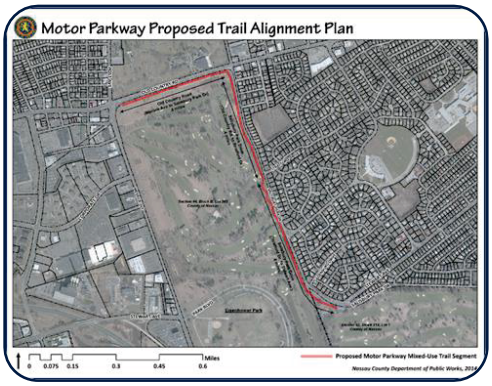
## **Berry Hill Road/Renee Road Traffic Study,** Town of Oyster Bay



The primary objective of this traffic study was to determine the potential use of Renee Road, a local residential street used as a cut-through route to avoid other congested roadways in Downtown Syosset, and identify remedies that may decrease cut-through traffic on this local roadway. Nelson & Pope performed an extensive evaluation which included capacity analysis at intersections, with and without proposed improvements, and re-routing of traffic based upon recommended turn restrictions. We developed innovative yet feasible alternatives to achieve the Town's objective of successfully reducing this cut-through traffic activity on Renee Road and hence improve traffic flow and safety on Renee Road.

**Relevant Project Components:** Traffic Data Collection, Inventory of Existing Conditions, License Plate Survey, Capacity Analysis, SYNCHRO and HCS Traffic Analysis, Development of Mitigation Measures, Preparation of Traffic Study Report

## **Long Island Motor Parkway Mixed-Use Trail,** Nassau County




NCDPW adopted the Motor Parkway Trail Vision Plan, an initiative to restore and enhance important transportation connections through Nassau County and adapting to new environmentally-friendly and healthy forms of transportation. The restored trail will provide an important alternative transportation link between communities, open space, education and cultural institutions, and employment centers for those wishing to walk or bike through Nassau County to these destinations. Nelson and Pope was selected to provide professional engineering services for the preparation of a comprehensive design report and engineering documents for the Long Island Motor Parkway Mixed Use Trail: Old Country Road-Salisbury Park Drive Segment.

## **Town of Brookhaven Neighborhood Traffic Safety Study,** Port Jefferson Station/Coram West, NY




Nelson & Pope was retained by the Town of Brookhaven Division of Traffic Safety to prepare a neighborhood traffic safety study (NTSS) for an area located in the hamlets of Port Jefferson Station and Coram; east of Old Town Road, west of NYS Route 112, north of CR 83 and south of NYS Route 347. The objective of the study was to identify traffic related safety concerns in the study area and recommend improvements.

**Relevant Project Components:** Traffic Data Collection, Speed Data, Accident Analysis, Field Observations & Inventory, Analysis of Traffic Safety Concerns of the Local Communities, Review of the Town of Brookhaven Code, Book, Develop Traffic Safety Recommendations, Develop Maintenance and Work Orders, Preparation of a Neighborhood Traffic Safety Study Report

## **Port Washington Multi-Level Parking Structure Traffic Impact Study,** North Hempstead, N



Nelson & Pope was retained by the Town of North Hempstead to perform a traffic impact study for a proposed parking structure in Port Washington, Nassau County, NY. The study area consisted of eight intersections and three corridors. The main objective of the study was to perform an extensive evaluation of traffic impacts that may be created by the proposed parking structure and develop innovative yet cost effective and feasible mitigation measures.

**Relevant Project Components:** Traffic Data Collection, Inventory of Existing Conditions, Identification of Non-Standard Features, SYNCHRO Intersection Queue Analysis, Existing Conditions Analysis, No Build Analysis, Development of Parking Structure Plans, Analyses of Impact Created by Proposed Parking Structure, Identify Mitigation Measures, Prepare Traffic Impact Study Report

## **Downtown Riverfront Redevelopment,** Riverhead, NY



As part of this project, N&P prepared a Traffic Oriented Development (TOD) Growth Plan which analyzed the developments proposed at the potential brownfield sites that were provided by NP&V to determine the traffic impacts that may be associated with their development and provide possible mitigation. N&P was responsible for the transportation (traffic, transit, bikes and pedestrians) and parking analysis components of the study. In this TOD study, N&P conducted traffic analyses at several intersections within the study area to identify traffic impacts associated with TOD plans. A detailed parking and transit study was also undertaken to determine the adequacy of parking and transit. Measures to mitigate traffic, parking and transit impacts were developed and analyzed.

**Relevant Project Components:** Inventory of Existing Conditions, Existing Traffic Data/Accident Data Analysis, Existing Traffic Flow Analysis, Identification of Intersection Impacts, Capacity Analysis, Parking/Transit Analysis, TOD Growth Plan, Traffic Modeling, Public Transport Plan, Pedestrian Bike Plan

## **Southampton Village Parking Study,** Southampton, Suffolk County, NY



Nelson & Pope was retained by the Village of Southampton to perform a parking study of the primary lots and on-street parking areas in the downtown area of the Village of Southampton. The study identified the peak parking periods and associated peak occupancy by location, calculated the average parking duration and turnover by location and provided recommendations to improve parking efficiency within the Village.

**Relevant Project Components:** Inventory of Municipal Parking Areas, Inventory of On-Street Parking Areas, Collection of Parking Accumulation Data, Collection of Parking Duration and Turnover Data (license plate survey), Identify Peak Parking Demand, Calculate Average Parking Duration and Turnover, Identify Locations with Operational Issues, Develop Alternatives to Address Parking Issues, Preparation of Parking Study Report

## **PAVEMENT MARKING IMPROVEMENTS, VARIOUS LOCATIONS Nassau County, NY**



N&P provided Nassau County Department of Public Works with construction observation and support services for these federal aid (ARRA Funding) projects. The Pavement Marking Improvement projects were three separate federal aid projects that included the removal and reinstallation of pavement markings (ex. long lines, stop bars, crosswalks, arrows) on roads throughout the County in conjunction with the Nassau County roadway resurfacing program. The Inspectors were responsible for the daily coordination with the contractor and the Nassau

County Traffic Engineering Division, measurements, recording of quantities, the preparation of the daily MURK reports and supervision of the County's contractor for compliance with the plans, specifications and NCDPW/NYSDOT standards. A Resident Engineer was assigned to the job to oversee the inspectors and to ensure contract compliance and quality assurance for all ARRA, FHWA and NYSDOT procedural and documentation requirements.

**Relevant Project Components:** Resident Construction Observation, Measurement of Quantities, Materials Testing, Shop Drawing and Submittal Review, Review of Contractor Claims for Payment, Review of Change Orders, Monitoring of Contract Schedule, Coordinate with Community, Utilities , and Municipal Agencies, NYSDOT/FHWA Standards for County Reimbursement

## *Traffic Databank Project Examples*

### **Hauppauge Industrial Park Survey,** Sub-consultant to Nelson & Pope

Study included traffic surveys for residents and businesses in the area to understand demographics as well as traffic concerns as a tool for planning. Additionally, traffic data was collected at 44 locations to document existing traffic patterns by mode to be used in the overall analysis of the supply side from user perspective and actual traffic conditions.

### **NYSDOT, Short Counts Contract – 8 Regions 2014/2015,** New York State

Mobilizing within 7 days of Notice to Proceed, Traffic Databank is conducting traffic data collection at more than 7,500 locations in 8 regions of the State of New York using Automatic Traffic Recorders. Data is collected weekly and submitted in NYSDOT format each week. NYSDOT reviews data and accepts/rejects each data point based on data quality and the firm holds at 98% Acceptance Rate as of March 2015. Contact: Andrew Chatterton NYSDOT (518) 485-5769

### **MetLife Stadium Traffic and Transit Study**

Transit (rail and bus) Occupancy counts to identify travel patterns to/from major events at the MetLife Stadium and adjacent stadia. Counts identified the decision making characteristics for transit passengers to select rail cars or buses at peak periods. Study included traffic surveys at 45 locations to capture traffic patterns by motorists and pedestrians to/from the stadia area as well.

### **NYSDOT/PANYNJ, Grand Central Parkway Corridor Study,** Sub-consultant to PB Queens, NY

Mobilizing within 72 hours, Traffic Databank conducted traffic counts, field inventories and travel surveys at 209 study locations to determine existing capacity for traffic and utilization of roadway network in Queens proximate to LaGuardia Airport by auto, bus transit, pedestrians, and light-heavy trucks. Video technology (Miovision) was used to collect classification and

turning movement counts as well as pedestrian counts. Automatic traffic recorders were installed for 7-9 days to obtain 24-hr/daily traffic patterns. Travel delay runs were conducted using GPS technology. Project completed and delivered within 21 days.

**NYC Department of City Planning, East Midtown Redevelopment,** Sub-consultant to PB, New York City

Within 3 days, Traffic Databank conducted traffic data collection at 36 study locations to identify the demand for car, bus, and other traffic utilizing the tunnel from both the NYC and NJ sides as a tool for planning construction closures to reconstruct the Helix (NJ access). Video technology (Miovision) was used to collect classification and turning movement amd pedestrian counts. Automatic traffic recorders were installed for 7-9 days to obtain 24-hr/daily traffic patterns. Project completed and delivered within 14 days.

**NYC Department of City Planning, East Midtown Redevelopment,** Sub-consultant to PB, New York City

Mobilizing within 72 hours, Traffic Databank conducted traffic counts at 158 study locations to identify trip characteristics by cars, pedestrians, taxi, bus and other modes as part of a 20 year planning study for East Midtown Manhanttan. Video technology (Miovision) was used to collect classification and turning movement counts as well as pedestrian counts. Automatic traffic recorders were installed for 7-9 days to obtain 24-hr/daily traffic patterns. Project completed and delivered within 14 days.

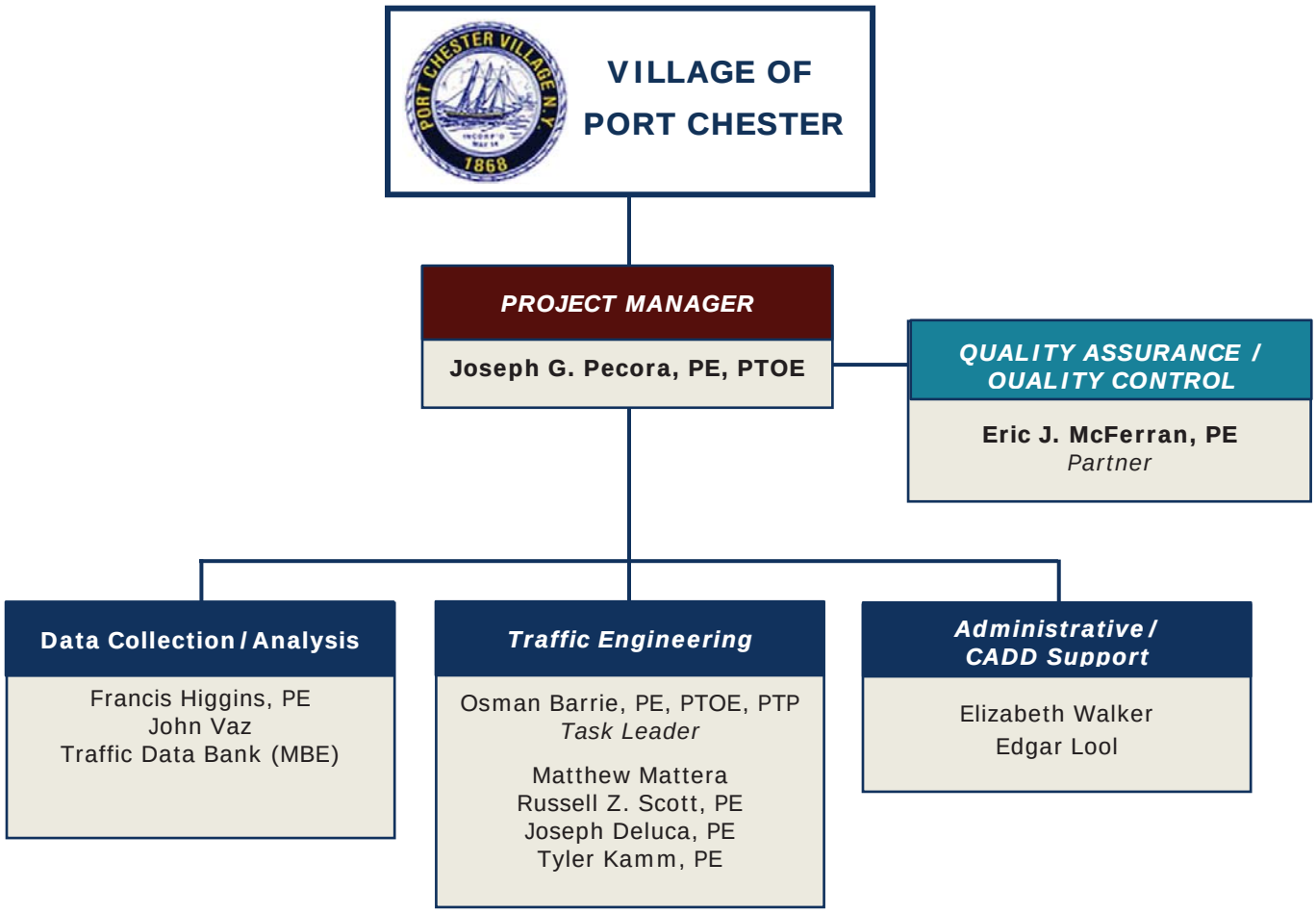
**DASNY, New York City Facility Truck Circulation Study,** Sub-consultant to HDR
Brooklyn, Queens, Manhattan - NY

Within 16 days, Traffic Databank conducted traffic counts at 86 study locations to identify traffic patterns proximate to DASNY operations' centers to identify the traffic, noise and pollution impacts of DASNY trucks on neighborhoods. Data collected included video turning movement counts, pedestrian counts, travel-delay runs using GPS technology, spot speed counts, automatic traffic recorder counts, and vehicle classification including documenting DASNY trucks on the study networks. Project completed and delivered within 14 days.

# SECTION II KEY PERSONNEL

## *Project Team Organizational Chart*

The team assembled by **Nelson & Pope (N&P)** has extensive project experience and specific expertise with the tasks, which will be required to meet the requirements of the Town's Request for Proposals. The individuals responsible for each of the specific areas are identified in the Project Team Organizational Chart shown to the right.



Nelson & Pope (N&P) utilizes the Project Manager concept with respect to the project team organization. Under this concept a Project Manager is assigned to the project and has the overall day-to-day responsibility of managing, overseeing and scheduling of the project. The Project Manager reports to the Supervising Partner. **Joseph G. Pecora, PE, PTOE** will serve as the Project Manager for this project with **Eric J. McFerran, P.E.**, providing project oversight and quality control/assurance as the Supervising Partner. The Organizational Chart outlines our Project Manager concept with respect to the hierarchy of coordination between the Town and N&P's team. The Project Manager serves as the single point of contact for the Town, and coordinates the efforts of all in-house staff and sub-consultants if required. Personnel Bios for key staff are provided below.

**Joseph G. Pecora, PE, PTOE**, will serve as Project Manager. Mr. Pecora has over 43 years' experience in transportation engineering, planning, and operations in the public sector. Mr. Pecora was the Chief Transportation Engineer for Nassau County serving as Director of Traffic Engineering, prior to being appointed the Commissioner of Public Works for Nassau County. Mr. Pecora was also responsible for the operation and maintenance of the County's Centralized Computer Traffic System. As Director of Traffic Engineering, Mr. Pecora was responsible for managing and implementing the County's transportation program while at the same time being sensitive to the needs and concerns of both the residences and elected public officials.

**Eric J. McFerran, PE**, the Supervising Partner of N&P's Transportation Department, will provide general project oversight and QA/QC. Mr. McFerran has been involved in the preparation of studies and construction drawings and specifications for private and municipal roadway, traffic, and site development projects. The projects have included complete roadway reconstruction, traffic studies, traffic calming, traffic signal and roadway modification plans for Suffolk County, Nassau County, New York State Department of Transportation, private development clients, and local towns and villages. Mr. McFerran provides technical assistance, quality assurance and direct supervision to Division Heads, Project Managers and Project Engineers. He is well versed with NYSDOT specifications and procedures, as well as the Locally Administered Federal Aid Procedures Manual. Mr. McFerran has extensive experience and familiarity with municipal requirements and will be invaluable in ensuring that the Project Team progresses their efforts towards achieving the Villages goals and objectives for this contract.

**Osman Barrie, PE, PTOE**, **PTP,** has over 15 years of experience in traffic engineering, transportation planning, transit planning and civil engineering for both private and public/municipal projects. Specific experience involves managing and performing traffic and transportation planning studies including traffic impact and assessment studies, corridor/area traffic studies, accident analyses, traffic signal warrant analyses, parking assessment studies, concept designs and roadway design/analyses. Mr. Barrie and the engineering staff assisting him have vast experience in use of computer programs such as HCS, SYNCHRO 7, VISSIM, RODEL and AutoCAD.

**Matthew Mattera** has over ten years of experience in traffic engineering and civil engineering for both private and public/municipal projects. Specific experience involves performing traffic and transportation planning studies including traffic impact and assessment studies, parking assessment studies, traffic signal warrant analyses, accident analyses, traffic signal plans, pavement marking plans, maintenance and protection of traffic plans, and concept designs.

**Russell Z. Scott, PE**, has over 14 years' experience in traffic and civil engineering for projects under the New York State Department of Transportation, Nassau County Department of Public Works, Suffolk County Department of Public Works, private development clients, local Towns and Villages. Mr. Scott has a vast amount of knowledge involving the preparation of preliminary and final design and contract documents for roadway and drainage improvement projects. Projects typically under the direction of Mr. Scott have included conceptual layout, alignment computations, roadway improvements, drainage design, traffic signal design, roundabout design, green infrastructure, grading design and quantity take-off and estimating. Mr. Scott has worked on and managed a number of projects similar to the scope identified in this RFP.

**Joseph DeLuca, PE** and **Tyler Kamm, PE** both have over 8 years of experience and assist in the all phases of the design, they provide support to project engineers including compiling of documents, preparation of conceptual, preliminary and final design drawings, assisting in development of alternatives and assisting in design functions, and construction inspection assistance.

**Victor Ochieng, PE, of Traffic Databank** provides project management and traffic engineering expertise to this traffic and transit data collection & data management organization. Mr. Ochieng has over 21 years of transportation engineering experience, which includes transportation system analyses, design and planning, to identify and enhance capacity for various modes as well as intermodal transportation for private and public clients in New York, New Jersey, Pennsylvania, and Maryland.

Resumes for key personnel are provided in ***Appendix A***.

# SECTION III: REFERENCES

## Similar Projects

*Aryeh Lemberger*
*Unit Head, Traffic Engineering Unit, Planner III*
*Nassau County Department of Public Works*
*1194 Prospect Avenue*
*Westbury, NY 11590*
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*Gary Awe*
*Director of Traffic*
*Town of Hempstead*
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*Merrick, NY 11566*
*(516) 378.2260*

*William Hillman, PE*
*Chief Engineer*
*Suffolk County Department of Public Works*
*335 Yaphank Avenue*
*Yaphank, New York 11980*
*(631) 852-4010*

# SECTION IV: FEES

The following is the Wage Rate Schedule. The table below reflects the hourly billing rate schedule for employees anticipated to be involved in the project as of September 2016, burdened with a multiplier of 2.65 (unless otherwise noted) and a maximum billing rate (including multiplier) of $200 per hour per person.

| Last Name | First Name | Labor Category | Billing Rate |
|---|---|---|---|
| Barrie | Osman | Project Manager | $156 |
| DeLuca | Joseph | Engineer | $97 |
| Higgins | Francis | Senior Engineer | $121 |
| James | Robert | Project Engineer | $103 |
| Kamm | Tyler | Engineer | $97 |
| Lool | Edgar | Engineering Technician | $86 |
| Mattera | Matthew | Project Engineer | $104 |
| McFerran | Eric | Partner | $200 |
| Pecora | Joseph | Associate | $179 |
| Scott | Russell | Associate | $181 |
| Vaz | John | Sr Engineering Technician | $89 |
| Walker | Elizabeth | Senior Administrative Assistant | $94 |

# APPENDIX A

# RESUMES OF KEY PERSONNEL

NELSON & POPE
ENGINEERS & SURVEYORS

# Joseph G. Pecora, P.E., P.T.O.E.

**Transportation & Municipal Site Department**

**Education:**
BSEE, Brooklyn Polytechnic Institute

**Registration/Certifications:**
Professional Engineer: New York, Florida

Professional Traffic Engineer: California

Professional Traffic Operations Engineer

**Years with This Firm:** 8

**Years with Other Firms:** 35

**Affiliations:**
Institute of Transportation Engineers (ITE)

National Committee on Uniform Traffic Control Devices (MUTCD)

American Public Works Association

## Professional Profile

Mr. Pecora has over 43 years' experience in transportation engineering, planning, and operations in the public sector. Mr. Pecora was the Chief Transportation Engineer for Nassau County serving as Director of Traffic Engineering, prior to being appointed the Commissioner of Public Works for Nassau County. Mr. Pecora was also responsible for the operation and maintenance of the County's Centralized Computer Traffic System.

The Traffic Engineering Office was also responsible for the signing and marking of approximately 2,200 lane miles of roadways as well as the operation and maintenance of various street lighting for the County facilities and bridges. As Director of Traffic Engineering, Mr. Pecora was responsible for managing and implementing the County's transportation program while at the same time being sensitive to the needs and concerns of both the residences and elected public officials.

As Commissioner of Public Works for Nassau County, Mr. Pecora managed the Divisions of Highways and General Engineering, Road Maintenance, Sanitation, Building, Traffic Engineering and Administration that comprised the Department of Public Works. This involved a staff of approximately 950, with an operating budget of $80 million and a capital construction budget of $100 million.

Mr. Pecora has served on the National Committee on Uniform Traffic Control Devices (MUTCD) since 1992. He was involved in writing the 2000, 2003 and 2009 editions of the Manual on Uniform Traffic Control Devices and is currently involved in writing the 2016 edition.

## Experience

**Nassau County**

**Nassau County "On-Call" Traffic Engineering Services**
Mr. Pecora is the Project Manager for the Nassau County "On-Call" Traffic Engineering Services project. This contract provides for all phases of traffic engineering including signs, signals, markings, studies and supplemental staff services and inspection.

**Nassau County Computer Traffic Signal**
These projects involve traffic signal design and interconnection for various roadways throughout Nassau County. The projects included the development of traffic signal plans, specifications, and construction cost estimates.

**Traffic Corridor Studies, Nassau County**
These projects included complete documentation of existing traffic volumes, parking operations, roadway and intersection configuration, traffic signal planning and timing, accident records and existing land uses with proposed development.

**Sign Management System, Nassau County**
Mr. Pecora implemented the first sign management program for Nassau County. The sign management system provides for the inventory, management and maintenance of approximately 15,000 signs under the County's jurisdiction. The system uses a pen-based computer that ties into the County's GIS base map.

**Traffic Signal Timing Progression Studies, Nassau County**
Mr. Pecora supervised and implemented traffic signal timing studies along various roadways within Nassau County. The studies included traffic counts and analysis to develop timing plans along various road corridors.

**Suffolk County**

**Improvements at the Intersections of CR 51 @ CR 94 and CR 63 @ CR 104/NYS 24, Riverhead**
Mr. Pecora is the Traffic Task Leader for this intersection improvement project which entails the reconfiguration of the existing traffic circle into a modern roundabout along with other related traffic improvements. The project entails analyzing traffic counts and data, creating and applying growth factors to the traffic data and, using VISSIM software, determining the lane configurations needed to achieve an acceptable level of service for a modern roundabout in an effort to address traffic congestion and safety concerns in the downtown Riverhead area.

**Hauppauge Industrial Park Traffic Study, Hauppauge**
Project Manager for a Transportation Planning Study of the Hauppauge Industrial Park. The primary objective of the project was to develop short and long-range realistically executable plans to improve the current physical and/or traffic operational deficiencies in the project area, specifically the routes taken to various origins/destinations, identify the causes of congestion, and evaluate how the congested locations can be mitigated to improve the overall traffic flow within the study area.

**Long Island Expressway Service Roads MUTCD Compliance**
Project Manager for this project which consisted of a pavement and roadway study of 25 miles of the LIE North and South Service Roads. The project involved field verification of pavement markings and inventory of approximately 1200 signs, preparation of a report evaluating all existing pavement markings and signs in conformance with MUTCD and report of all signs and pavement markings requiring modifications in the final report.

## Town of Oyster Bay

**Town Beach Study**
Project Manager for a traffic study to address existing traffic concerns in the Town Beach parking lot and access points. The study examined alternatives to improve traffic flow through the congested parking lot access and to determine what improvements can be made to both ingress and egress to the Town's park.

**Downtown Syosset Study**
Project Manager for a traffic study to address existing traffic concerns in the downtown area of Syosset. The study examined alternatives to improve traffic flow through the congested five-leg intersection formed by Jackson Avenue, Berry Hill Road, Split Rock Road, East Woods Road and Cold Spring Road. The study included data collection, analysis and the development and evaluation of design alternatives.

**Broadway Traffic Calming**
Project Manager for a study of Broadway in Massapequa which identified various traffic calming measures that could be implemented to reduce speed and improve traffic safety along this arterial roadway. One of the measures adopted by the Town was the installation of speed awareness devices. This part of the project involved the design, placement and construction of 10 such devices.

## Town of Hempstead

**Town of Hempstead "On-Call" Traffic Engineering Services**
Mr. Pecora is the Project Manager for the Town of Hempstead "On-Call" Traffic Engineering Services project. This contract provides assistance to the Town in all traffic related issues, i.e., signs, markings, studies and traffic assessments.

## Institutional

**Turtle Hook Middle School Traffic Study, Uniondale**
This project involved a complete study of both the on-site and off-site school traffic circulations, in order to improve operations at the Turtle Hook Middle School. The project involved off-site improvements to the surrounding roadways and also included a traffic study to determine the need for a left-turn arrow at the school's entrance.

NELSON & POPE
ENGINEERS & SURVEYORS

# Eric J. McFerran, P.E.

## Transportation & Municipal Site Department

**Education:**
BSCE, Civil Engineering, University of Rhode Island

***Registration/Certifications:***
Professional Engineer: New York

**Years With This Firm:** 21

**Years with Other Firms:** 0

**Professional Affiliations:**
American Society of Civil Engineers (ASCE)

Institute of Transportation Engineers (ITE)

National Society of Professional Engineers (NSPE)

New York State Association of Transportation Engineers (NYSATE)

### Professional Profile

As the Supervising Partner of the Transportation & Municipal Site Department, Mr. McFerran has been involved in the preparation of construction drawings and specifications for private and municipal roadway, traffic and site development projects. The projects have included transportation, waterfront, stormwater drainage, utility and site improvements for Suffolk County, Nassau County, New York State Department of Transportation, private development clients, and local Towns and Villages. Mr. McFerran provides technical assistance, quality assurance and direct supervision to Division Heads, Project Managers and Project Engineers.

### Selected Experience

**Infrastructure Improvement and Reconstruction**
Planning, design and project oversight for the preparation of contract and construction documents and technical assistance for infrastructure design projects beginning with the planning phase and continuing through implementation.

- Improvements to Roundabout at CR 51 @ CR 94 and CR 63 @ CR 104/NYS 24, Riverhead (SCDPW): Reconfiguration of existing traffic signal into a modern roundabout, along with other traffic related improvements;
- Sidewalks at Various Locations in Suffolk County (SCDPW): Construction of new sidewalk and curb, drainage, traffic signal modifications and pavement markings
- West Meadow Creek Stormwater Management for Various Roadways (T/O Brookhaven): Stormwater mitigation for a tributary area of approximately 24 acres;
- Amagansett Drive Storm Drainage Mitigation (T/O Brookhaven): Study to define tributary areas and various alternatives for water quality treatment, along with design of drainage devices, slope stabilization/outfall protection and NYSDEC permitting;
- Reconstruction of CR 7, Wicks Road, Town of Islip (SCDPW): Pavement rehabilitation, curb and sidewalk construction, drainage and traffic signal upgrades;
- Stormwater Remediation on CR 96, Great East Neck Road, Babylon (SCDPW): Design study for plan to remediate quality and quality of stormwater runoff from County systems into unimproved drainage swale;
- CR 16, Terry Road Improvements, Smithtown (SCDPW): Realignment of approximately 3,000 ft. of Terry Road @ NYS 347 to provide adequate lane configuration and traffic control;
- Francis Gabreski Airport Entrance Road Reconstruction, Westhampton (SCDPW): Development of roadway and drainage infrastructure improvements;
- CR 111, Port Jefferson-Westhampton Road @ LIE, Town of Brookhaven (SCDPW): Preliminary and final design for modifications to this heavily congested intersection;
- CR 99, Woodside Avenue Corridor Study, Patchogue (SCDPW): Comprehensive study to improve safety for pedestrians/vehicles and calm traffic along corridor;

- CR 111, Port Jefferson-Westhampton Road/Eastport Manor Road Intersection Improvements, Eastport (SCDPW): Widening of Eastport Manor Road, construction of acceleration and deceleration lanes along CR 111, along with traffic signal design;
- CR 67, Long Island Motor Parkway, Islandia (SCDPW): Roadway and drainage improvements for two miles of roadway;
- Hempstead Avenue Improvements, West Hempstead (NCDPW): Drainage study resulting in drainage, curb, sidewalk and pavement improvements;
- Middle Neck Road Drainage Improvements (NCDPW): Study and design services to address deficiencies in the existing drainage system;
- Glen Cove Road & Northern Boulevard Intersection Improvements, Greenvale (NCDPW): Design services for intersection, drainage, pavement, traffic signal and pavement marking improvements;
- Lincoln Boulevard/NYS 454 Intersection Improvements, Hauppauge (NYSDOT): Widening of intersection, along with installation of new traffic signal;
- Meadowbrook State Parkway Collector Distributor Road (NYSDOT): Extension of northbound collector-distributor road, Stewart Avenue Bridge and relocation of Resource Recovery Plant's access road;
- Syosset Streetscape and Walkability Project (T/O Oyster Bay): Project entails improving pedestrian walkability, accessibility and safety in a heavily congested downtown commercial area;
- Libby Avenue & Peachtree Lane Area Improvements, Hicksville (T/O Oyster Bay): Roadway and drainage improvements for residential streets in Hicksville;
- Jerusalem Avenue, Massapequa (T/O Oyster Bay): Rehabilitation consisting of drainage structure upgrade, pavement condition survey and recommended remediation solution;
- High Farms Road Phase I and II, Glen Head (TOBAY): Rehabilitation of roadway from Glen Cove Road to Brookville Lane.
- Clinton-Rose/Washington Avenue Area, Roosevelt (T/O Hempstead): Roadway and drainage improvements for three miles of residential streets;
- Street Lighting/Beautification of East Meadow Avenue, Hempstead (T/O Hempstead): Decorative sidewalks, tree pits, street lighting, driveway reconstruction, decorative clock and curbing;

**Traffic and Street Lighting**

Planning, design and project oversight for the study, design and preparation of contract and construction documents and technical assistance from planning through implementation.

- Energy Efficient Street Lighting Study (T/O Brookhaven): Extensive study of potential energy efficient lighting alternatives throughout the Town;
- On-Call Traffic Signal Design Services, Nassau/Suffolk Counties, T/O Brookhaven: Projects entail study phase through signal installation;
- Red Light Violation Camera System (SCDPW): Program was implemented to reduce the number of violations and red-light violation related accidents throughout the County.

**Construction Inspection Services**

Project oversight for construction observation and field testing for a variety of public works and private development projects. Project types include sanitary, roadway & drainage, traffic signals and municipal parks. Inspectors' duties include daily measurements of installed quantities and quality assurance for contractor's compliance with plans and specifications, tracking quantity overruns, reviewing contractor submittals and contractor payment claims.

- Emergency Repairs to Various Bridges, Suffolk County (SCDPW): Repair to girder web and flange plates and bearing stiffener/connection plates at or adjacent to the center of bearing which were severely deteriorated.
- Rehabilitation of CR 97, Nicolls Road Bridges, Towns of Brookhaven and Islip (SCDPW): Includes extensive repair to the bridges over Furrows Road, Long Island Railroad and Long Island Avenue;
- Intersection Improvements on CR 13, Fifth Avenue, Town of Islip (SCDPW): Installation of drainage structures, curb, sidewalk and driveway aprons; installation and/or modification of traffic signal equipment; pavement markings and signage;
- Intersection Improvements on CR 31 @ CR 104, Town of Riverhead (SCDPW): Reconfiguration of existing traffic circle into a modern roundabout along with other traffic related improvements in downtown Riverhead area;
- Rehabilitation of CR 17, Carleton Avenue, Central Islip (SCDPW): Federally aided project which entailed the rehabilitation of 1.2 miles of roadway;
- Reconstruction of CR 80, Montauk Highway, Shirley/Mastic (SCDPW): Federally aided project which entailed reconstruction of 1.7 miles of heavily congested roadway in order to improve vehicular and pedestrian safety, continuous curb and sidewalk, drainage, new/rebuild traffic signals;
- Reconstruction of CR 80, Montauk Highway, Patchogue (SCDPW): Reconstruction entailed utility installation/relocation; drainage; curb and sidewalk, asphalt pavement and traffic signal improvements;
- Pavement Resurfacing of the North and South Service Roads of the LIE at Various Locations (ARRA Funding) (SCDPW): Projects included drainage repair, full-depth asphalt repair; resurfacing, guide rail repair, signing and pavement markings;
- Hempstead Avenue (NCDPW): Extensive utility relocations; storm drainage systems; concrete curb & sidewalk; asphalt pavement; traffic signal interconnect and pavement markings;
- The Promenade, Glen Head (T/O Oyster Bay): Pavement repairs, pavement replacement and drainage improvements in an extremely hilly section of Glen Head.

NELSON & POPE
ENGINEERS & SURVEYORS

# Osman Barrie, P.E., P.T.P., P.T.O.E.

**Transportation & Municipal Site Department**

**Education:**
ME - Civil Engineering (Transportation Engineering), City College of the City University of New York

MSCE — Water Resources Engineering, University of Dar Es Salaam, Tanzania

BSCE - Civil Engineering, University of Sierra Leone

**Registration/Certifications:**
Professional Engineer — New York and New Jersey

Professional Transportation Planner

Professional Traffic Operations Engineer

**Years with This Firm:** 10

**Years with Other Firms:** 7

**Professional Affiliations:**
Institute of Transportation Engineers, Member

American Society of Civil Engineers (ASCE)

Sierra Leone Institute of Engineers, Member

## Professional Profile

Mr. Barrie has more than 15 years' experience in traffic engineering, transportation planning, transit planning and civil engineering for both private and public/municipal projects. Specific experience involves managing and performing traffic and transportation planning studies including traffic impact and assessment studies, accident analyses, traffic signal warrant analyses, parking assessment studies, concept designs and internal roadway design/analyses as well as conducted traffic reviews for diverse developments for a number of Townships in New Jersey. Mr. Barrie has vast experience in use of computer programs such as HCS, SYNCHRO 7 and AutoCAD.

## Experience

**Downtown Copiague Traffic Impact Study, Town of Babylon**
As part of its on-going Downtown Copiague Vision Plan, Mr. Barrie was part of the Nelson & Pope team that conducted a Cumulative Traffic Impact Study for downtown Copiague and identified traffic impacts that will be created by the proposed full build out plan outlined in the Town of Babylon environmental impact statement and identified potential mitigation measures that will successfully improve traffic operation within the downtown area with minimal impact to the community.

**Downtown Farmingdale Traffic Impact Study, Incorporated Village of Farmingdale**
Mr. Barrie conducted a detailed cumulative Traffic Impact Study for Downtown Farmingdale as part of the Village's Downtown Master Plan. The study identified traffic impacts that would be created by the Village's preferred build-out scenario, and developed mitigation measures based on a detailed assessment of the current and future deficiencies associated with geometry, traffic control, signal operations, existing and future capacity limitations to successfully improve traffic operation within the downtown area with minimal impact to the community.

**Downtown Riverfront Redevelopment, Town of Riverhead Community Development Department**
The Town of Riverhead retained Nelson & Pope (N&P) / Nelson, Pope & Voorhis (NP&V) to complete a New York State Department of State Brownfield Opportunity Area (BOA) grant for an approximately 452 acre area characterized with eighteen potential brownfield sites. A Traffic Oriented Development (TOD) Growth Plan was developed in which the developments proposed at the potential brownfield sites were analyzed to determine the traffic impacts that may be associated with their development and provided possible mitigation. Mr. Barrie was responsible for the transportation (traffic, transit, bikes and pedestrians) and parking analysis components of the study. In this TOD study, traffic analyses were conducted at several intersections within the study area to identify traffic impacts associated with

TOD plans. A detailed parking and transit study was also undertaken to determine the adequacy of parking and transit. Measures to mitigate traffic, parking and transit impacts were developed and analyzed.

**Downtown Overlay Zones & Map Amendments, Inc. Village of Hempstead**
Nelson & Pope's Environmental Affiliate, NP&V worked with Renaissance Downtowns, the Village's Master Developer, and the Village of Hempstead to prepare a Supplemental Generic Environmental Impact Statement (GEIS) for the proposed adoption of Downtown Overlay Zones and Zoning Map amendments for a 279 acre area of downtown Village of Hempstead. A Traffic Impact Study was conducted for the downtown area, including 40 area intersections, an assessment of trip generation accounting for the transient oriented design of the project and shared parking. The project was completed under an expedited timeframe and complimented by the Nassau County Planning Commission for the manner in which the SEQRA process was completed, and in particular, the analysis mythologies used.

**Suffolk County**
**Improvements at the Intersections of CR 51 @ CR 94 and CR 63 @ CR 104/NYS 24, Riverhead**
Mr. Barrie is involved in the traffic engineering portion of this intersection improvement project which entails the reconfiguration of the existing traffic circle into a modern roundabout along with other related traffic improvements. The project will entail analyzing traffic counts and data, creating and applying growth factors to the traffic data and, using VISSIM software, determining the lane configurations needed to achieve an acceptable level of service for a modern roundabout in an effort to address traffic congestion and safety concerns in the downtown Riverhead area.

**Hauppauge Industrial Park Traffic Study**
Transportation Planning Study of the Hauppauge Industrial Park. The primary objective of the study is to develop short and long-range realistically executable plans to improve the current physical and/or traffic operational deficiencies in the project area, specifically the routes taken to various origins/destinations, and identify the causes of congestions, and evaluate how the congested locations can be mitigated to improve the overall traffic flow within the study area. Short and long-range improvement plans are being developed based on a detailed assessment of the current and future deficiencies associated with geometry, traffic control, signal operations, capacity limitations or other safety issues in this study area. The assessment included field observations, traffic data collection, capacity analyses and accident analyses. Simulation models of the study area were developed utilizing the Synchro version 7 software.

**Highway Corridor Study of CR 99, Woodside Avenue, Patchogue**
Conducted a Corridor Study of CR 99 in response to Suffolk County's request to identify short and long-term strategies to successfully calm traffic in the study area segment of the corridor and improve safety for pedestrians and drivers without

impacting the community. To accomplish these goals, short and long- term traffic calming alternatives were developed based on a detailed assessment of the current and future deficiencies associated with geometry, traffic control operations, signal operations, and safety issues. The assessment included accident analyses, capacity analyses, travel time and delay studies and speed studies along the corridor under study. Simulation models of the study corridor were developed utilizing the Synchro software with and without the identified traffic calming strategies to determine the effectiveness of the proposed traffic calming measures.

**Town of Oyster Bay**

**Town Beach Access Design Study**
Conducted a traffic study to address existing traffic concerns in the Town Beach parking lot and access points. The study is examining alternatives to improve traffic flow through the congested parking lot access and to determine what improvements can be made to both ingress and egress to the Town's park.

**Downtown Syosset Study**
Conducted a traffic study to address existing traffic concerns in the downtown area of Syosset. The study examined alternatives to improve traffic flow through the congested five-leg intersection formed by Jackson Avenue, Berry Hill Road, Split Rock Road, East Woods Road and Cold Spring Road. The study included data collection, analysis and the development and evaluation of design alternatives.

**Broadway Traffic Calming**
Assisted in a study of Broadway in Massapequa identified various traffic calming measures that could be implemented to reduce speed and improve traffic safety along this arterial roadway. Measures adopted by the Town included the installation of speed awareness devices. This part of the project involved the design, placement and construction of 10 such devices.

**Borough of Fort Lee, New Jersey**
**Borough of Fort Lee Transportation Study**
Project Engineer for a borough-wide review of existing traffic patterns and Municipal Circulation Plan. Work included traffic counts and analysis of 45 signalized intersections, review and recommendations of proposed Bergen County roadway improvement projects, submission to NJDOT for "Authorization to Design" a proposed traffic signal, and research and analysis of the major roadway corridors to provide for traffic signal coordination and monitoring. The project included identifying traffic calming solutions and flexible design options of the local roadways in order to address the regional demands associated with George Washington Bridge traffic on the Borough's road system. In addition, a traffic simulation model was developed for the entire traffic signal network.

NELSON & POPE
ENGINEERS & SURVEYORS

# Matthew C. Mattera

## Transportation & Municipal Site Department

**Education:**
BSCE, Industrial and Management Engineering, Rensselaer Polytechnic Institute

**Years With This Firm**: 8

**Years with Other Firms:** 5

**Affiliations:**

Institute of Transportation Engineers (ITE)

### Professional Profile

Mr. Mattera has over ten years of experience in traffic engineering and civil engineering for both private and public/municipal projects. Specific experience involves performing traffic and transportation planning studies including traffic impact and assessment studies, parking assessment studies, traffic signal warrant analyses, accident analyses, traffic signal plans, pavement marking plans, maintenance and protection of traffic plans, and concept designs.

### Experience

**Downtown Copiague Traffic Impact Study, Town of Babylon**
As part of its on-going Downtown Copiague Vision Plan, Mr. Mattera was part of the Nelson & Pope team that conducted a Cumulative Traffic Impact Study for downtown Copiague and identified traffic impacts that will be created by the proposed full build out plan outlined in the Town of Babylon environmental impact statement and identified potential mitigation measures that will successfully improve traffic operation within the downtown area with minimal impact to the community.

**Downtown Farmingdale Traffic Impact Study, Incorporated Village of Farmingdale**
Mr. Mattera served as Project Engineer on the team that conducted a detailed cumulative Traffic Impact Study for Downtown Farmingdale as part of the Village's Downtown Master Plan. The study identified traffic impacts that would be created by the Village's preferred build-out scenario, and developed mitigation measures based on a detailed assessment of the current and future deficiencies associated with geometry, traffic control, signal operations, existing and future capacity limitations to successfully improve traffic operation within the downtown area with minimal impact to the community.

**Downtown Riverfront Redevelopment, Town of Riverhead Community Development Department**
The Town of Riverhead retained Nelson & Pope / Nelson, Pope & Voorhis to complete a New York State Department of State Brownfield Opportunity Area grant for an approximately 452 acre area characterized with eighteen potential brownfield sites. A Traffic Oriented Development (TOD) Growth Plan was developed in which the developments proposed at the potential brownfield sites were analyzed to determine the traffic impacts that may be associated with their development and provided possible mitigation. Mr. Mattera as Project Engineer assisted in the transportation (traffic, transit, bikes and pedestrians) and parking analysis components of the study. In this TOD study, traffic analyses were conducted at several intersections within the study area to identify traffic impacts associated with TOD plans. In addition he also participated in the detailed parking and transit study was also undertaken to determine the adequacy of parking and transit. Measures to mitigate traffic, parking and transit impacts were developed and analyzed.

**Downtown Overlay Zones & Map Amendments, Inc. Village of Hempstead**
Nelson & Pope's Environmental Affiliate, NP&V worked with Renaissance Downtowns, the Village's Master Developer, and the Village of Hempstead to prepare a Supplemental Generic Environmental Impact Statement (GEIS) for the proposed adoption of Downtown Overlay Zones and Zoning Map amendments for a 279 acre area of downtown Village of Hempstead. A Traffic Impact Study was conducted for the downtown area, including 40 area intersections, an assessment of trip generation accounting for the transient oriented design of the project and shared parking. The project was completed under an expedited timeframe and complimented by the Nassau County Planning Commission for the manner in which the SEQRA process was completed, and in particular, the analysis mythologies used.

**Hauppauge Industrial Park Traffic Study, Hauppauge, Suffolk County**
This project is a Transportation Planning Study of the Hauppauge Industrial Park. The primary objective of the project is to develop short and long-range realistically executable plans to improve the current physical and /or traffic operational deficiencies in the project area, specifically the routes taken to various origins/destinations, and identify the causes of congestions, and evaluate how the congested locations can be mitigated to improve the overall traffic flow within the study area. Mr. Mattera's tasks included field observations, traffic signal timings, supervision of data collection, identification of roadway deficiencies, safety concerns, accident analysis, aerial image preparation, report figures/graphics, Level of Service analysis (Synchro) and developing mitigation measures.

**Improvements at the Intersections of CR 51 @ CR 94 and CR 63 @ CR 104/NYS 24, Riverhead**
Mr. Mattera provided engineering assistance on this intersection improvement project which entails the reconfiguration of the existing traffic circle into a modern roundabout along with other related traffic improvements. Mr. Mattera's tasks included development of conceptual alternatives, field observations, data collection, VISSIM and SYNCHRO analysis.

**<u>Town of East Hampton</u>**
**Town of East Hampton Transportation Study,**
Currently conducting a Transportation Study for the Town of East Hampton to identify traffic impacts that may be associated with anticipated future transportation facilities in the Town of East Hampton. The study encompassed manual turning movement traffic counts at 10 existing intersections and automatic traffic recorder counts at twelve 12 locations on major roadways in the Town. Traffic analyses will be conducted at the study intersections with and without the anticipated future transportation facility to identify any impact that may be created on the roadways and intersections in the Town.

NELSON & POPE
ENGINEERS & SURVEYORS

# Russell Z. Scott, P.E.

**Transportation & Municipal Site Department**

**Education:**
BSCE, Rensselaer Polytechnic Institute

**Registration/Certifications:**
Professional Engineer: New York

Certified Nuclear Moisture/Density Equipment Operator

**Years with This Firm:** 14

**Affiliations:**
American Society of Civil Engineers (ASCE)

New York State Association of Transportation Engineers (NYSATE)

**Continuing Education Coursework:**
Designing and Implementing Roundabouts
University of Wisconsin at Madison (2007)
Work Zone Safety Inspection, National Highway Institute (2001)
Techniques for Pavement Rehabilitation, ASCE/FHWA (2002)
Roadside Design, ASCE (2003)
Certificate in Traffic Engineering, Polytechnic University (2006)

**Professional Profile**

Mr. Scott has over 13 years' experience in traffic engineering and civil engineering fields. His responsibilities have included the project management of various traffic signal and roadway projects for the New York State Department of Transportation, Nassau County Department of Public Works, Suffolk County Department of Public Works, private development clients, local Towns and Villages. Tasks have included conceptual layout, alignment computations, drainage design, traffic signal design, grading design and quantity take-off and estimating.

**Experience:**

**Suffolk County**

**Improvements at the Intersections of CR 51 @ CR 94 and CR 63 @ CR 104/NYS 24, Riverhead, Suffolk County**

Mr. Scott provided engineering assistance for the initial three concepts on this Suffolk County Department of Public Works intersection improvement project which entails the reconfiguration of the existing traffic circle into a modern roundabout along with other related traffic improvements. He is now serving as the Project Manager to develop additional concept, perform additional analysis and will progress the preliminary and final design. The project will entail analyzing traffic counts and data, creating and applying growth factors to the traffic data and, using VISSIM software, determining the lane configurations needed to achieve an acceptable level of service for a modern roundabout in an effort to address traffic congestion and safety concerns in the downtown Riverhead area.

**Construction of Sidewalks on Various County Roads, Suffolk County**

Mr. Scott is Project Manager for the construction support/inspection aspect of this Suffolk County Department of Public Works project for the construction of new sidewalk and curb, and drainage improvements associated with the construction of these sidewalks. The locations were on CR 79, Bridgehampton-Sag Harbor Turnpike, CR 92, Oakwood Road, CR 35, Park Avenue and CR 85, Montauk Highway. Minor drainage improvements, traffic signal modifications and pavement markings associated with the construction of these new roadway features were also included.

**Pavement Resurfacing of the North and South Service Roads of the Long Island Expressway (ARRA Funding), Suffolk County**

Mr. Scott served as Project Manager for the construction inspection support aspect for Pavement Resurfacing for the North and South Service Roads of the LIE, from the vicinity of Washington Avenue (North)/CR 7, Wicks Road (South) to the vicinity of CR 93, Ocean Avenue; and the North and South Service Roads of the LIE, from the vicinity of CR 93, Ocean Avenue to the vicinity of CR 83, North Ocean Avenue. These resurfacing projects include drainage repair where necessary, full-depth repair where necessary, spot milling, resurfacing, minor guide rail repair, signing and pavement markings.

**Reconstruction of CR 7, Wicks Road, Brentwood**
This project entailed roadway improvements to improve the overall level of service and roadway safety for approximately 1.9 miles of County road and extended from the intersection with CR67, Motor Parkway in Hauppauge to its intersection with CR13 Crooked Hill Road in Brentwood. Mr. Scott was responsible for the design drawings for the complete reconstruction of five existing traffic signals, two of which were under NYSDOT jurisdiction, requiring extensive coordination between Suffolk County and NYSDOT, and the design of three new traffic signals along the CR 7 corridor. The traffic signal plans included the location of signal strain poles, pedestrian signal poles, pullboxes, detector loops, proper signal head placement, sizing of steel conduit, wiring diagrams, spacing diagrams and sequence diagrams. A signal strain pole loading analysis was performed to determine the design load and pole size selection for the strain poles.

**Red Light Violation Camera System**
Mr. Scott has been serving as the Project Manager for this project which entails the installation of red light violation camera systems at one hundred (100) intersections in Suffolk County. Project components include field site survey, accident data study, camera location design and details, office and field coordination, construction observation and as-built design drawings.

**Long Island Expressway Service Roads MUTCD Compliance**
This project consisted of a pavement and roadway study of 25 miles of the LIE North and South Service Roads. Mr. Scott's tasks included supervising and coordinating field verification of pavement markings and inventory of approximately 1200 signs, preparation of a report evaluating all existing pavement markings and signs in conformance with MUTCD and report of all signs and pavement markings requiring modifications in the final report.

**<u>Town of Oyster Bay</u>**
**Syosset Streetscape & Walkability Improvement Project**
Nelson & Pope has been retained by the Town of Oyster Bay for a project to improve pedestrian walkability, accessibility and safety in the heavily congested downtown Syosset commercial area. Mr. Scott served as the Project Manager for this TEP project which included the preparation of the Design Approval Document, design of new pedestrian crosswalks and upgrade of existing pedestrian crossings; installation of decorative pavers at pedestrian crossings; creation of pedestrian safe havens; installation of decorative lighting; creation of green spaces through the planting of street trees and planters; replacement of large areas of concrete sidewalk with decorative paving stones and the installation of benches, trash receptacles & directional signage.

**Broadway Traffic Calming, Oyster Bay**
Project entailed implementing previously submitted recommendations to calm traffic and improve safety throughout the Broadway Corridor by installing speed awareness

devices along the three-mile stretch of road. Mr. Scott's tasks included preparing construction plans, contract documents and specifications, reviewing contractors' bids with recommendation for award, and overseeing inspectors during construction.

**Nassau County**

**Nassau County Signal Expansion Phase 5**

Mr. Scott is the Project Manager for the County Signal Expansion Project. Mr. Scott provided the engineering design for the Nassau County signal expansion of their centralized traffic computer system. The design included the re-design and construction traffic signals located on Middle Neck Road in Great Neck Village, Great Neck and Great Neck Plaza and Lakeville Road in Lake Success and New Hyde Park. The project will allow the County to replace older, outdated signal and communication equipment with state-of-the-art equipment in order to maximize roadway capacity and to minimize delays along their arterials. Traffic signal plans typically included location of traffic signal poles, pedestrian signal poles, pullboxes, conduit, loop detectors/video detection, proper signal head spacing, wiring diagrams, spacing diagrams and sequence tables. Pole load analysis was performed to determine appropriate signal poles and foundations.

**Resurfacing Various County Roads (PIN 0760.10 & PIN 0760.13) – Nassau County**

Mr. Scott was the Project Manager for two Nassau County resurfacing projects. Mr. Scott oversaw the engineering services, which entailed review of pavement, curb and pavement marking conditions; location of utilities, drainage, sewer and traffic signal castings within roadway pavement; preparation of plans, Design Approval Documents, specifications and engineer's estimate for cost of construction.

**New York State Department of Transportation**

**Various Roadway Improvement Plans for NYSDOT, Nassau and Suffolk Counties**

Mr. Scott's responsibilities included various design tasks including typical sections, MPT details, pavement widening, traffic signal plans, grading, pavement markings and drainage. He was also responsible for the preparation of plans in AutoCAD.

**Traffic Signal Projects, Various Locations, (NYSDOT, Nassau County, Suffolk County, Town of Brookhaven)**

These projects include the design of traffic signals from modifications to existing traffic signals to completely new traffic signals throughout Long Island. Mr. Scott's tasks include developing construction plans illustrating the proposed improvements with appropriate State, County or Town item numbers and details, including the location of traffic signal poles, pedestrian signal poles, pullboxes, detector loops, proper signal head placement, sizing of steel conduit, wiring diagrams, spacing diagrams, sequence diagrams. Traffic signal as-builts were prepared once the construction of the traffic signal was complete.

NELSON & POPE
ENGINEERS & SURVEYORS

# Francis J. Higgins

## Transportation & Municipal Site Department

**Education:**
Associates of Applied Science, State University at Farmingdale, Highway & Bridge Construction

**Registrations/Certifications**:
NICET Level IV Equivalent

NYSDEC Erosion and Sediment Control (E&SC)

**Years With This Firm:** 6

**Years with Other Firms:** 47

**Professional Profile**
During Mr. Higgins' 47 year tenure at the Nassau County Department of Public Works, he acquired experience in planning, designing and implementing improvements on a variety of public works projects, primarily in the County's highways, parks and marinas. He served as a *Civil Engineer* for the Nassau County Department of Public Works before being appointed *Superintendent of Construction for Highways*, where he supervised Project Managers and Construction Inspectors on various highway, drainage and parks projects and was responsible for the oversight of $30M to $40M in capital improvements per year. Included in this was the oversight of a $15M to $20M per year county Roadway Resurfacing Program. In addition, Mr. Higgins served as a technical advisor to the County's Materials Testing Laboratory and Road Opening Permits Section.

As a Senior Construction Manager/Inspector at Nelson & Pope, he has been responsible for construction observation and field testing for a variety of municipal and private projects. Mr. Higgins also aids office engineering staff, when needed, providing technical support to engineers, project engineers and project managers for tasks such as quality review; profile design; field inventories; quantity takeoff; grading design, etc.

**Suffolk County**
**Construction of Sidewalks on Suffolk County Roadways**
Resident Engineer for the construction of new sidewalk and curb and associated drainage at the following locations: CR 79, Bridgehampton-Sag Harbor Turnpike, CR 92, Oakwood Road, CR 35, Park Avenue and CR 85, Montauk Highway. Also included are traffic signal modifications and pavement markings to facilitate pedestrian movements.

**Red Light Violation Camera System, Suffolk County Department of Public Works**
Served as Construction Inspector for this project which entailed the installation of red light violation camera systems at fifty (50) intersections in Suffolk County. The goal of this pilot program is to reduce the number of violations and red light violation related accidents at signalized intersections in the County. Mr. Higgins' duties included the oversight of maintenance and protection of traffic implementation, as well as ensuring that the material and methods of construction conformed to the NYSDOT standards and practices.

**Pavement Resurfacing of the North and South Service Roads of the Long Island Expressway (ARRA Funding), Suffolk County Department of Public Works**
Served as Inspector assisting the Resident Engineer for Pavement Resurfacing for the North and South Service Roads of the LIE, from the vicinity of Washington Avenue (North)/CR 7, Wicks Road (South) to the vicinity of CR 93, Ocean Avenue; and the North and South Service Roads of the LIE, from the vicinity of CR 93, Ocean Avenue

to the vicinity of CR 83, North Ocean Avenue. These resurfacing projects included drainage repair where necessary, full-depth repair where necessary, spot milling, resurfacing, minor guide rail repair, signing and pavement markings.

**Wicks Road (CR 7), Brentwood, Suffolk County Department of Public Works**
Provided technical assistance to the Project Manager to develop and complete the final design tasks for this Wicks Road Phase II project from the Long Island Expressway to Crooked Hill Road. Specifically, the tasks included a roadway profile review/analysis and the recommendation of a profile solution and rehabilitation method for the existing roadway. Developed the preliminary and final roadway profile and associated roadway cross-sections.

**Gabreski Airport, Westhampton, Suffolk County Department of Public Works**
Provided technical assistance to the Project Manager to develop and complete the final design tasks for this roadway and drainage infrastructure project at the Gabreski Airport. Specifically, the work involved the development of roadway profiles, grading, quantity takeoff, and general plan review for quality assurance.

**Nassau County**

**Pavement Marking Improvements, Various Locations (PIN 0759.48, 0759.55, 0759.56), Nassau County**
N&P provided Nassau County Department of Public Works with construction observation and support services for these **federal aid (ARRA Funding)** projects. The pavement marking improvement projects were three separate federal aid projects that included the removal and reinstallation of pavement markings on roads throughout the County in conjunction with the Nassau County roadway resurfacing program. Inspectors were responsible for the daily coordination with the contractor and the Nassau County Traffic Engineering Division, measurements, recording of quantities, the preparation of the daily MURK reports and supervision of the County's contractor for compliance with the plans, specifications and NCDPW/NYSDOT standards. Mr. Higgins was assigned to the job to oversee the inspectors and to ensure contract compliance and quality assurance for all ARRA, FHWA and NYSDOT procedural and documentation requirements.

**Nassau County Traffic Signal Expansion – Phase II (PIN 0759.35)**
N&P provided Nassau County Department of Public Works with construction observation and support services for this **federal aid (ARRA Funding)** project. The Nassau County Traffic Signal Expansion project included the expansion of Nassau County's computerized traffic signal system through modifications to existing traffic signals and/or the installation of new traffic signals and the installation of fiber optic communication cable. The inspectors were responsible for the daily coordination with the contractor, subcontractor and the Nassau County Signal Management Section, measurements, recording of quantities, the preparation of the daily MURK reports and supervision of the County's contractor for compliance with the plans, specifications and NCDPW/NYSDOT standards. Mr. Higgins was assigned to the job

to oversee the inspectors and to ensure contract compliance and quality assurance for all ARRA, FHWA and NYSDOT procedural and documentation requirements.

**Traffic Signal Installation at Various Locations,**
**Nassau County Department of Public Works**
Served as Resident Engineer for this project which entails modifications to existing traffic signals and/or the installation of new traffic signals. He is responsible for overseeing the Resident Inspectors supervising the County's contractor for compliance with the plans, specifications and NCDPW standards.

**Hempstead Avenue, West Hempstead**
**Nassau County Department of Public Works**
Provided technical post-construction assistance to review and redesign the surface profiles and intersection grading at select locations to eliminate puddling. Performed detailed quantity takeoff and construction cost estimate of the preferred solution based on Nassau County's requirements contracts for drainage, pavement and concrete.

**Town of Oyster Bay**

**Abe Levitt Park, Hicksville**
Served as the Resident Engineer on this $3M synthetic turf field project providing technical and management oversight/direction to the Lead Inspector and inspection team. The project included the construction of two synthetic turf athletic fields, playground, restrooms, resurfacing of basketball court and installation of irrigation system for landscape areas. Mr. Higgins was responsible for the review of daily measurement of quantities, coordination with the Town/Contractor, attendance at weekly job meetings, review of change orders, review of increases to quantities, construction cost estimates for additional work proposed, earthwork analysis to quantify actual excavation work performed, and review of unsuitable materials for removal from site. During the design phase of this project, he provided review of plans and specifications, detailed quantity takeoff and cost estimates.

**Brockmeyer Park Bulkhead, Massapequa**
Assisted office engineers and Project Manager in the review of plans, preparation of technical specifications, preparation of a detailed quantity takeoff and construction cost estimate for the removal and replacement of 590 l.f. of deteriorated wooden bulkhead and one outfall penetration through the bulkhead.

NELSON & POPE
ENGINEERS & SURVEYORS

# Joseph DeLuca, PE

**Transportation & Municipal Site Department**

**Education:**
Bachelor of Science, Civil Engineering
University of Hartford

Professional Engineer
New York

**Years with Firm:** 8

**Professional Profile**

Mr. DeLuca is an Engineer in Nelson & Pope's Transportation Department. Mr. DeLuca began his career at Nelson & Pope while interning in the Transportation Department. Over his four year college career, he assisted N&P Highway Division and Traffic Division Staff during winter and summer breaks. Typical tasks involved drafting, performing field inventories; assisting field technicians during highway and traffic construction projects; assisting in coordination with utilities and local municipalities; performing research for design documents and Impact Studies. Mr. DeLuca graduated from the University of Hartford Cum Laude in 2011.

Mr. DeLuca is currently providing engineering and support tasks to the project engineer including compiling of documents; preparation of conceptual, preliminary and final design drawings; assisting in development of alternatives and assisting in design functions for the following projects:

**Experience:**

**Town of Oyster Bay**

**Syosset Streetscape & Walkability Improvement Project**

Nelson & Pope has been retained by the Town of Oyster Bay for a project to improve pedestrian walkability, accessibility and safety in the heavily congested downtown Syosset commercial area. Mr. DeLuca provided engineering assistance for this TEP project which included the preparation of the Design Approval Document, design of new pedestrian crosswalks and upgrade of existing pedestrian crossings; installation of decorative pavers at pedestrian crossings; creation of pedestrian safe havens; installation of decorative lighting; creation of green spaces through the planting of street trees and planters; replacement of large areas of concrete sidewalk with decorative paving stones and the installation of benches, trash receptacles & directional signage.

**Nassau County**

**Resurfacing Various County Roads**

N&P provided engineering services to the Nassau County DPW for the resurfacing of various County roads. The project entailed review of pavement, curb and pavement marking conditions; location of utility, drainage, sewer, and traffic signal castings within roadway pavement, and preparation of plans, specifications and engineer's estimate for cost of construction. Mr. DeLuca provided engineering assistance on this project.

**Suffolk County**

**Reconstruction of CR 7, Wicks Road**

Mr. DeLuca provided engineering assistance for the design of drainage, pavement and intersection improvements on 2.1 miles of County arterial highway. Construction plans, specifications and estimate were prepared for roadway improvements

including pavement rehabilitation, curb and sidewalk construction, drainage system installation, and traffic signal upgrades. The project also required the preparation of takings maps to acquire approximately two acres of private lands from approximately 15 properties.

**CR 111, Port Jefferson-Westhampton Road @ the LIE, Town of Brookhaven**
Mr. DeLuca is providing engineering assistance for this project which is being designed in conjunction with LiRo Engineers and involves engineering design services for the preparation of preliminary and final design for modifications to this heavily traveled intersection. Mr. DeLuca assisted with design plans for work zone traffic control, pavement marking & signing, and traffic signal design modifications.

**CR 12/CR 47, Wyandanch, NY**
Following a detailed traffic study of the intersection of CR 12 & CR 47, the Suffolk County Department of Public Works retained Nelson & Pope to progress preliminary and final design plans for roadway and traffic signal improvements to the intersection. These improvements included road pavement widenings, pavement marking modifications and traffic signal modifications for increased intersection capacity. Also incorporated were pedestrian ramp and signal upgrades. Mr. DeLuca provided engineering design assistance for this project.

**Red Light Violation Camera System**
This project entails the installation of red light violation camera systems at numerous signalized intersections throughout Suffolk County. Mr. DeLuca provided field site survey, accident data study, camera location design and details, construction observation, office and field coordination and as-built design.

**<u>Town of Brookhaven</u>**
**Marktree Road/Pond Path Intersection Improvements, Centereach, NY**
N&P was retained by the Town of Brookhaven to prepare a traffic signal design for a complete signal re-build, as well as the study of the capacity of this and other surrounding intersections using SYNCHRO to investigate the possibility of making some vehicle movement restrictions at the subject intersection. The design was coordinated with the Nicolls Road/Wireless Road intersection improvements being progressed by the Suffolk County Department of Public Works. Mr. DeLuca provided traffic engineering assistance on this project.

**Hospital Road Corridor Study, Patchogue, NY**
Mr. DeLuca provided engineering assistance for an extensive evaluation and development of innovative yet feasible alternatives to improve capacity and the operation of this heavily congested corridor. Project components included field inventory and data summary; public transit and pedestrian/bicycle assessment; traffic forecasting; analysis of future planned land development projects and roadway improvements; development of improvement alternatives; cost estimates and final Highway Corridor Study Report.

NELSON & POPE
ENGINEERS & SURVEYORS

# Tyler J. Kamm, P.E.
## Transportation & Municipal Site Department

**Education:**

BSCE Civil Engineering
Hofstra University

MBA Leadership & Management
Dowling College

**Registration/Certifications:**
Professional Engineer
New York

Engineer in Training: (2011)

OSHA Construction Safety & Health Course (2012)

SWPPP Trained Inspector (2013)

LEED Green Associate (2013)

**Years with This Firm:** 3

**Years with Other Firms:** 5

**Professional Profile**

Mr. Kamm, an Engineer in Nelson & Pope's Transportation & Municipal Site Department, has several years' experience in the design and coordination of highway, drainage and site planning projects. He also has experience in field inspection services, utility coordination, plan production, estimating and SWPPP inspection for municipal and private projects in both Suffolk and Nassau Counties.

Mr. Kamm is currently providing engineering and support tasks to the project engineers including compiling of documents, preparation of conceptual, preliminary and final design drawings, and assisting in development of alternatives and assisting in design functions.

**Selected Experience:**

- Realignment of CR 3, Wellwood Avenue/Pinelawn Road (SCDPW) - survey/ mapping for utility markout; drainage design
- Site Planning for Hempstead Maintenance Yard (NCDPW) - construction cost estimating
- Priority Surface Treatment for LIE & Montauk Highway (NYSDOT) - surveying/ CADD mapping; cost estimates; advanced detail plans; PS&E
- SUNY Old Westbury Roadway Realignment - coring inspections; field training
- Ocean Parkway Underpass Reconstruction (NYSDOT) - survey inspection/ mapping; utility and drainage design; cost estimating; advanced detail plans
- Emergency Standby Design in Suffolk and Nassau Counties (NYSDOT) - field inventory; field inspection; CADD; cost estimating
- Adelphi University - utility and drainage cost estimating
- Cold Spring Harbor Fencing along NYS 25A (NYSDOT) - field work; design; CADD
- Priority Surface Treatment on NYS 25A, Fort Salonga (NYSDOT) - field work; cost estimating; advanced detail plans; PS&E; CADD
- Highway Runoff Mitigation @ Various Locations (NYSDOT) - survey/mapping of utilities & drainage; design; pavement repair; hydraulic analyzations; cost estimating; advanced detail plans; PS&E
- SUNY Stony Brook West Drive - cost estimating
- Realignment of CR 3, Wellwood Avenue @ Conklin Street/Long Island Avenue (SCDPW) - field inventory; roadway design; plan preparation
- Tulip Avenue Pedestrian Safety Improvements (NCDPW) - lead designer for all phases of design and plan preparation
- Roslyn High School Drainage Design - field inspection; initial design stages preparation/alternate design
- SUNY Stony Brook Design of Math/Physics Plaza - CADD mapping

NELSON & POPE
ENGINEERS & SURVEYORS

# John Vaz

**Transportation & Municipal Site Department**

**Years with This Firm:** 12

**Years with Other Firms:** 20

**Professional Profile**

Mr. Vaz works in all three divisions of the Transportation Department performing valuable field edit investigations and mapping tasks for traffic signal designs, roadway improvement designs and telephone facility designs. His extensive experience with utility design and roadway construction qualifies him to perform tasks such as quantity takeoff, construction cost estimates, field inspections, field utility investigations, utility plotting from record drawings, telephone conduit and manhole design, and maintenance and protection of traffic layout.

**Experience**

**Nassau County**

**Pavement Marking Program, Various Locations**

Under the 2010 Nassau County roadway resurfacing program, existing pavement markings were inventoried and evaluated; recommendations of improvements where applicable were made and design plans were prepared to reflect proposed pavement marking layouts showing any and all recommended modifications. Mr. Vaz assisted with the construction inspection task.

**Glen Cove Road & Northern Boulevard/NYS Route 25A, Greenvale**

This intersection improvement project entailed the preparation of construction plans, specifications, acquisition maps, detailed quantity takeoff and cost estimates for the realignment of portions of the intersection. Mr. Vaz provided field edit and design services including intersection grading, drainage, roadway widening, resurfacing and milling, traffic signal modifications, pavement markings, signing, maintenance and protection of traffic, side street reconstruction, parking lot realignment and restoration, and utility relocations.

**Hempstead Avenue Reconstruction, West Hempstead**

This project entailed a study of roadway and drainage improvements for approximately 1.5 miles of Hempstead Avenue. Mr. Vaz assisted in the study of different alternatives for a new positive drainage system and road surface improvements. Detailed quantity takeoffs and estimates were given for each alternative. Mr. Vaz's tasks was also involved in inspection which included traffic control installation, excavating and backfilling trench inspection, concrete inspection, concrete cylinder tests, inspection of new curbs, sidewalks and handicap ramps, driveway aprons.

**Suffolk County**

**Improvements at the Intersections of CR 51 @ CR 94 and CR 63 @ CR 104/NYS 24, Riverhead**

Mr. Vaz is providing engineering assistance on this intersection improvement project

which entails the reconfiguration of the existing traffic circle into a modern roundabout along with other related traffic improvements. Mr. Vaz's duties include field inventory of existing conditions, evaluation of drainage and road conditions, utility mapping from markouts and record plans, quantity takeoff, AutoCad and preparation of detail plans.

**Francis S. Gabreski Airport - Entrance Road Reconstruction**
Mr. Vaz was involved in this project providing engineering services in conjunction with improvements to the east-west airport entrance road. Project entails the reconstruction of approximately 1,000 lf of roadway. The reconstructed roadway consists of 34 feet of asphalt pavement and includes a single lane roundabout at the center of its length. Concrete curb and sidewalks were constructed along one side of the road. New stormwater drainage facilities were installed and street lighting facilities were provided along the entrance road. Mr. Vaz's duties included field inventory of existing conditions, evaluation of drainage and road conditions, utility mapping from markouts and record plans, quantity takeoff, AutoCad and preparation of detail plans.

**Reconstruction of CR 7, Wicks Road**
Mr. Vaz assisted in the design of drainage, pavement and intersection improvements on 2.1 miles of County arterial highway. Construction plans, specifications and estimate were prepared for roadway improvements including pavement rehabilitation, curb and sidewalk construction, drainage system installation, and traffic signal upgrades. The project also required the preparation of takings maps to acquire approximately two acres of private lands from approximately 15 properties.
Mr. Vaz's duties included field inventory of existing conditions, evaluation of drainage and road conditions, utility mapping from markouts and record plans, quantity takeoff, AutoCad and preparation of detail plans.

**Intersection Improvements at CR 12, Oak Street and CR 47, Great Neck Road, Amityville**
Nelson & Pope was retained by the Suffolk County Department of Public Works to provide a detailed traffic engineering study of the CR 12 and CR 47 intersection to identify existing and future problems and develop both short and long-term realistically executable improvement plans. Mr. Vaz's duties included field inventory of existing conditions, evaluation of drainage and road conditions, utility mapping from markouts and record plans, quantity takeoff and AutoCad and preparation of detail plans.

**Red Light Violation Camera System**
This project entails the installation of these systems at fifty (50) intersections in Suffolk County. The goal of this pilot program is to reduce the number of violations and red light violation related accidents at signalized intersections in the County. Mr. Vaz conducted field surveys to assist with design, CAD editing and construction inspection.

NELSON & POPE
ENGINEERS & SURVEYORS

# Edgar Lool

**Transportation & Municipal Site Department**

**Education:**
AAS, Construction Engineering Technology, Suffolk Community College

Currently enrolled at SUNY Farmingdale, Construction Management Technology, BSCE

**Years With This Firm:** 11

**Years With Other Firms**: 4

**Professional Profile**

Mr. Lool has been involved in the preparation of design plans for private and municipal roadway and traffic signal projects. The projects have included the complete roadway reconstruction for local municipalities, Nassau and Suffolk Counties, NYSDOT and also traffic mitigation for private clients and developers. He is presently providing technical support for the project managers and project engineers.

**Experience**

**Town of Oyster Bay**

**Syosset Streetscape & Walkability Project**

Mr. Lool is providing engineering assistance for this project which entails improving pedestrian walkability, accessibility and safety in the heavily congested downtown Syosset commercial area. Project includes new pedestrian crosswalks and upgrade of existing pedestrian crossings; installation of decorative pavers at pedestrian crossings; creation of pedestrian safe havens; installation of decorative lighting; creation of green spaces through the planting of street trees and planters; replacement of large areas of concrete sidewalk with decorative paving stones and the installation of benches, trash receptacles & directional signage. Responsible for the preparation of plans in AutoCad.

**Suffolk County**

**Hauppauge Industrial Park, Town of Smithtown**

Assisted with engineering tasks for this federally funded transportation planning study for the Hauppauge Industrial Park which consisted of an extensive analysis of thirty-nine (39) intersections within the industrial park as well as the adjacent arterials to identify existing and future deficiencies and develop short and long-range, realistically executable plans to improve the current physical and/or traffic operational efficiencies in the project area.

**Improvements at the Intersections of CR 51 @ CR 94 and CR 63 @ CR 104/NYS 24, Riverhead**

Mr. Lool is providing engineering assistance for this intersection improvement project which entails the reconfiguration of the existing traffic circle into a modern roundabout along with other related traffic improvements. Responsibilities include assisting Project Manager and engineers with various design tasks including typical sections, MPT details, pavement widening, traffic signal plans, grading, pavement markings and drainage. Responsible for the preparation of plans in AutoCad.

**Construction of Sidewalks on Various County Roads (CR 76, CR 79, CR 85, CR 92 and CR 35)**

Assisted in the preparation of contract documents for the construction of new sidewalk and curb, and drainage improvements associated with the construction of

these sidewalks. Responsibilities include assisting Project Manager and engineers with various design tasks including typical sections, MPT details, pavement widening, traffic signal plans, grading, pavement markings and drainage. Responsible for the preparation of plans in AutoCad.

**Reconstruction of CR 7, Wicks Road**
Responsible for the preparation of construction plans. Provided design assistance for drainage, roadway widening, resurfacing and milling, traffic signal modifications, pavement markings, signing, maintenance and protection of traffic, highway profiles, utility relocations and detail sheets.

**Intersection Improvement Study of CR 19, Waverly Avenue, Patchogue**
Assisted with engineering tasks and preparation of conceptual plans for this project which entailed identifying short and long-term strategies to increase capacity and improve operation and safety within the study area segment.

**Nassau County**
**Jackson Avenue Reconstruction, Wantagh**
Responsible for the preparation of construction plans. Provided design assistance for drainage, roadway widening, resurfacing and milling, traffic signal modifications, pavement markings, signing, maintenance and protection of traffic, highway profiles, side street reconstruction, and utility relocations.

**Town of Brookhaven**
**Pavement Marking Program**
Nelson and Pope was retained by the Town of Brookhaven to provide traffic engineering/technical services in relation to the Town's annual pavement marking program. Mr. Lool was responsible for the preparation of preliminary and final pavement marking plans in AutoCad.

**Various Roadway Improvement Plans for NYSDOT, Suffolk County, Nassau County and Local Towns**
Responsibilities included assisting project managers and engineers with various design tasks including typical sections, MPT details, pavement widening, traffic signal plans, grading, pavement markings and drainage. Responsible for the preparation of plans in AutoCad.

**NYS Department of Transportation**
**Eastern Parkway Roadway Improvement, Brooklyn**
Responsible for the preparation of base maps created from field check and record plans, topo maps created per survey points, highway and utility profiles created per field check and record plans.

TRAFFIC DATABANK

Victor Ochieng, P.E.

## Education

Ph. D., abd – Optimization of Transit Networks Systems, City University of New York
M.E. - Civil Engineering, CUNY, 1999; B.Sc. - Civil Engineering, University of Nairobi, 1990

## Professional Affiliations

ITE, ASCE, TRB

## Professional Licensing

Professional Engineer (New Jersey; 2007); Professional Engineer (Delaware; 2006)
Professional Engineer (Maryland; 2007); Professional Engineer (Kenya-UK; 1994)

## Summary of Experience

As the Technical Manager of Traffic Databank, LLC incorporated in June 2006, Mr. Ochieng provides project management and traffic engineering expertise to this fast growing traffic and transit data collection, management and engineering organization. He has over 21 years of Transportation Engineering. Consulting experience included transportation system analyses, design and planning, to identify and enhance capacity for various modes as well as intermodal transportation for private and public clients in New York, New Jersey, Pennsylvania, and Maryland. Mr. Ochieng's in-depth knowledge of traffic/transit planning is the key to success of the firm to appropriately design and set up quality data collection. Mr. Ochieng also served as traffic engineering adjunct faculty at the City College of New York and taught PE review courses for transportation engineering at Polytechnic University, NY.

## Key Project Experience

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### TRAFFIC DATABANK

#### Data Collection

Technical Manager responsible for the traffic and transit data collection design and implementation for the following key projects (2012-2014):

- Lincoln Tunnel Helix Study for PANYNJ – Within 3 days, Traffic Databank conducted Collected traffic surveys at 36 study locations to identify the demand for car, bus, and other traffic utilizing the tunnel from both the NYC and NJ sides as a tool for planning construction closures to reconstruct the Helix (NJ access). Fee $19,600.00
- Short Counts for NYSDOT – Mobilizing within 7 days, Traffic Databank is conducting traffic data collection at more than 7,500 locations in 8 regions of the State of New York. Since kick-off in April 2014, over 4000 automatic traffic recorders have been installed. Data is processed to conform to the NYSDOT Data Management Software and submitted weekly. Fee $950,000.00
- GCP Rehabilitation for NYSDOT/PANYNJ – Mobilizing within 72 hours, Traffic Databank conducted traffic counts, field inventories and travel surveys at 209 study locations to determine existing capacity for traffic and utilization of roadway network in Queens proximate to LaGuardia Airport by auto, bus transit, pedestrians, and light-heavy trucks. Fee $96,400.00
- DASNY Traffic Study – New York City – Within 16 days, Traffic Databank conducted traffic surveys at 86 study locations to identify traffic patterns proximate to DASNY operations' centers to identify the traffic, noise and pollution impacts of DASNY trucks on neighborhoods. Fee $102,600.00
- NYC Dept of City Planning East Midtown Redevelopment– Mobilizing within 72 hours, Traffic Databank conducted traffic surveys at 158 study locations to identify trip characteristics by cars, pedestrians, taxi, bus and other modes as part of a 20 year planning study for East Midtown Manhanttan. Fee $89,200.00
- RT 110 Corridor Study – Mobilizing within 72 hours, Traffic Databank conducted video turning movement counts at 16 locations, field reconnaissance at 30 locations, speed studies, and traffic queue observations at all study locations along RT 110. Fee $36,000.00

- City of Harrisburg Parking Study – Within 14 days, Traffic Databank conducted Conducted parking utilization/demand studies for 18,000 parking spaces (garages and on-street) for the City to identify existing demand/supply for purposes of privatizing parking management. Fee $36,400.00
- NYCOMB Pedestrian Access Study, Central Park, NY - Mobilizing within 72 hours,, Traffic Databank conducted traffic counts at 67 study locations as part of a Pedestrian Access and Circulation study proximate to Central Park in New York City. At 55 locations, video cameras were deployed to collect 5-day vehicular and pedestrian traffic. 12 locations were counted utilizing automatic traffic recorders which were installed for 14 days. Fee $51,600.00
- MetLife Stadium Traffic and Transit Study – Within 3 days, Traffic Databank conducted Transit (rail and bus) Occupancy counts to identify travel patterns to/from major events at the MetLife Stadium and adjacent stadia. Counts identified the decision making characteristics for transit passengers to select rail cars or buses at peak periods. Study included traffic surveys at 45 locations to capture traffic patterns by motorists and pedestrians to/from the stadia area as well. Fee $37,500.00
- Newark – West Ward and Central Ward – Mobilizing within 48 hours, Traffic Databank conducted automatic traffic recorder counts at 43 locations in the West Ward and 10 locations in the Central Ward of Newark in October/November 2012. The recorders were deployed to collect traffic volume, speed and class data. Data was collected over a period of two (2) weeks to identify hourly and daily traffic patterns in the study area. Data was submitted within 10 days of the fieldwork. Fee $24,000.00
- Hauppague Industrial Park Survey – Within 9 days, Traffic Databank conducted Study included traffic surveys for residents and businesses in the area to understand demographics as well as traffic concerns as a tool for planning. Additionally, traffic data was collected at 44 locations to document existing traffic patterns by mode to be used in the overall analysis of the supply side from user perspective and actual traffic conditions. Fee $49.200.00

## Traffic & Transportation Studies

Technical Manager responsible for the traffic and transit data collection design and implementation for the following key projects:

**Madison Ave/Commuter Rail Corridor Study, Paterson City, Passaic County, NJ** - Project Manager for the comprehensive multi-facet transportation planning study that developed strategies to integrate existing and future transit modes, land use options, transit/pedestrian oriented development and propose multimodal and intermodal efficiency enhancements. The project developed a vision to revitalize the ¼ mile radius around the proposed Broadway train station along Madison Avenue that currently experiences significant congestion, vehicular/pedestrian accidents, and dilapidated dwellings. In developing alternate concept development that takes advantage of transit oriented development, the team proposed future land uses, did market analyses of alternate concepts, and developed recommendation of transportation system enhancement. The process included community surveys and visioning meetings, transportation system analyses including macro (travel demand modeling utilizing the NJRTME developed by NJTPA) and micro simulation (transportation system analysis utilizing Synchro/SimTraffic), land use planning including rezoning. Funding sources for the development(s) were proposed as well to stimulate economic activity, coordinate new and existing transit options. Fee $280,000.00
Client: Passaic County Planning; Contact: Michael Lysicatos, AICP, PP – 973-569-4040

## Zamft, Eric

**From:** Joe Pecora <JPecora@nelsonpope.com>
**Sent:** Friday, November 04, 2016 12:57 PM
**To:** Sherman, Andrea
**Cc:** Zamft, Eric; Corrine Collins; Russell Scott; Osman Barrie; Eric Mcferran
**Subject:** RE: RFP Response: Additional Fee Information

Hi andrea. I would like you to know that the rates we quoted you in our proposal are the rates that would be applied whether it's a review of a village study or a review of an application submitted to the village. If you need any additional info please let me know.

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**From:** Sherman, Andrea [mailto:ASherman@portchesterny.com]
**Sent:** Thursday, November 03, 2016 1:40 PM
**To:** Joe Pecora
**Cc:** Zamft, Eric
**Subject:** RFP Response: Additional Fee Information

Good Afternoon,

Thank you for submitting a response to Port Chester's RFP for consulting engineering services.

To help us make an informed decision, can you please provide additional fee information? We would like to see an escrow fee schedule for use with applicants as well as a municipal fee schedule for use on Village-directed projects.

Thank you,

Andrea

**Andrea Sherman**
*Assistant Planner*
Village of Port Chester
222 Grace Church Street
Port Chester, NY 10573
P: 914.937.6780
asherman@portchesterny.com

Provident Design Engineering
OVER 50 YEARS OF SITE, CIVIL & TRAFFIC CONSULTING
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Tel:(914)592-4040 www.pderesults.com

September 21, 2016

Village of Port Chester
Village Clerk's Office
222 Grace Church Street, Suite 150
Port Chester, NY 10573
Attn: Christopher Steers, Village Manager

Re: RFP 2016-07: Traffic and Transportation Engineering Professional Services
Provident Design Engineering, PLLC Proposal
Village of Port Chester, NY

Dear Mr. Steers:

In response to the Request for Proposal (RFP 2016-07: Traffic and Transportation Engineering Professional Services), Provident Design Engineering, PLLC (PDE), formerly TRC Engineers, Inc. is pleased to submit this Letter of Interest and Proposal to provide on-call Traffic and Transportation Professional Engineering Services to the Village of Port Chester to enhance the safety and efficient movement of pedestrians, cyclists, and vehicular traffic of people and goods within the Village.

PDE is very familiar with the traffic and parking conditions in the Village and has previously served as a Traffic Engineering Consultant to the Village including the preparation of Traffic Studies/Analyses. Our Senior Project Manager, who will be the main contact person for the on-call services, Brian Dempsey, PE, PTOE, is a former longtime resident of the Village.

As described below, PDE has significant experience working on both public and private projects in the Village of Port Chester, including Traffic Engineering projects performed on behalf of the Village such as a review of truck circulation, parking, traffic control and pedestrian safety along portions of William Street and Oak Street. PDE also has significant experience representing other municipalities throughout the area.

During our reviews, when appropriate, input will be obtained from Village officials, including the Police and Fire Departments, as well as residents and other interested parties. Meetings at the site will also be held when beneficial.

The following is a description of PDE including its staff and experience along with resumes, references, hourly rates and other requested information.

We look forward to the opportunity to provide Traffic Engineering Services for you on this project. If acceptable, please sign and return one copy of this Proposal. Should you have any questions on any of the proposed work, or would like to meet with us, please do not hesitate to contact me.

Very truly yours,

PROVIDENT DESIGN ENGINEERING, PLLC

Brian E. Dempsey, P.E., PTOE
Senior Project Manager

## PROVIDENT DESIGN ENGINEERING, PLLC

## COMPANY OVERVIEW

Since 1958, ***Provident Design Engineering, PLLC (PDE)*** of Hawthorne, New York and its predecessor firms (TRC Engineers, Inc., TRC Raymond Keyes and Raymond Keyes Associates, Inc.) have provided professional services in traffic/transportation, civil, highway, airport, site, and environmental engineering for construction of civil works projects. These services have included traffic and civil engineering for colleges, schools, office buildings, shopping centers, office and industrial parks, banks, hospitals, residential and golf course projects. The clients have varied in size and interest including states, counties, municipalities, and the small private investor to the major corporate and financial institutions. PDE services to clients include:

Studies and Reports

- Traffic Impact Studies
- Transportation and Planning Studies
- Traffic Calming Studies
- Site/Traffic Feasibility Studies
- Environmental Due Diligence
- Environmental Impact Statements
- Stormwater Management Studies
- Utility Studies
- Signal Warrant Studies
- Employee Trip Reduction Plans
- Parking Efficiency Studies
- Accident Studies
- Parking Demand/Variance Justification
- Internal Traffic Circulation
- Traffic Monitoring Studies
- Wetlands Studies
- Water Quality Studies

Plans and Documents

- Traffic Calming Plans
- Traffic Signal Plans
- Subdivision Plans
- Site Development Plans
- Highway Improvement Plans
- Golf Course Development Plans
- Construction Documents and Cost Estimates

Other Services

- Expert Testimony
- Expert Forensic Analysis and Testimony
- Consulting Services to Municipalities and Agencies
- Construction Support Services

**PDE Engineering Services**

PDE offers full-service engineering expertise in traffic/transportation engineering, civil/site engineering, highway/roadway design, and inspection. We provide solutions to our clients on a wide variety of engineering and design assignments, whether the undertaking impacts an existing facility or helps communities realize the benefits of a new project. We are routinely involved with projects involving highways and interchanges, urban arterials, local roadways, and Village streets.

PDE has expertise in the design, analysis, and permitting of new real estate developments, upgrade of existing intersections, and other traffic consulting solutions. We work with both the public and private sector in solving traffic and civil engineering issues.

**Traffic and Transportation Engineering Services**

Our Traffic Engineering team uses the latest technologies, coupled with traditional knowledge, to analyze traffic needs. In completing traffic studies, we use the most current Traffic Engineering software programs, including Synchro, VISSIM, HCS, AutoTurn, TORUS, and others.

PDE's Traffic/Transportation Engineering services include:

- Municipal Traffic Consulting
- School Traffic Consulting

- Traffic Calming Studies
- Parking Efficiency Studies (On grade & Deck)
- Parking Demand/Variance Justification
- Pedestrian Studies
- Transportation & Planning Studies
- Environmental Impact Statements
- Traffic Feasibility Studies
- Traffic Impact Studies
- Signal Warrant Studies
- Employee Trip Reduction Plans
- Accident Studies
- On-site Circulation Design
- Traffic Signal Plans
- Highway Improvement Plans

**Civil/Site Engineering Services**

In addition to the Traffic/Transportation Engineering Services, PDE also has a Civil Engineering Department that can be called upon when necessary. PDE has been providing civil engineering services in both the public- and private-sectors for over 50 years throughout the tri-state area. Our diverse civil engineering capabilities encompass the preparation of: draft and final environmental impacts statements; storm drainage, water distribution and transmission mains, wastewater collection, wastewater pumping stations, onsite wastewater treatment systems, roadway design, site development plans, subdivision plans, parking facility design, storm water management; retaining walls, and construction administration/inspections. PDE provides engineering services for all types of Civil, Site and Highway Engineering projects during the planning, design, and construction phases.

PDE's Civil/Site/Highway Engineering services include:

- Site Development Plans
- Grading Plans
- Design of traffic calming measures
- Environmental Impact Statements
- Land use analysis
- Permitting
- Intersection improvements
- Roadway safety upgrades
- Highway / roadway resurfacing, rehabilitation and reconstruction
- Traffic signal design
- Hydraulics and hydrology

- Lighting design
- Maintenance and protection of traffic
- Stormwater drainage and management
- Sanitary Sewers
- Utilities

## STAFF MEMBER QUALIFICATIONS

The following is a summary of PDE's key staff who will be involved in the reviews. PDE has a full Traffic Engineering Department, as well as a Civil Engineering Department, with multiple Professional Engineers and Certified Professional Traffic Operations Engineers who have significant experience and will available to conduct the reviews as well as attend meetings/hearings as needed. PDE also has the necessary Traffic Engineering support staff of engineers and technicians. PDE's office is in Westchester County and all of the key staff members listed below are Westchester County residents so they are available to the Village in a limited amount of time.

**Kenneth Mackiewicz, P.E.**

Mr. Mackiewicz is a Principal of PDE Engineers, Inc. and has over 40 years of program management and technical experience in the following general areas:

- Traffic Impact Studies
- Traffic Calming
- Traffic Demand Management
- Accident Analysis
- Parking Studies
- Environmental Impact Statements
- Highway and Traffic Signal Design
- Expert Testimony

Mr. Mackiewicz has served as the officer-in-charge of many similar projects and reviews and would be the officer-in-charge during the reviews.

**Brian E. Dempsey, P.E., PTOE**

A longtime resident of the Village, Mr. Dempsey has been employed by PDE since 1986 and is currently a Senior Project Manager in the Traffic Engineering Division. He will be responsible for directing the Traffic Engineering efforts to ensure that resources are used appropriately to provide timely, high-quality project input and deliverables for the reviews. Mr. Dempsey will be the day-to-day point of contact.

Mr. Dempsey has over 30 years of experience as a Senior Project Manager and Traffic Engineer on a variety of development and infrastructure improvement projects and has represented numerous municipalities throughout Westchester County, as well as the County itself. Mr. Dempsey is experienced in a variety of Traffic Engineering services encompassing Traffic Engineering Studies, Traffic Planning Studies, Traffic Calming Studies, Parking Studies and Environmental Impact Statements. He is a licensed

Professional Engineer in six states and is a certified Professional Traffic Operations Engineer.

Mr. Dempsey serves on various Institute of Transportation Engineers (ITE) Committees and has made presentations at ITE Conferences as well as been involved in various ITE publications. He has been involved with the preparation of and the review of numerous Environmental Impact Statements over the years and has been the lead Senior Project Manager in the ongoing review of the EIS for the French American School on behalf of the City of White Plains as well as the Somers Crossing Mixed-Use Development on behalf of the Town of Somers.

**Charles Holt, P.E., PTOE**

A Senior Project Manager, Mr. Holt has conducted and reviewed numerous traffic and environmental impact studies for small and large scale development proposals throughout the metropolitan area. With over 15 years of experience for both the public and private sectors, his expertise is in engineering fields with work descriptions that include master plans, area-wide studies, corridor studies, Environmental Impact Statements (EIS), individual traffic impact studies and parking studies. Mr. Holt is a Professional Engineer in multiple states as well as being a Certified Professional Traffic Operations Engineer.

**Ralph P. Peragine, P.E.**

Mr. Peragine has over 35 years of experience and progressive responsibility in civil engineering consulting. He currently serves in the capacity of Senior Project Manager and heads a Design Team for the Civil Engineering Group. His qualifications include extensive hands-on planning, field investigation and construction management, environmental impact studies, design, highway plans, traffic signal design, permitting, cost estimating, and project management. Mr. Peragine background includes extensive service to both public and private-sector clients and he is a recent past President of the Westchester/Putnam Professional Engineering Society. He is able to provide additional input into the conducting of the reviews when necessary.

Resumes for the above personnel are attached.

## RELEVANT EXPERIENCE IN RELATED PROJECTS

PDE has conducted reviews of numerous Environmental Impact Statements and Traffic Studies or has performed Engineering Studies for various municipalities throughout Westchester County, as well as for the County itself. A partial list of these municipalities includes:

- City of White Plains
- Village of Scarsdale
- City of Rye
- Town of Somers
- Town/Village of Harrison
- Town of Eastchester
- City of New Rochelle
- City of Mount Vernon
- Town of Pelham
- Village of Port Chester
- City of Yonkers
- Village of Sleepy Hollow
- Village of Tarrytown
- Village of Dobbs Ferry
- Village of Port Chester
- Village of Larchmont
- Town of Greenburgh
- Village of Briarcliff Manor
- Town of Yorktown
- Town of Lewisboro
- Town of Cortlandt

## SAMPLE PROJECTS

As described above, PDE has performed engineering services on behalf of various municipalities including conducting numerous reviews of EIS's and Traffic Studies as well as Site Plans. Below are descriptions of some recent sample projects.

**EIS Review of French American School (FASNY) on behalf of City of White Plains**
PDE has been performing a review of the EIS's for the proposed development of the French American School along Ridgeway in the City of White Plains. The School, which would be replacing a golf course, is proposed to serve 1200 students from Nursery School through High School, complete with athletic fields. The project is highly controversial with significant opposition from the surrounding neighborhoods, mainly due to Traffic concerns. PDE has reviewed the DEIS for completeness and then reviewed it for technical aspects. More than twenty intersections were studied. Due to the amount of opposition, multiple Public Hearings were held. PDE then reviewed the FEIS for completeness and then for the technical aspects as well as assisted the City with the preparation of the Findings Statement.

**EIS Review of Somers Crossing on behalf of the Town of Somers**
On behalf of the Town, PDE has been conducting a review of the EIS for the mixed-use multi-family residential and commercial development which requires a change in Zoning. Services include preparation of Scoping Document, reviews of the DEIS and FEIS, Site Plan review, preparation of Findings Statement and Resolutions, and presentations with the Planning Board and the Town Council. In addition, multiple meetings were held along with coordination with the NYSDOT.

**Various Traffic and Environmental Studies on behalf of the Town of Eastchester**
On behalf of the Town, PDE performed Traffic Studies to analyze the impacts of re-Zoning three golf courses in the Town into five different land use options, some of which included residential, both high-density and low-density. Detail analyses were performed to determine the trip generation, potential impacts, necessary access and improvements. PDE reviewed the Traffic Study and Plans for the D'Ambrosio residential subdivision. PDE has also reviewed Studies on behalf of the Town for among others, Residential Developments, Commerce Bank, Walgreen's, Fresh Market and Panera Bread, which had various zoning issues.

**The Fairways Environmental Impact Statement Review on behalf of the Town/Village of Harrison**
On behalf of the Town/Village of Harrison, PDE performed a review of the Environmental Impact Statement for The Fairways, a twenty-five lot subdivision along Polly Park Road. The project had significant neighborhood opposition. PDE first reviewed the Scope and then the DEIS for completeness. Because of initial issues, a second completeness review was then performed. PDE then attended various public hearings. Coordination with Westchester County was performed. A thorough technical

review was performed of the DEIS, establishing the need for responses in the FEIS including traffic impacts, neighborhood impacts and sight distance limitations.

**Christie Place Mixed-Use Development Review on behalf of the Village of Scarsdale**
PDE performed a review of the various Traffic and Environmental Studies performed for the Christie Place development. The project involved zoning changes to permit a mixed-use development in the Village. The Christie Place Development consisted of retail and residential space along with a parking garage. On behalf of the Village, PDE began the process by reviewing the EAF. PDE then reviewed the various Traffic and Parking Studies, reviewing such items as accident data, sensitivity analyses, trip generation, future levels of service, sight distance and parking requirements. Thirteen locations were studied. PDE also reviewed the site plans and examined potential construction impacts. Several public hearings were held as there was local opposition to the project. PDE has also performed various Traffic Studies for the Village including a re-design of the traffic flow of the CBD, parking studies, traffic calming studies and pedestrian safety studies.

**Traffic Reviews on behalf of City of New Rochelle**
PDE has recently performed Traffic Reviews for the City of New Rochelle including a review of the Traffic Studies for the expansion of Sound Shore Medical Center. PDE reviewed the technical aspects and methodology of the Studies including trip generation, trip distribution, levels of service and mitigation. Parking and pedestrian safety were also considered and traffic calming measures were recommended by PDE. Also on behalf of the City, PDE performed various other studies including safety studies, a roundabout study, pedestrian study, and a corridor study to improve traffic flow.

In addition to the above sample reviews, PDE also has performed projects in the Village of Port Chester for private applicants. Some of these include the Mariner (including the traffic signal design at the intersection of Abendroth Avenue/Adee Street), the Castle, the Capitol Theatre, and Restaurant Depot.

## LIST OF PROFESSIONAL REFERENCES

The following is a list of Professional references:

Tom Soyk, PE, PTOE
City Traffic Commissioner
City of White Plains
255 Main Street
White Plains, NY 10601
(914) 422-1316

Scott Pickup
Department of Public Works, Assistant Commissioner
City of New Rochelle
414 North Avenue
New Rochelle, NY 10801
(914) 654-2130

Margaret Uhle
Director of Planning
Town of Eastchester
40 Mill Road
Eastchester, NY 10709
(914) 771-3317

Elizabeth Marrinan
Village Planner
Village of Scarsdale
1001 Post Road
Scarsdale, NY 10583
(914) 722-1131

## DETAILED SCOPE OF WORK

To conduct the requested Traffic Engineering Services, PDE will, as requested:

- Review new development projects involving traffic and transportation impact analyses that come before the Board of Trustees, Traffic Commission, and Planning Commission.
- Participate in site visits with Village staff to understand existing traffic and transportation conditions, identify issues and opportunities, and discuss creative solutions.
- Provide a set of written recommendations for enhancing vehicular, pedestrian, cycling, and/or alternate modes of transportation for each application or project.
- Appear at meetings of the Board of Trustees, Planning Commission, Traffic Commission, and other Village boards or commissions to discuss applications, projects, and creative solutions.
- Conduct or review traffic engineering, traffic analysis, and transportation planning studies or project specific traffic related issue analysis.
- Provide comprehensive analyses of existing and projected traffic conditions, intersection design, parking lot design, and traffic/transportation data collection services.
- Provide traffic control device studies and design (signs, signals, pavement markings, etc.).
- Perform pedestrian studies including those to provide safe routes to school.
- Testify in court, if needed, as an expert witness.

Throughout the process, PDE will coordinate with the Village's Staff, including incorporating comments from the Village's Emergency Services and Department of Public Works when appropriate. The PDE engineers are very familiar with Port Chester and the traffic/transportation conditions/issues that exist. We have represented numerous municipalities in the area, including the Village itself, and have the experience and knowledge to perform the above services including being involved in various Safe Routes to School programs.

To conduct a typical review of a Traffic Study or the Traffic/Transportation section of a Draft Environmental Impact Study, based upon our experience in similar reviews, PDE would perform the following tasks:

**Task 1 - Traffic Review of Traffic Study/DEIS for Completeness**

1. TRC will conduct a field visit to the project site to review existing roadway conditions, current traffic operating conditions, site access conditions, pedestrians and bicyclists, and to identify existing roadway and topographic features that influence proper access to the site.

2. TRC will review any reports prepared by the Village professionals and Police, Fire, Planning, and Engineering Departments as available, focusing on areas of traffic concern. TRC will coordinate and discuss the reviews with the Village Staff regarding any findings relevant to off-site or on-site traffic and overall circulation.

3. PDE will review the Traffic Study and/or the Traffic and Transportation related sections of the DEIS for completeness. The sections will be reviewed to ensure that that the items listed in the Scope are addressed. The general overall methodology of the Traffic sections will also be reviewed to ensure that the DEIS can be released.

**Task 2 – Substantive Review of Accepted Traffic Study/DEIS**

1. PDE will review the Traffic Study/DEIS prepared by the Applicant's Traffic Consultant for proper procedure, accuracy of results, and the validity of the recommendations based upon standard practices. The Traffic Study/DEIS will be reviewed for appropriateness in methodology, trip generation estimates, traffic assignment estimates, and analysis computations as well as parking to be provided. Factors utilized such as Peak Hour Factors will be analyzed and the feasibility of the mitigation will be reviewed, as will issues such as pedestrian/bicyclist safety.

2. PDE will verify the analysis performed.

3. PDE will review the Site Plan from a Traffic and Parking standpoint for the access, parking and circulation. PDE will also review the Plan for pedestrian safety.

4. PDE will verify that sufficient sight distance would be provided at the Site Driveways.

5. PDE will review the various Traffic Appendices.

6. PDE will review the findings and conclusions of the Traffic Study/DEIS, as well as any proposed mitigation measures, and make an assessment as to the appropriateness of the mitigation measures based upon our independent evaluation of the documented traffic projections and analysis.

7. PDE will review the comments received from the Public, Village Staff and other agencies/involved parties.

8. PDE will attend technical review meetings and participate in calls.

9. PDE will prepare a written report documenting our findings and conclusions.

**Task 3 - Meetings**

In addition to performance of the Traffic Review, PDE will prepare for and attend public meetings/hearings as well as meetings with Village Officials, as requested. These may include meeting at the Site with Village staff and/or the Applicant's representatives.

**COST OF SERVICES/FEES**

PDE proposes to conduct the on-call services described above on an hourly basis in accordance with the attached Schedule of Engineering Fees and Charges (A-16).

Reimbursable expenses, which are not projected to be significant, include such items as mileage, printing, etc. PDE understands that no multiplier will be applied to the reimbursable charges.

We look forward to the opportunity to provide Traffic Engineering Services for you on this project. If acceptable, please sign and return one copy of this Proposal. Should you have any questions on any of the proposed work, or would like to meet with us, please do not hesitate to contact PDE.

Encs. – Schedule of Engineering Fees and Charges (A-16)
Resumes

Q:\PROJECTS20\Port Chester Proposal.doc

ACCEPTED: **VILLAGE OF PORT CHESTER**

BY: _____

TITLE: _____

DATE: _____

# SCHEDULE OF ENGINEERING FEES AND CHARGES

Provident Design Engineering

Provident Design Engineering
OVER 50 YEARS OF SITE, CIVIL & TRAFFIC CONSULTING
7 Skyline Drive, Hawthorne, New York 10532
Tel:(914)592-4040 www.pderesults.com

**PROVIDENT DESIGN ENGINEERING, PLLC**
**2016 SCHEDULE OF MUNICIPAL ENGINEERING FEES AND CHARGES**

**SCHEDULE**
Payroll Based Projects and Labor Fees, as stated in the Agreement shall be defined as follows:

**PAYROLL BASIS** - Services shall be charged at the following hourly rates:

| | Hourly Rate |
|---|---|
| Practice Leaders/Principals | $190.00 |
| Principals/Project Directors | $190.00 |
| Project Directors/Senior Project Managers | $180.00 |
| Senior Project Managers/Principal Engineers | $175.00 |
| Project Managers/Senior Engineers | $170.00 |
| Project Engineers/Deputy Project Managers | $160.00 |
| Assistant Project Engineers | $140.00 |
| Senior Designers/Associate Project Engineers | $130.00 |
| Staff Engineers/Designers | $100.00 |
| Senior Technicians | $90.00 |
| Technicians | $75.00 |
| Technical Support Staff | $65.00 |

**DEFINITION**
The above hourly rates include payroll costs, overhead and profit. Rates are subject to change based upon Annual Salary Adjustments.

**REIMBURSABLES**
In addition to the above Fees, project- related Direct Expenses shall be reimbursed at cost plus 10% including the following:

- Reproduction of Drawings & Specifications, and Prints.
- Purchase of plans and documents.
- Communications, postage/express mail, and special delivery services.
- Permit and Application Fees.
- Fees paid to special consultants/vendors/contractors with prior written approval of the Client.
- All Travel and subsistence expenses.
- Field Traffic Counters (Manual and Automatic).
- Other direct expenses/supplies associated with the project.

**TAXES**
All Services and Charges may be subject to one or several States' Sale or Use taxes. These will be added when applicable.

**SUPPLEMENTAL SERVICES/CHANGE ORDERS**
Any work not described in the Scope of Services for this Agreement will be considered additional and performed only upon authorization of a Supplemental Agreement of said services and associated fees and schedules. These services can include, but are not limited to the following:

- Changes in Scope of Services following start of said Services.
- Re-work/re-design due to late receipt of information for which Client is responsible.
- Re-work/re-design and/or new work/new design as a result of changes in the project during performance of the work.
- Costs incurred as a result of project delays.
- Additional attendance at meetings and/or construction observations not defined in the Agreement.
- Supplemental, additional, and/or Special Services as defined in the Agreement.
- Other services not covered in the approved scope of work.

**INVOICING/PAYMENT OF FEES**
Invoices will be submitted monthly based on work performed until project completion. Fixed Fee Projects will be invoiced based on Percentage Completion plus Direct Expenses/Reimbursables. Payroll Basis Projects will be invoiced based on actual hours performed by personnel classification plus Direct Expenses/Reimbursables. Payment shall be due within thirty (30) days of date of the Invoice. The amount due and owing shall bear interest after thirty (30) days from the date of the Statement at the rate of one and one half (1.5) percent per month.

**RESUMES**

Provident Design Engineering

# BRIAN E. DEMPSEY, PE, PTOE

## EDUCATION

B.C.E., Civil Engineering, Villanova University, 1986
M.B.A., Finance, Fordham University, 1992

## PROFESSIONAL REGISTRATIONS/CERTIFICATIONS

Professional Engineer, New York (#068835), 1992
Professional Engineer, Connecticut (#18429), 1994
Professional Engineer, New Jersey (#39571), 1996
Professional Engineer, Pennsylvania (#053492-E), 1997
Professional Engineer, Delaware (#11422), 1998
Professional Engineer, Ohio (#77566), 2013
Professional Traffic Operations Engineer (#260), 1999

## AREAS OF EXPERTISE

Brian E. Dempsey, PE, PTOE is a Senior Project Manager at PDE and has over 30 years of experience encompassing the preparation and review of:

- Traffic Engineering Studies
- Traffic Planning Studies
- Parking Studies
- Environmental Impact Statements
- Traffic Calming Studies
- Traffic Signal Warrant and Design

## REPRESENTATIVE EXPERIENCE

**City of White Plains, Enivronmental Impact Statement Reviews – White Plains, NY** Mr. Dempsey was the Senior Project Manager for performances of review of the EIS's for the proposed development of the French American School along Ridgeway in the City of White Plains. The School, which would be replacing a golf course, is proposed to serve 1200 students from Nursery School through High School, complete with athletic fields. The project is highly controversial with significant opposition from the surrounding neighborhoods, mainly due to Traffic concerns. Mr. Dempsey has overseen the review of the DEIS for completeness and then reviewed it for technical aspects. More than twenty intersections were studied. Due to the amount of opposition, multiple Public Hearings were held. Mr. Dempsey then reviewed the FEIS for completeness and then for the technical aspects as well as assisted the City with the preparation of the Findings Statement.

**Town of Somers EIS Review – Somers, NY** On behalf of the Town, Mr. Dempsey has been conducting a review of the EIS for the mixed-use multi-family residential and commercial development which requires a change in Zoning. Services include preparation of Scoping Document, reviews of the DEIS and FEIS, Site Plan review, preparation of Findings Statement

and Resolutions, and presentations with the Planning Board and the Town Council. In addition, multiple meetings were held along with coordination with the NYSDOT.

**Village of Scarsdale, Various Projects and Reviews– Scarsdale, NY** Mr. Dempsey was Project Manager of Traffic Engineering Services on behalf of the Village for the review of various Traffic/Environmental Studies for the construction of a proposed mixed-use residential and retail development in the central business area. Mr. Dempsey was also Project Manager for the preparation of various Traffic studies including parking analysis, circulation review and pedestrian/vehicle safety analysis in the CBD. These studies were performed to improve pedestrian/vehicle circulation and safety, provide additional parking, and improve aesthetics. Various roadway/parking improvements and traffic calming measures were implemented.

**Town of Eastchester, Environmental Impact Studies and Traffic Engineering Reviews – Eastchester, NY** Mr. Dempsey was a Project Manager of a Traffic Planning Study that was designed to assess the potential impacts on adjacent streets as a result of converting three existing golf courses to various uses including residential. He was also Project Manager of Traffic Engineering Services for the review of the various traffic studies submitted to the Town. Mr. Dempsey was involved in the conducting of the reviews and the preparation of the review letters.

**Village of Briarcliff Manor Safe Routes to School Project, Briarcliff Manor** – Mr. Dempsey is currently performing Pedestrian Safety Improvements and Traffic Engineering Services in conjunction with a $500,000 Safe Routes to School program. The project includes the design of new sidewalks and pedestrian crossings, the installation of Rapid Rectangular Flashing Beacons (RRFB's) at an unsignalized crossing, curb modifications, and updating of existing sidewalks, ramps, and pedestrian crossings to meet ADA and PROWAG Guidelines. Mr. Dempsey is preparing traffic studies, environmental impact studies and design reports for submission to the FHWA and the NYSDOT for Intersection and Pedestrian Safety Improvement Projects. Complete Street Policies were followed including the provision of sharrows. Detailed discussions were held with the community to determine the need for various safety improvements.

**Town of Harrison, Traffic Engineering Reviews – Harrison, NY** Mr. Dempsey was Project Manager of Traffic Engineering Services for the review of the various traffic studies submitted to the Town, including the Fairways Development Environmental Impact Statement. He conducted the reviews and prepared review letters as well as represented the Town at Public Hearings.

**City of Rye, Various Projects – Rye, NY** Mr. Dempsey was Project Manager of Traffic Engineering Services on behalf of the City for the review of the Traffic/Environmental Studies as well as for the preparation of various Traffic studies including vehicle/pedestrian safety, parking analysis, circulation review, traffic calming and traffic signal design. These studies included analysis of the traffic/pedestrian/parking impacts of six schools, pedestrian safety and vehicle circulation in the downtown area as well as throughout the City, and the implementation of traffic calming programs, among others. Mr. Dempsey was also Project Manager on an $800,000 ARRA Grant for pedestrian safety improvements as well as a Safe Routes to School Program.

**City of New Rochelle, Traffic Engineering Services – New Rochelle, NY** Mr. Dempsey was the Senior Project Manager of Traffic Engineering Services on behalf of the City for review of Traffic Impact Studies including reviewing traffic, parking and pedestrian safety impacts. He was also the Project Manager in the preparation of a Corridor Study of North Avenue in the City of New Rochelle, NY. The Study encompassed a seven-signalized intersection section from

Fifth Avenue to Eastchester Road in conjunction with proposed road widening for review of methods to improve traffic circulation and increased safety. Mr. Dempsey also performed other Traffic Engineering and review services on behalf of the City to improve vehicular and pedestrian safety.

**County of Westchester, Westchester Community College, Traffic Engineering Services – Greenburgh, NY** - Mr. Dempsey was the Senior Project Manager of Traffic Engineering Services in the conducting a Traffic Signal Warrant Study on behalf of the County of Westchester. The Study incorporated existing and future traffic volumes to determine the need for a traffic signal at Westchester Community College in the Town of Greenburgh along Route 100, which is under the jurisdiction of the New York State Department of Transportation. Accident analyses were performed along with a review of signage.

**City of Yonkers, Various Projects – Yonkers, NY** Mr. Dempsey was Project Manager of Traffic Engineering Services on behalf of the City for the preparation of various Traffic and Environmental studies including for the redevelopment of the Nodine Hill area. The studies encompassed a review of various intersections, roadways and neighborhoods in conjunction with improving the area, including improving traffic circulation and parking as well as increasing safety.

## PROFESSIONAL AFFILIATIONS

Institute of Transportation Engineers - Fellow
Mr. Dempsey is serving on various Institute of Transportation Engineers (ITE) Committees and has been involved in various ITE publications. In addition, Mr. Dempsey has made technical presentations at both local and international ITE conferences.

## PROFESSIONAL PUBLICATIONS

Mr. Dempsey has been involved with co-authoring or a member of the technical committee for several publications including, but not limited to:
ITE Trip Generation Manual - 6th, 7th, 8th and 9th Editions
ITE Parking Generation – 4th Edition
Sight Triangle and Corner Clearance Policies at Intersections and Driveways, 2014
Survey of Guidelines Used to Select Sidewalk Locations, 2015
Pavement Marking Patterns Used at Uncontrolled Pedestrian Crossings, 2010
Trip Generation Characteristics of Shopping Centers, 1996

## INSTITUTE OF TRANSPORTATION ENGINEERS (ITE) PRESENTATIONS

ITE District 1 (Northeast) Conference: Improving Pedestrian and Vehicle Safety at Older Suburban Elementary School, June 2011

ITE International Conference (Annual Meeting): Improving Safety at Suburban Schools, August 2002

# KENNETH MACKIEWICZ, PE

## EDUCATION
M.S.C.E., Transportation Engineering, Polytechnic Institute of New York, 1977
B.S.C.E., Civil Engineering, Manhattan College, 1972

## PROFESSIONAL REGISTRATIONS/CERTIFICATIONS
Professional Engineer, New York (#056087), 1978
Professional Engineer, New Jersey (#28060), 1982

## AREAS OF EXPERTISE
Kenneth Mackiewicz, PE has program management and technical experience in the following general areas:

- Public-Private Sector Traffic Consulting
- Traffic Engineering Studies
- Traffic Planning Studies
- Parking Studies
- Accident Studies
- Traffic Impact Assessments
- Environmental Impact Statements
- Employer Trip Reduction Plans
- Expert Traffic Engineering Testimony

## REPRESENTATIVE EXPERIENCE
Mr. Mackiewicz has over 40 years of experience and progressive responsibility in civil engineering consulting, specializing in the area of Transportation Engineering.

His qualifications include extensive hands-on planning, defining project scope for Traffic Studies of large, varied land use projects. His expertise includes planning, design, formulation of traffic improvement strategies, development of plans, permitting, cost estimating and overall project management.

Mr. Mackiewicz's background includes extensive service to major private-sector clientele and public sector as well, including the New York State Department of Transportation, New Jersey Department of Transportation, Westchester County and various municipalities throughout the tri-state area.

He served for many years on the Institute of Transportation Engineers' Task Force that developed the Institute of Transportation Engineers' accepted industry standard entitled, "Trip Generation", having authored the original chapter on Pass-by Trips and having assisted in subsequent revisions.

**Public Sector Consulting**

Mr. Mackiewicz has served as a consultant to the Planning Board for various municipalities in the tri-state area for individual major project reviews, and on an on-call basis, for select municipalities.

**Town of Eastchester, Environmental Impact Studies and Traffic Engineering Reviews – Eastchester, NY** Mr. Mackiewicz was the Principal of a Traffic Planning Study that was designed to assess the potential impacts on adjacent streets as a result of converting three existing golf courses to various uses including residential. Mr. Mackiewicz was also Principal of Traffic Engineering Services for the review of the various traffic studies submitted to the Town. Mr. Mackiewicz was involved in the conducting of the reviews as well as the preparation of the review letters.

**Town of Cortlandt, Consultant Transportation Studies – Cortlandt, NY** Mr. Mackiewicz was Principal of Traffic Engineering Services on behalf of the Town. These included a the preparation of a Route 9/Route 9A Corridor Study, improving access to the train station, and a Study of the Northeast Quadrant portion of the Town. Mr. Mackiewicz performed field investigations and conducted the various studies

**Village of Sleepy Hollow, Consultant Transportation Studies – Sleepy Hollow, NY** Mr. Mackiewicz was Principal of Traffic Engineering Services on behalf of the Village. These included a review of modifying the roadway network to improve traffic operating conditions through various connected neighborhood streets. Mr. Mackiewicz performed field investigations and conducted the studies.

**Village of Tarrytown, Consultant Transportation Studies – Tarrytown, NY** Mr. Mackiewicz was Principal of Traffic Engineering Services on behalf of the Village. These included a traffic analysis and roadway modifications of the roadway network along Depot Plaza in the vicinity of the train station. The recommended modifications were constructed and improved the operation of the area and the pedestrian safety.

**Clinton Township Planning and Zoning Boards – Clinton Township, NJ** Mr. Mackiewicz was Principal of Traffic Engineering Services on behalf of the Township's Planning and Zoning Boards for the review of various traffic and parking studies that were submitted to the Township. Mr. Mackiewicz conducted the reviews and prepared review letters as well as represented the Boards at Public Hearings.

**Borough of Rosedale Planning Board – Rosedale, NJ** Mr. Mackiewicz was Principal of Traffic Engineering Services on behalf of the Borough's Planning Board for the review of a traffic study that was submitted to the Borough. Mr. Mackiewicz performed a field investigation and conducted the review as well as

prepared the review letters.

**New Jersey Department of Transportation, Traffic Impact Studies and Highway Access Plans Review – Statewide, NJ** Mr. Mackiewicz directed the company's efforts in performing technical reviews of various Land Use Applications that came before the Department requiring technical review of the access, traffic impacts and off-site mitigation required of Applicants throughout the State. Mr. Mackiewicz was responsible for the review of Traffic Impact Studies and Highway Access Plans for developments seeking access along the New Jersey State Highway System. The project's purpose was to ensure that the proposed developments have access, which conforms to State Standards as well as sound engineering principles.

## Private Sector Consulting

Mr. Mackiewicz has performed Traffic Studies and Environmental Impact Studies as well as provided Traffic Testimony of behalf of many varied Land Use projects and numbers among the many clients that he has represented over 40 years the following: The Trump Organization, Simon Property Group, Westfield, Inc., National Realty and Development Corp., Reckson Associates Realty Corp., Wal-Mart, Toll Brothers, The Mills Corporation, Home Depot, Lowe's, AT&T, Verizon, IBM, Mack Cali, Cherokee Corporation, Janssen Pharmaceuticals, sanofi aventis, SJP Properties, The Kravco Company, The Prudential Insurance Company, The Pyramid Companies, Vornado, and Breslin Realty Development Corp.

## PROFESSIONAL AFFILIATIONS

Permanent Member:

- ITE National Committee on Trip Generation - Committee 6A-32
- Contributing Editor of "Trip Generation"
- Author of "Trip Generation Pass-by" Chapter.

Member:

- Institute of Transportation Engineers
- National Society of Professional Engineers
- New York State Society of Professional Engineers
- New Jersey DOT Access Code Technical Advisory Committee
- Participant Governor Whitman's Environmental Focus Groups

Affiliate Member:

- New York State Association of Traffic Safety Boards

# CHARLES S. HOLT, PE, PTOE

## EDUCATION
B.S.C.E., Civil Engineering, Villanova University, 1999

## PROFESSIONAL REGISTRATIONS/CERTIFICATIONS
Professional Engineer, New York (#086668), 2009
Professional Engineer, New Jersey (#24GE04890500), 2010
Professional Traffic Operations Engineer (#2937), 2010

## AREAS OF EXPERTISE
Mr. Charles S. Holt, PE PTOE has project management and technical experience in the following general areas:

- Traffic Impact Studies
- Traffic Simulation Modeling
- Traffic Signal Design
- Highway Engineering
- Parking Demand Studies
- Transportation Management Plans
- Traffic Calming Studies
- Driveway Access Plans/Permitting

## REPRESENTATIVE EXPERIENCE
Mr. Holt is a Senior Project Manager at PDE and possesses more than 16 years of experience in the field of civil engineering with a particular specialization in the performance of traffic engineering studies, traffic planning studies, traffic signal design, intersection/roundabout design and parking studies. Over the course of accumulating his experience, he has developed expertise with the application and use of various analytical and modeling software programs including the Highway Capacity Software, Synchro/SimTraffic, VISSIM, AutoCAD, AutoTURN and Torus. Representative examples of his experience include the following:

### Village of Pelham, Traffic Planning Studies - Pelham, New York
Mr. Holt served as Project Engineer of Traffic Planning Studies for the Village to improve vehicular and pedestrian safety in the vicinity of a school, as well as the surrounding neighborhoods. Mr. Holt reviewed Highway Design Drawings and Traffic Signal Improvement Plans prepared by another Consultant. The review focused on enhancing the proposed improvements via traffic calming measures and pedestrian accommodations.

### City of New Rochelle, Corridor Analysis Engineering Services - New Rochelle, NY
Mr. Holt served as Engineer of Traffic Engineering Services for the City in the preparation of a Corridor Study along North Avenue. The Study encompassed seven-signalized intersections, from Fifth Avenue to Eastchester Road, in

conjunction with proposed roadway widening. The review focused on methods to improve traffic circulation and enhance safety. Mr. Holt analyzed future conditions utilizing Synchro/SimTraffic Simulation software.

**Village of Spring Valley, Traffic Engineering Services, Spring Valley, NY**
Mr. Holt served as Project Manager for the Village on the preparation of Traffic Impact Studies in support of an Urban Renewal Program located along Main Street (NYS Route 45) in Spring Valley, New York. Services were provided to the Village to analyze potential impacts, due to various redevelopments along the Main Street Corridor. Preparation of the Traffic Impact Study included calculating vehicular Trip Generation Rates in accordance with the standards set forth by the Institute of Transportation Engineers. Vehicular Trip Distributions were developed utilizing a US Census Journey to Work Data and the methodology outlined by the Institute of Transportation Engineers. Highway Capacity Analysis was conducted in accordance with the FHWA Highway Capacity Manual to determine the Future Levels of Service. Where unacceptable degradation in Levels of Service occurred, mitigation was determined. Proposed improvements consisted of Traffic Signal Timing adjustments at two NYS-jurisdiction intersections.

**Village of Nyack, Traffic Calming Engineering Services – Nyack, NY**
Mr. Holt served as Project Engineer for the Village on the preparation of various Traffic Calming Studies. All Traffic Calming Studies were conducted in accordance with guidelines set for by the Institute of Transportation Engineers. The Studies included the exploration of various alternatives including, Curb Extensions, Raised Crosswalks, Chicanes (via on-street parking or curbing) and Speed Humps. The findings of the Studies resulted in installation of various alternatives at locations throughout the Village. Mr. Holt oversaw the Design and Installation of these Traffic Calming Measures to ensure the were implemented in accordance with the guidelines set forth in the Manual of Uniform Traffic Control Devices and the Institute of Engineers' publication entitled, "Guidelines for the Design and Applications of Speed Humps".

**Ridgefield Township, Traffic Engineering Services - Ridgefield, CT**
Mr. Holt served as Engineer on behalf of the Township for the analysis of the offset intersection of Prospect Street/Grove Street/East Ridge Street and recommending improvements to improve the overall operation and safety of the location. Various alternatives were analyzed including signalization and multiple realignment scenarios. A major component of the analysis was cost-oriented.

**New Jersey Department of Transportation, Traffic Impact Studies and Highway Access Plans Review – Statewide, NJ**
Mr. Holt served at Project Engineer for review of over 60 Highway Access Permit Applications submitted to NJDOT for proposed development along NJ State Highways. The reviews focused on compliance with the guidelines set forth in the New Jersey Highway Access Management Code (NJAC 16:47). This entailed review of Trip Generation Calculations, Study Location Determination, Intersection Capacity Analysis, Conceptual Highway Improvement Drawings,

Fair-share Financial Contribution Calculations, and Driveway Access Drawings.

**Township of Bridgewater, Planning Board Consultant – Bridgewater, NJ**
Mr. Holt is currently serving as Project Manager for consulting with the Township Planning Board. He is responsible for reviewing specific Traffic Studies and Site Plans on development projects in front of the Board in terms of traffic circulation, operations, trip generation, trip distribution, parking and pedestrian safety. Mr. Holt also attends meetings and Public Hearings, as requested.

**The Mills Corporation, Shops at Riverside - Hackensack, NJ**
Mr. Holt served as Project Engineer on the preparation of a NJDOT Driveway Access Permit Application and associated Traffic Impact Study in accordance with the guidelines set forth in the New Jersey Highway Access Management Code (NJAC 16:47). Preparation of the Traffic Impact Study included calculating vehicular Trip Generation Rates in accordance with the standards set forth by the Institute of Transportation Engineers. Vehicular Trip Distributions were developed utilizing a Retail Gravity Model and the methodology outlined by the Institute of Transportation Engineers. Highway Capacity Analysis was conducted in accordance with the FHWA Highway Capacity Manual to determine the Future Levels of Service. Where unacceptable degradation Levels of Service occurred, mitigation was determined. The project also included a Traffic Signal Timing Revision, which included the preparation of the associated Traffic Signal Timing Permit. Additionally, Mr. Holt oversaw the preparation of a Parking Demand Study in support of a Variance sought from the Parking Requirements contained in the City Ordinance. The findings of this study were accepted by the City Council and the associated Variance was granted.

## SPECIALIZED TRAINING

- Project Manager Training, 2011
- Synchro/SimTraffic Training, 2007
- Paramics Training, 2008
- AutoCAD Training, 1999
- NJ Highway Access Management Code Training, 2001

## PROFESSIONAL AFFILIATIONS

- Institute of Transportation Engineers, Member
- ITE Transportation Safety Council
- ITE Transportation Consultant’s Council

# RALPH P. PERAGINE, PE

## EDUCATION

B.S., Engineering, University of Connecticut, 1980

## PROFESSIONAL REGISTRATIONS/CERTIFICATIONS

Professional Engineer, State of Connecticut, (#14428), 1986
Professional Engineer, State of New York, (#064266), 1988

## AREAS OF EXPERTISE

Mr. Ralph P. Peragine, PE has project management and technical experience in the following general areas:

- Site Development Plans
- Subdivision Plans
- Highway and Traffic Signal Design
- Maintenance and Protection of Traffic Plans
- Parking Facilities Design
- Stormwater Pollution Prevention Plans (SWPPP)
- Wastewater Collection Systems
- Water Distribution Systems
- Sanitary and Stormwater Pumping Stations
- Reinforced Concrete Retaining Walls
- SWPPP Inspections
- Environmental Impact Statements (DEIS/FEIS)
- Construction Inspection
- Federal, State and Local Permits and Approvals

## REPRESENTATIVE EXPERIENCE

Mr. Peragine has over 35 years of experience and progressive responsibility in civil engineering consulting. His qualifications include extensive hands-on planning, field investigation and construction management, design, permitting, cost estimating, and project management. Mr. Peragine's background includes extensive service to both public and private-sector clients. He currently serves in the capacity of Senior Project Manager and leads a Design Team for the Civil Engineering Group in the Hawthorne, NY office.

**Greenburgh Public Library, Site/Civil Engineering Services, Town of Greenburgh, NY -** Mr. Peragine served as the Project Manager in charge of Site Engineering Services for the Greenburgh Public Library Expansion on an 8.1-acre tract of land located on the southerly side of Tarrytown Road in the Town of Greenburgh, Westchester County, New York. The Project consisted of the

demolition of the existing Town Hall building; renovation and expansion of the existing public library; and parking area reconstruction. The project was previously developed as the Greenburgh Town Hall and Public Library complex. He was involved in the Project from the schematic site plan phase through site plan approval. Mr. Peragine was responsible for the preparation of layout plans, grading plans, utility plans, erosion and sediment control plans, construction details, the Stormwater Pollution Prevention Plan (SWPPP) and technical specifications.

**City of Rye Safe Routes to School Project, Rye, NY** - Mr. Peragine is currently preparing design plans for Pedestrian Safety Improvements in conjunction with a $225,000 Safe Routes to School program. The project includes the design of new sidewalks and pedestrian crossings, the installation of Rapid Rectangular Flashing Beacons (RRFB's) at unsignalized crossings, curb bumpouts, and updating of existing sidewalks, ramps, and pedestrian crossings to meet ADA and PROWAG Guidelines. Mr. Peragine is preparing plans for submission to the FHWA and the New York State Department of Transportation for Intersection and Pedestrian Safety Improvement Projects.

**Fairview Corporate Park, Route 9A – Greenburgh, NY** - Mr. Peragine was the Project Manager for a Mixed Use development of 900,000 s.f. on a 59-acre site. Services included the preparation of Site Plan Approval Drawings for each of the seven (7) individual lots in conformance the zoning regulations and the Comprehensive Plan Approval; the preparation of a Phase I Environmental Site Assessment for an 8.73 acre and 0.73 acre parcels of land in conformance with the accepted ASTM standard; the development of highway improvement plans for the extension of the northbound left turn lane on NYS Route 9A at the intersection of Fairview Park Drive; Town Road improvement plans for Field Crest Drive; HEC-2 analyses of the Saw Mill River. All documents were prepared in conformance with the applicable the applicable requirements of NYSDOT, NYSDEC, Corps of Engineers, Westchester County Department of Health and the Town of Greenburgh.

**Westchester Meadows – Greenburgh, NY -** Mr. Peragine was the Project Manager for the development of a Continuing Care Retirement Community on a 58 acre site. The development consisted of 120 independent living units, 10 assisted living units and 20 nursing beds. Services included preparation of site layout and parking, grading, drainage and utilities design, all in conformance with the zoning regulations.

**Minisceongo Park – Haverstraw, NY -** Mr. Peragine working closely working with the Haverstraw Planning Board was the Project Manager responsible for the review of the DEIS/FEIS for the mixed-use multi-family residential and commercial development which required a change in Zoning. Services include preparation of Scoping Document, reviews of the DEIS and FEIS, Site Plan review, preparation of Findings Statement and Resolutions, and presentations with the Planning Board and the Town Board.

**Hebrew Hospital Home of Westchester – Greenburgh,** Mr. Peragine was the Project Manager for the development of a 160 bed nursing facility on a 29-acre site including a 1600 foot access road and ancillary parking facilities and the addition of a 100-foot long left turn lane within NYS Route 100 in order to provide improved access to the proposed development. Services included the preparation of site layout and parking, grading, drainage and utilities design, all in conformance with the zoning regulations; highway improvement plans in conformance with NYSDOT requirements and Construction Inspection and Observation services.

**Old Oaks Country Club, Purchase, NY** Mr. Peragine provided site and highway engineering services for the construction of a golf cart tunnel to replace the existing at grade crossing of Purchase Street (NYS Route 120); a relatively heavily travelled state highway. He was involved in the Project from the schematic site plan phase through construction and was responsible for the preparation of layout plans, grading plans, erosion and sediment control plans, construction details and tunnel profiles. His services include securing site plan approval from the local municipality; coordination with the water company relative to the crossing of an existing 20-inch water main; and obtaining a highway work permit from the NYS Department of Transportation.

**Toll Brothers, Mount Kisco Chase – Mt. Kisco, NY** Mr. Peragine was the Project Manager for the development of a 156-acre site for 126-single family residential lots. Services included preparation of site layout and grading, drainage and utilities design, all in conformance with the zoning regulations and approved Environmental Impact Statement. Services also included the preparation of interim Highway and Traffic Signal Construction Documents for South Bedford Road in conformance with NYSDOT requirements.

## PROFESSIONAL AFFILIATIONS

- Member – National and New York State Society of Professional Engineers
- Member – American Society of Civil Engineers
- Member – American Water Works Association
- Past President of the Westchester Putnam Chapter of the New York State Society of Professional Engineers
- Hold the position of Director on the Board of Directors for the Westchester Putnam Chapter of the New York State Society of Professional Engineers

## AWARDS

- Outstanding Service to the Chapter Award (2014) - Westchester Putnam Chapter of the New York State Society of Professional Engineers

Provident Design Engineering
OVER 50 YEARS OF SITE, CIVIL & TRAFFIC CONSULTING
7 Skyline Drive, Hawthorne, New York 10532
Tel:(914)592-4040 www.pderesults.com

**PROVIDENT DESIGN ENGINEERING, PLLC**
**2016 SCHEDULE OF MUNICIPAL ENGINEERING FEES AND CHARGES**

**SCHEDULE**
Payroll Based Projects and Labor Fees, as stated in the Agreement shall be defined as follows:

**PAYROLL BASIS** - Services shall be charged at the following hourly rates:

| | Hourly Rate |
|---|---|
| Practice Leaders/Principals | $190.00 |
| Principals/Project Directors | $190.00 |
| Project Directors/Senior Project Managers | $180.00 |
| Senior Project Managers/Principal Engineers | $175.00 |
| Project Managers/Senior Engineers | $170.00 |
| Project Engineers/Deputy Project Managers | $160.00 |
| Assistant Project Engineers | $140.00 |
| Senior Designers/Associate Project Engineers | $130.00 |
| Staff Engineers/Designers | $100.00 |
| Senior Technicians | $90.00 |
| Technicians | $75.00 |
| Technical Support Staff | $65.00 |

**DEFINITION**
The above hourly rates include payroll costs, overhead and profit. Rates are subject to change based upon Annual Salary Adjustments.

**REIMBURSABLES**
In addition to the above Fees, project- related Direct Expenses shall be reimbursed at cost plus 10% including the following:

- Reproduction of Drawings & Specifications, and Prints.
- Purchase of plans and documents.
- Communications, postage/express mail, and special delivery services.
- Permit and Application Fees.
- Fees paid to special consultants/vendors/contractors with prior written approval of the Client.
- All Travel and subsistence expenses.
- Field Traffic Counters (Manual and Automatic).
- Other direct expenses/supplies associated with the project.

**TAXES**
All Services and Charges may be subject to one or several States' Sale or Use taxes. These will be added when applicable.

**SUPPLEMENTAL SERVICES/CHANGE ORDERS**
Any work not described in the Scope of Services for this Agreement will be considered additional and performed only upon authorization of a Supplemental Agreement of said services and associated fees and schedules. These services can include, but are not limited to the following:

- Changes in Scope of Services following start of said Services.
- Re-work/re-design due to late receipt of information for which Client is responsible.
- Re-work/re-design and/or new work/new design as a result of changes in the project during performance of the work.
- Costs incurred as a result of project delays.
- Additional attendance at meetings and/or construction observations not defined in the Agreement.
- Supplemental, additional, and/or Special Services as defined in the Agreement.
- Other services not covered in the approved scope of work.

**INVOICING/PAYMENT OF FEES**
Invoices will be submitted monthly based on work performed until project completion. Fixed Fee Projects will be invoiced based on Percentage Completion plus Direct Expenses/Reimbursables. Payroll Basis Projects will be invoiced based on actual hours performed by personnel classification plus Direct Expenses/Reimbursables. Payment shall be due within thirty (30) days of date of the Invoice. The amount due and owing shall bear interest after thirty (30) days from the date of the Statement at the rate of one and one half (1.5) percent per month.




# TRAFFIC & TRANSPORTATION ENGINEERING PROFESSIONAL SERVICES

VILLAGE OF PORT CHESTER RFP NO. 2016-07




RBA

PROPOSAL

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September 29, 2016 P2288161862

Mr. Christopher D. Steers, Village Manager
Village of Port Chester
Village Clerk's Office
222 Grace Church Street, Suite 150
Port Chester, NY 10573

***Re: Response to Village of Port Chester RFP #2016-07***
***Traffic and Transportation Engineering Professional Services***

Dear Mr. Steers:

The RBA Group – NY is pleased to submit our proposal in response to RFP # 2016-07 to provide the Village of Port Chester with on-call Traffic & Transportation Engineering Professional Services.

The Village of Port Chester provides a unique and charming downtown experience with a mix of open space, residential, and commercial uses with transit and waterfront access that continues to evolve and grow. In addition, the Village has various other neighborhoods and land uses including residential, commercial, industrial, and civic uses that require a context sensitive approach unique to the surroundings and goals of the communities. The pressures of successful development and future needs now warrant continuing reviews, coordination with the development community and neighborhoods in planning and design of improvements to allow Port Chester to fully achieve your vision of economic, environmental, and social goals.

The RBA Group is a nationally recognized, full service planning, engineering, landscape architecture, and urban design consulting firm, with over offices in New York, NY, Melville, NY, Parsippany, NJ, Norwalk, CT, Philadelphia, PA, and Silver Spring, MD, that provides Port Chester the "right match" to collaborate with the Village and assist with the development of strategies to address your transportation, traffic, and parking needs. The right match requires not only a thorough technical understanding and ability to identify deficiencies and solutions, but collaborate and develop solutions in a comprehensive and context sensitive manner.

Our proposal and qualifications demonstrate our understanding, approach, and experience in performing the required services. Our team will be led by ***Greg Del Rio, PE,*** RBA's Director of Transportation Planning and Engineering, , who has over 28 years of experience in multi-modal transportation planning. As a recognized expert, Mr. Del Rio has participated in numerous presentations and panels related to Complete Streets and Parking Management. Greg recently completed the Port Chester Capitol Theater Parking Study and Marina Lot Peer Review, and is Project Manager for similar traffic on-call agreements with the City of Norwalk, City of Long Beach, and Nassau County, as well as Lead Traffic Engineer for on-call assignments for NYCDOT, Suffolk County and Town of Brookhaven.

If you should have any questions regarding this submission, please contact Greg Del Rio, Director of Transportation Engineering and Planning at (516) 754-9980 or gdelrio@rbagroup.com.

As Director of Operations, I will have a personal interest in the success of this assignment and the quality of our work. I assure you that I will be involved in every step to ensure the RBA team meets the Village's schedule and budget requirements and exceeds your expectations for high-quality services. Thank you for this opportunity. We look forward to hearing from you.

Very truly yours,

Linda Reardon, P.E.
Senior Vice President
Director of NY Operations

Greg Del Rio, P.E.
Director of Transportation Engineering

# 1 QUALIFICATIONS

# Firm Profile

RBA is a full-service multi-disciplined professional consulting firm providing architecture, engineering, planning, environmental, landscape architecture, and construction supervision services. RBA's staff of over 200 architects, engineers, planners, environmental scientists, urban designers, and landscape architects work together in a team environment to produce thoughtful, responsive solutions. Our work demonstrates an awareness of community context, as evidenced by the nature of sensitive restoration projects, planning projects in urban and historic settings, and successful integration of transportation-related elements into the existing urban fabric. In business for over 40 years, RBA currently maintains offices in New York City; Melville, NY; Parsippany, NJ; Norwalk, CT; Philadelphia, PA; and Silver Spring, MD.

RBA provides a wide range of traffic engineering and transportation planning services involving various traffic engineering studies and design projects. The studies include site impact analysis, corridor and interchange analysis, travel demand modeling and needs assessment. Design projects include safety improvements and layout for roadway and intersection design, including traffic signal installations. Clients include the SCDPW, NCDPW, NYSDOT, NYCDOT, NYCDDC, and Towns of Brookhaven, Islip, North Hempstead, and Oyster Bay. Our traffic engineers have been responsible for maintenance and protection of traffic/detour plans and roadside safety design for many of the firm's highway and bridge replacement and intersection projects.



We recognize that the availability for providing on-call professional services for traffic and transportation engineering in Port Chester is the principal focus of this project and are confident in RBA's competence and understanding of the Village of Port Chester's needs.

Our experience of over 20 years providing these very services positions RBA to meet and exceed the Village of Port Chester's goals for this project. RBA's expert staff of well-qualified professionals includes:

- Professional Engineers (P.E.) licensed in NY, CT, PA, NJ, specializing in civil, traffic, and environmental engineering
- Planners with AICP specializing in transportation planning and urban planning
- Licensed Landscape Architects (LLA, RLA) licensed in NY, CT, NJ, specializing in streetscape design and urban design
- National Complete Streets Coalition certified trainers
- LEED Accredited Professionals

# PARSIPPANY-TROY HILLS TOWNSHIP TRAFFIC ENGINEER

**location:**
Parsippany, NJ

**client:**
Township of Parsippany-Troy Hills

**client contact:**
Mr. Justin Lizza, P.E.
Township Engineer
(973) 263-7286
1001 Parsippany Boulevard
Parsippany, NJ 07054

**unique attributes:**
traffic analysis; testimony; traffic design; traffic data collection

Parsippany-Troy Hills is a 25 square mile community, located at the interchange of I-80 and I-287. Parsippany has a population of over 50,000 residents, contains over 10 million square feet of office space, and considerable industrial and retail space. Parsippany-Troy Hills has approximately 13 miles of interstate, 25 miles of arterial roads, and over 50 traffic signals.

The RBA Group serves as Traffic Consultant for the Parsippany-Troy Hills Planning Board and Board of Adjustment, and routinely performs traffic investigations and designs for the engineering department. These work efforts have included reviewing traffic impact studies, site plans, and off-tract transportation improvement plans for numerous land development site plan applications. Work efforts have also included conducting numerous traffic studies and analyses on an as-needed basis.



# ON-CALL TRAFFIC CONSULTANT FOR THE TOWN OF BROOKHAVEN

**location:**
Various Locations,
Brookhaven, NY

**client:**
Town of Brookhaven

**client contact:**
Mr. Jon Sullivan
Division of
Traffic Safety
(631) 451-6966
One Independence Hill
Farmingville, NY 11738

**unique attributes:**
traffic data collection; accident analyses; traffic circulation; intersection analyses; signage; speed control; safety upgrades; signal design; final design; inspection



The RBA Group has served as On-Call Traffic Engineering Consultant for the Town of Brookhaven's Division of Traffic Safety from 2003 to present. Over these 10+ years RBA has successfully completed dozens of assignments which have included: traffic counts (ATR and TMC), sign inventories, accident analyses, neighborhood safety studies, arterial studies, safe routes to school assessments, traffic signal designs, all-way stop studies, traffic signal warrants, case studies and complaint reviews, sight distance analyses, guide rail assessments, traffic calming studies and designs, grant writing, federal and state aid documentation, bicycle facility master planning, preparation of work orders, development of contract documents, construction management of requirements contracts, and construction inspection services. A listing of several of these projects is as follows:

**-Town Wide Traffic Counting Program** - Collected traffic volumes, speeds, and classifications for 8 consecutive years under this on-call contract.
**-Neighborhood Traffic Safety Study, South Ronkonkoma Area** - A comprehensive existing - condition traffic study of a large residential neighborhood.
**-Neighborhood Traffic Safety Study, Medford Area** - A comprehensive existing condition traffic study of a large residential neighborhood.
**-New York Avenue Arterial Study, Sound Beach** - An arterial study of a 1.2-mile commercial corridor.
**-Somerset Ave/Floyd Road Traffic Study, Mastic/Shirley -** A traffic study and accident analysis of a 1.5-mile residential/commercial corridor
**-Traffic Sign Inventory, Various Locations, Townwide** - Existing sign inventory electronically cataloguing over 13,000 signs using GPS devices.
**-Stagecoach Elementary School Safety Study, Selden** - An intersection traffic safety study in the vicinity of the Stagecoach Elementary School.
**-Dare Road Sidewalks and Signal Modifications, Selden** - Provided design and construction - inspection services for the installation of sidewalks and pedestrian signals.
**-Clancy Road Corridor Study, Manorville** - A corridor study for a 1.8-mile residential collector roadway.
**-Town of Brookhaven Off and On Road Bicycling Facilities Master Plans –** Preparation of master plans for Town wide bicycling facilities.
**-All-Way Stop Studies, Various Locations -** Conducted 20 All-Way Stop Studies to carry out the goals and objectives of the Division's Traffic Complaint System.
**-Tallmadge Trail Master Plan**- Development of a bicycle master plan and routing design that re-creates the 21 mile Benjamin Tallmadge Historic Trail.
**-Southaven Ave Sidewalks and Signal Modifications, Medford** - Provided design and construction inspection services for the installation of sidewalks and pedestrian signals.
**-Echo Ave Sidewalks and Signal Modifications, Sound Beach** - Provided design and construction inspection services for the installation of sidewalks and pedestrian signals.
**-Case Studies, Various Locations -** Conducted dozens of Case Study reviews to address and close out files within the Division's Traffic Complaint System.



# VARIOUS TRAFFIC STUDIES FOR THE TOWN OF BROOKHAVEN

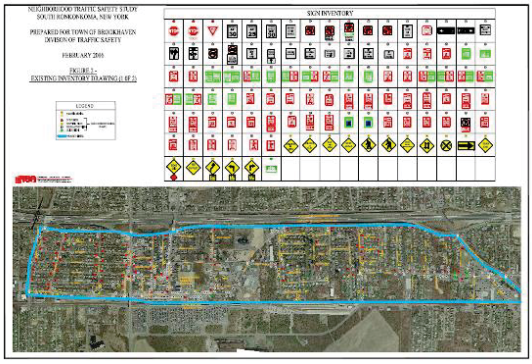
**location:**
Various Locations,
Brookhaven, NY

**client:**
Town of Brookhaven
Division of Traffic Safety

**client contact:**
Mr. Jon Sullivan
(631) 451-6261
One Independence Hill
Farmingville, NY 11738

**unique attributes:**
traffic data collection;
accident analyses;
traffic circulation;
intersection analyses;
signage;
speed control;
safety upgrades;
conceptual designs;
cost estimating

**Neighborhood Traffic Safety Study, South Ronkonkoma, Town of Brookhaven**
The RBA Group conducted a Neighborhood Traffic Safety Study for the Town of Brookhaven. The data collected included traffic complaint reports, accident reports, existing traffic control devices, stop line distances, machine traffic counts, classification counts, turning movement counts, and pedestrian data. A Town of Brookhaven Code Compliance Check on existing Signs and Striping Ordinances was also performed. RBA also proposed solutions for signage, speed control, safety upgrades, and potential traffic-calming techniques to assist the Town in summarizing a detailed traffic assessment of the area and formulating traffic-calming techniques for future implementation.



**New York Avenue Arterial Study, Sound Beach, NY**
The RBA Group conducted an arterial study of a 1.2-mile of New York Avenue in Sound Beach, NY. The study included an existing conditions roadway element survey for the purposes of identifying, analyzing and developing potential improvement schemes along the corridor. RBA compiled recent case studies, work order files, accident reports, resident complaints, traffic data reports, warrant analyses and existing condition surveys in an effort to present to the Town of Brookhaven potential traffic calming initiatives. Services included: data inventory and analysis, traffic planning, safety studies, roundabout designs, and grant proposal preparation.




**Neighborhood Traffic Safety Study, South Medford** - RBA conducted a Neighborhood Traffic Safety Study for the South Medford Area. The data collected included traffic complaint reports, accident reports, existing traffic control devices, stop line distances, machine traffic counts, classification counts, turning movement counts, and pedestrian data. RBA proposed solutions for signage, speed control, safety upgrades, and potential traffic-calming techniques to assist the Town in summarizing a detailed traffic assessment of the area and formulating traffic-calming techniques for future implementation.

**Traffic Study and Grant Proposal for Somerset Ave/Floyd Road, Mastic/Shirley, NY**
The RBA Group conducted a traffic study and accident analysis of the corridor and developed design concepts for a grant proposal that was submitted and successfully granted under the NYSDOT Multi-Modal Grant Program. Proposed improvements included traffic calming measures including curb and sidewalk, bicycle lanes, as well as pedestrian accommodations and safety improvements.

# NORWALK ON-CALL TRAFFIC ENGINEERING SERVICES

**location:**
Norwalk, CT

**client:**
City of Norwalk

**client contact:**
Mr. Fred Eshraghi
(203) 854-7791
125 East Avenue
Norwalk, CT 06851

**unique attributes:**
data collection;
traffic analysis;

RBA is currently serving as an on-call traffic engineering consultant for the City of Norwalk. Assignments to date have included:

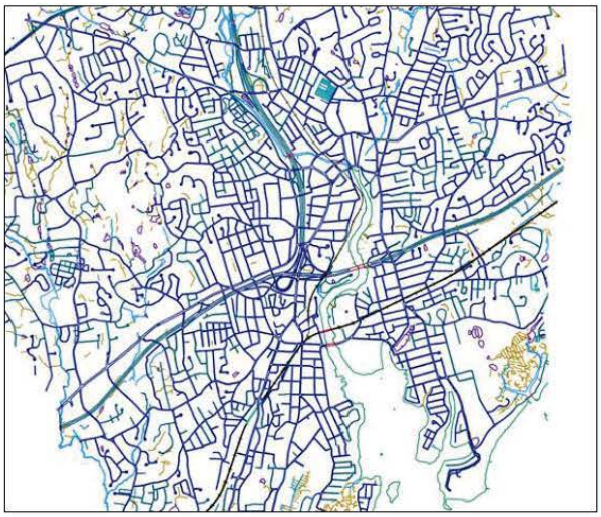
- ***Evaluating a Multi-Way Stop Control Installation at Scribner and West Cedar Streets near Connecticut Avenue.*** RBA was tasked with the goal of improving safety and traffic operations at the intersection of Scribner and West Cedar Streets near Connecticut Avenue. The scope of work included evaluating the industry accepted warrants for the installation of major street stop control at this intersection that currently operates under two-way stop control. This involved traffic counts, field observations, safety analysis, and evaluation of sight distances. Additional considerations that were also discussed related to the possibility of realigning the intersection. Traffic operations, capacity analysis, and queue estimation were performed to support the study.

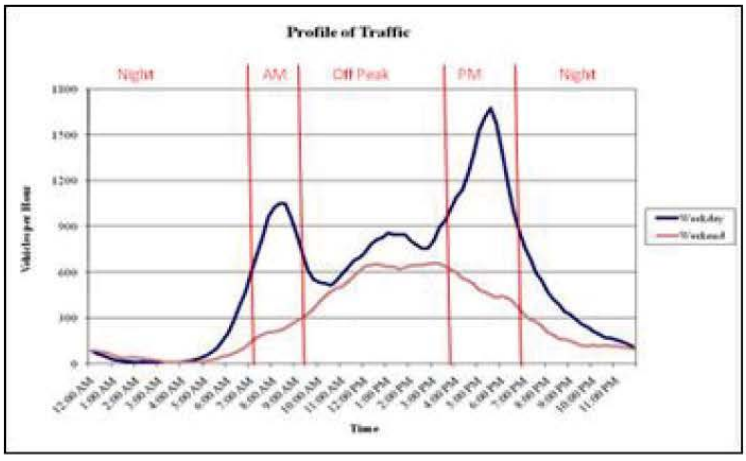
- ***Preparing an evaluation of reversing the flow on Haviland Street and Elizabeth Street.*** The City of Norwalk's goal is that by reversing the one-way patterns for Haviland Street and Elizabeth Street, operations for the Police Department are expected to enhance as the number of turns required to access Water Street would be reduced. The scope of work for the project includes traffic data collection, a traffic analysis that will focus on estimating traffic rerouting and diversions, conducting before and after level of service at the impacted intersections (assumed to be 5 for budgeting services), reviewing traffic queues for each scenario, and their potential impacts, comparing results and identify specific impacts, and determine mitigations for impacts (if any), and an evaluation of site design/access issues which will look at the impact that street reversal will have on existing angled parking and emergency services.

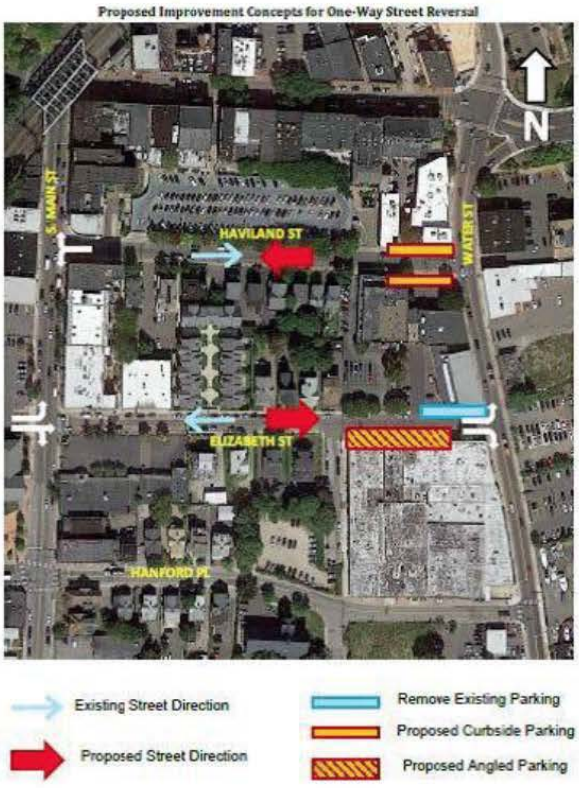
- ***Developing a City-wide Synchro for the City of Norwalk, along with ancillary enhancements, to improve traffic and pedestrian flow throughout the City.*** The firm's scope of work includes; Verifying and combining the City's existing Synchro networks which are established at 55 intersections for one time period, creating new networks (utilizing Synchro 8) for the morning peak hour, evening peak hour, midday peak hour, and Saturday midday peak hour, and incorporating them into the City of Norwalk base plan, expanding the City's Syncrho network by an additional 15 intersections which will include conducting traffic counts at up to 9 intersections using MioVision technology, utilizing Synchro to determine optimal cycle lengths for vehicles and pedestrians depending on the type of environment (e.g. downtown), and utilizing ATR data to determine when to change signal timing plans.

- ***Conducted traffic counts utilizing ATRs along three roadways; Heather Lane, Katy Lane and Cory Lane***, collecting speed and volume data for both directions during three weekdays. The DPW requested this data to identify and analyze potential of traffic operational problems and to develop appropriate improvement or mitigation measures.


Sheffield Island Ferry
Washington St
Match
Knipschildt Chocolatier
Haviland St
Water St
S Main St
Elizabeth St
Top Spin Restaurant Group




Profile of Traffic
Night
AM
Off Peak
PM
Night
Time


Proposed Improvement Concepts for One-Way Street Reversal
N
S MAIN ST
HAVILAND ST
WATER ST
ELIZABETH ST
HANFORD PL
Existing Street Direction
Proposed Street Direction
Remove Existing Parking
Proposed Curbside Parking
Proposed Angled Parking

# SCDPW ON-CALL ADA COMPLIANCE CONSULTANT

**location:**
Various Roadways,
Suffolk County, NY

**client:**
Suffolk County
Department of Public
Works

**client contact:**
Mr. Michael Lamberti,
P.E. – Pavement Mgmt
(631) 852-5353
335 Yaphank Avenue
Yaphank, NY 11980

**unique attributes:**
existing conditions assessment; ADA compliance check; handicap ramp design; pedestrian signal design; cost estimating; construction inspection

The Suffolk County Department of Public Works seeks to upgrade pedestrian accessibility on County roadways in connection with asphalt milling / resurfacing (1R) projects. This is part of the County's implementation plan to comply with the Department of Justice/Department of Transportation Joint Technical Assistance on the Title II of the Americans with Disabilities Act (ADA) Requirements to provide curb ramps when highways are altered through resurfacing.



The RBA Group has been contracted by SCDPW to provide on-call assessment and design services related to ADA Compliance. For these assignments, existing pedestrian access ramps, sidewalks and pedestrian signal equipment were assessed to determine whether these facilities comply with current ADA standards and design sketches and estimates were prepared for each proposed reconstructed location.

*RBA scope of work included:*
Preparation of Ramp Assessment Checklist for each pedestrian ramp; Pedestrian signal upgrades/modifications; Evaluation of block to block sidewalk segments for cracks, tripping hazards, cross slopes, obstructions, and discontinuous segments; Photographs of all existing ramps; Hand sketches of existing conditions, including slopes, dimensions and layouts, and all traffic signal equipment; Prepared individual design sketches for each proposed (new or reconstructed) ramp and traffic signal modifications and upgrades; Preparation of Cost Estimates and Work Orders for proposed upgrades for immediate construction utilizing SCDPW Concrete Requirements Contract and Traffic Signal Requirements Contract; Construction inspection of Contractor's operations.

*Assignments to date have included the following:*



**County Road 12, Hoffman Avenue, Lindenhurst –** The project limits included County Road 12 (CR12), Hoffman Avenue, from Garfield Avenue to Delaware Ave in Lindenhurst and Copiague, a distance of 1.5 miles and included 70 pedestrian ramps, 7 signalized intersections, over 10,000 linear feet of continuous sidewalk.

**County Road 28, New Highway, Amityville –** The project limits included County Road 28 (CR28), New Highway, from the Southern State Parkway to New Horizons Boulevard in Amityville, a distance of 1.1 miles and included 54 pedestrian ramps, 2 signalized intersections, and over 5,000 linear feet of continuous sidewalk on both sides of CR28 in varying condition.

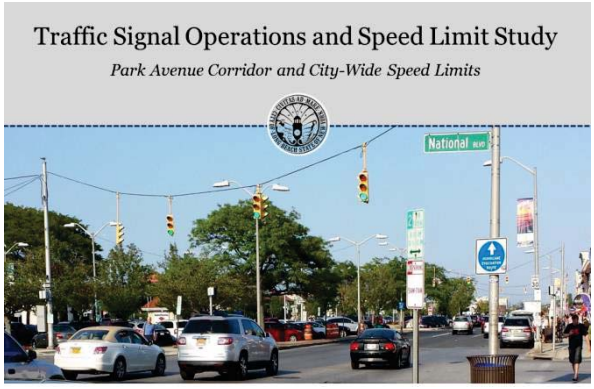
# LONG BEACH TRAFFIC SIGNAL OPERATIONS & SPEED LIMIT STUDY

**location:**
Long Beach, NY

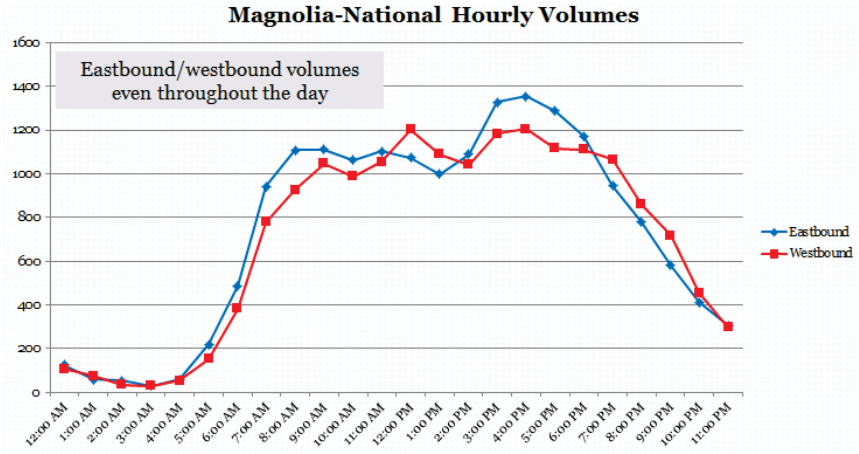
**client:**
City of Long Beach

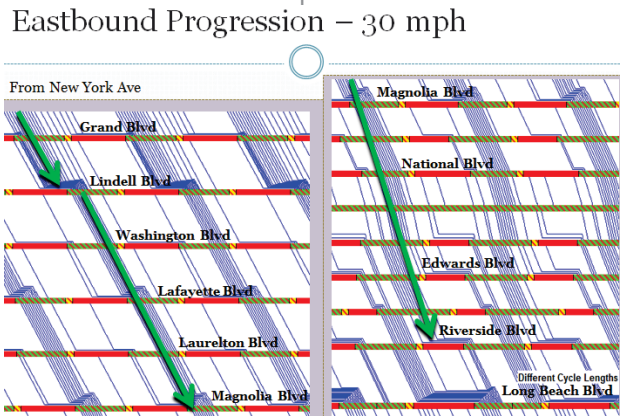
**client contact:**
Mr. Michael Tangney
Commissioner
(516) 431-1000
One West
Chester Street,
Room 404
Long Beach, NY 11561

**unique attributes:**
Synchro/SimTraffic models; optimization of signal progressions; rigorous data collection; MioVision; ATR's; speed runs; radar




The City of Long Beach has implemented, and continues to implement, a series of Complete Streets, Safety, and Traffic Calming measures under their Safety Initiative currently known as "Smarter Traffic, Safer Streets". The RBA Group assisted the City with their holistic approach to implementation of Complete Streets including a balanced mix of Policy, Engineering (operational and infrastructure), Education, and Enforcement initiatives. The LB Safety Initiative: Smarter Traffic, Safer Streets encourages motorists to use main arterial corridors;; and encourages non-motorized transportation and safety. RBA's specific projects included a data-driven approach to providing City-wide changes in speed limits; improving existing arterial signal progressions to allow traffic to progress through arterials faster, but at a slower speed with less stop delays; design of a mid-block signalized pedestrian crossing; conceptual design of bike lanes along their main arterial; and bicycle rack parking improvements to further encourage bicycle use.






# AMEC CARTING TRAFFIC STUDY

**location:**
Norwalk, CT

**client:**
City of Norwalk &
AMEC Carting, LLC

**client contact:**
Mr. Michael Yeosock
Acting Assistant
Principal Engineer
(203) 854-7844
125 East Avenue
Norwalk, CT 06851

**unique attributes:**
traffic impact evaluation; traffic data collection; vehicle queuing; peer review of traffic impact study



The RBA Group provided traffic engineering services for an evaluation of the AMEC Carting facility on Crescent Street between Butler Street and Science Road in Norwalk, CT. The facility opened to the public accepting 200 tons per day on May 1, 2015 under the City's conditional approval that after 120 days of operation an independent Traffic Study be performed to evaluate the traffic and queing impacts of 200 ton/day carting operations. Work included the observation of truck movements and queing at the site entrance and adjacent streets at a 200 ton/day carting level, evaluation of truck loading and unloading operations, and a peer review of the traffic projections presented in the 2011 Cresent Street Recycling Supplemental Traffic Access & Impact Study. Other work elements included vehicle turning movement counts at the site entrance and tube counts on the adjacent roadways. No adverse impacts to traffic operations on Crescent Street or Butler Street were identified. RBA documented the findings in a brief technical memorandum that was presented to the City.







# HIGHWAY SAFETY INVESTIGATIONS & TRAFFIC ENGINEERING SERVICES CONTRACT – NYSDOT REGION 10

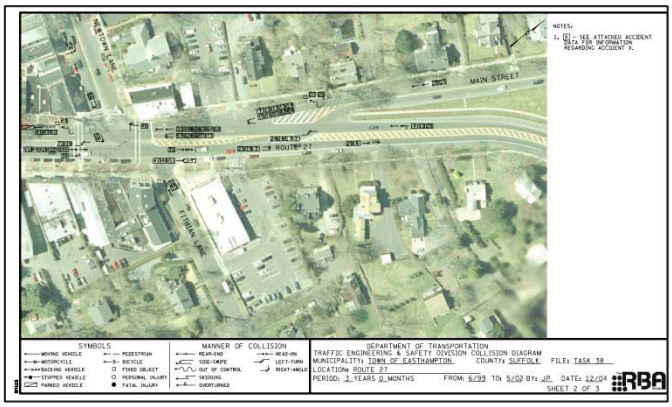
**location:**
Nassau & Suffolk Counties

**client:**
New York State Department of Transportation

**client contact:**
Mr. Rich Causin
Region 10
(631) 952-6702

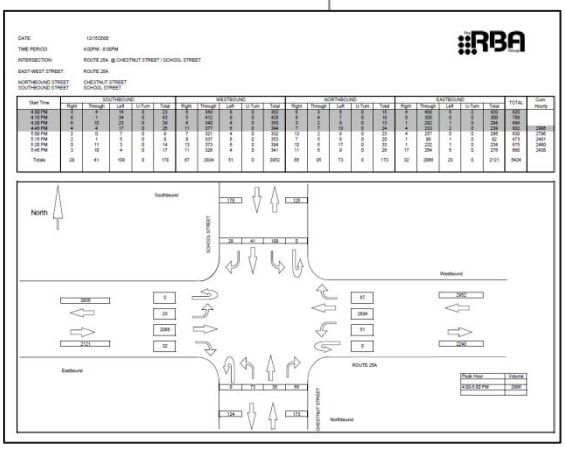
**unique attributes:**
traffic engineering; data collection & analysis; traffic counts; accident investigation & evaluation; signing & striping

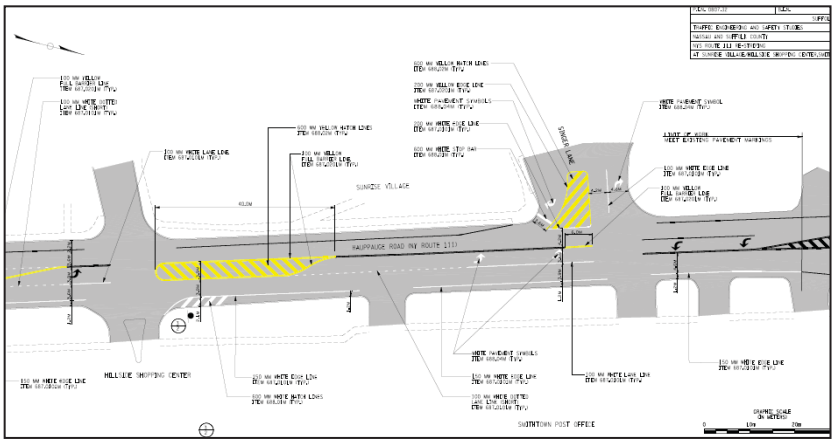
As part of our NYSDOT RDSA contract with Region 10, RBA provided on-call traffic engineering and design services from the period of 2004 to 2008 (PIN 0807.32). RBA was tasked with 220 assignments over the 4-year period, which included over 12,000 individual accident reconstruction analyses (collision diagrams) as well as multiple Turning Movement Investigations and other associated traffic studies. The work in general included: inputting accident reports; generating accident summaries histories; plot collision diagrams; preparing condition diagrams of exiting roadway features along intersections and corridors. Provided weekday and/or weekend traffic counts and speeds using automatic recording counters. Conducted AM, midday and PM peak period counts of turning movements and pedestrian movements at intersections. RBA also performed on-call pavement marking and signing design assignments at critical intersections or corridors for a 12 month period. Striping and signage designs completed include: NYS Routes 101 and 111, the Long Island Expressway (I-495), NY27 Sunrise Highway, Robert Moses Causeway, and Southern State Parkway.




The following is a summary of effort under this contract:

- 220 Task Assignments
- 140 locations for turning movement counts and Speed/Delay Studies
- 47 Highway Safety Investigation locations
- 12,000 individual accident reconstruction analyses
- 20 miles of pavement marking designs





# WESTFIELD TRAFFIC CALMING

**location:**
Westfield, NJ

**client:**
Town of Westfield

**unique attributes:**
traffic calming planning & design; bicycle & pedestrian planning; transportation planning; community outreach

The primary objective to this project was to provide a safer environment for pedestrians and bicyclists by addressing through-traffic and speeding issues in conjunction with the community's on-going planning and design activities. According to Westfield's Town Engineer, the community's streets are characterized by relatively wide roadways and long stretches without stops, which are conducive to speeds in excess of the 25 mph limit.




The RBA Group evaluated which traffic calming strategies were applicable to Westfield, specifically to Rahway Avenue; examined the feasibility of the methods and relative merits of alternatives; recommended appropriate treatments; prepared final design plans and specifications for the approved concept. Three target areas along Rahway Avenue were identified by the local Task Force. The recommended treatments that RBA planned and designed, are now in place, and include raised intersections, speed tables, curb extensions, and raised crosswalks.








# ESSEX COUNTY ON-CALL TRAFFIC ENGINEERING SERVICES

**location:**
Essex County, NJ

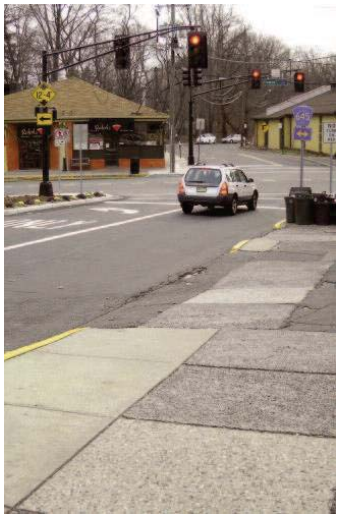
**client:**
Essex County Department of Public Works

**client contact:**
Mr. Asif Mahmood
(973) 226-8500 x2560

**unique attributes:**
transportation & traffic analysis; traffic signal design; intersection design; roadway design



Having nearly 500 traffic signals and over 200 miles of roadway to maintain, Essex County has considerable traffic related infrastructure to manage. The RBA Group was selected by Essex County for two on-call traffic engineering contracts and numerous specific intersection design contracts. Services involved conducting traffic data collection, origin-destination surveys, a number of traffic safety reviews and mitigation strategies, performing traffic analysis, developing congestion reduction strategies, preparing traffic signal warrant and other traffic studies, designing new traffic signals or modifications to existing signals at over 55 intersections, overseeing the construction of over 50 intersections, and the design of other traffic improvements. Work efforts also included preparing/adjusting traffic signal coordination plans along Bloomfield Avenue, Central Avenue, Springfield Avenue, Lyons Avenue, and Park Avenue, and in downtown Millburn in Essex County (80 intersections in total).







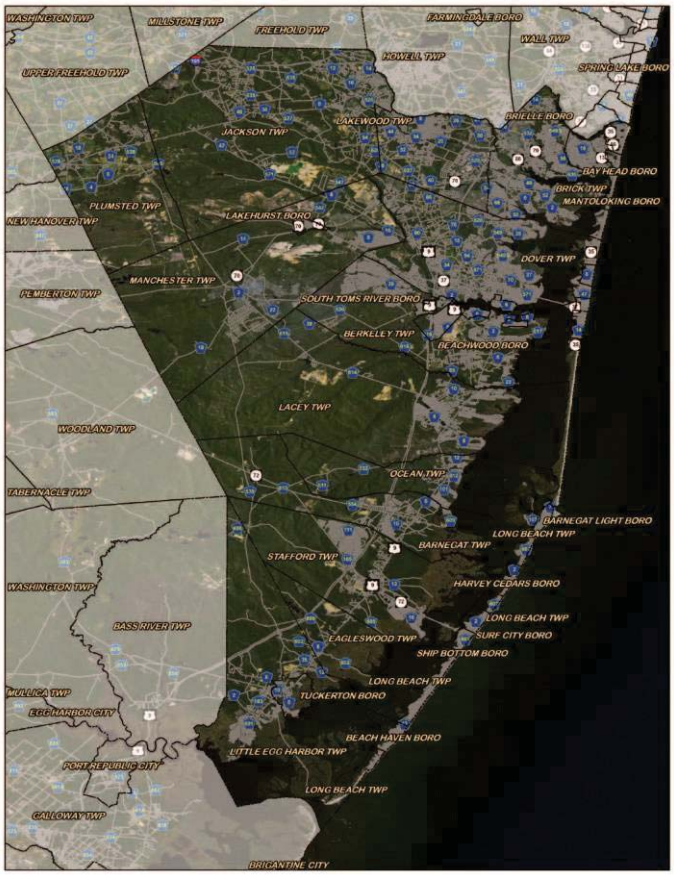
# OCEAN COUNTY ON-CALL TRAFFIC ENGINEERING SERVICES

**location:**
Ocean County, NJ

**client:**
Ocean County Engineering Department

**client contact:**
Mr. Mark Jehnke
(732) 929-2183
129 Hooper Avenue
Toms River, NJ 08754

**unique attributes:**
traffic impact reviews; traffic studies & analysis; traffic signal design; geometric design; roadway design; drainage design




The RBA Group has been providing traffic engineering services to Ocean County as part of on-call contract. Work elements have included preparing traffic analyses, reviewing traffic studies prepared by applicants to the Ocean County Planning Board, and preparing ***traffic signal and roadway geometric designs***. As part of our efforts, RBA prepared ***traffic signal plans and electrical plans for six intersections***, and road widening plans for one intersection. Most of these were completed in a short (60 day) time frame. Specific project assignments included the following:

- Traffic signal and electrical plans for Birch Road and Double Trouble Road in Beachwood, NJ
- Traffic signal and electrical plans for Jackson Mill Road and Hyson Road/Smithburg Court in Jackson, NJ
- Traffic signal and electrical plans for Monmouth Avenue and Hawkins Road/Emleys Hill Toad in Jackson, NJ
- Traffic signal and electrical plans for Church Road and North Bay Avenue in Tom's River, NJ
- Traffic signal and electrical plans for Church Road and Todd Road in Tom's River, NJ
- Traffic signal coordination of 5 signals on Church Road in Toms River
- One day training of County staff on traffic analysis and impact review
- Traffic analysis of potential new southbound off-ramp for Interchange 83 of
- Garden State Parkway

# References

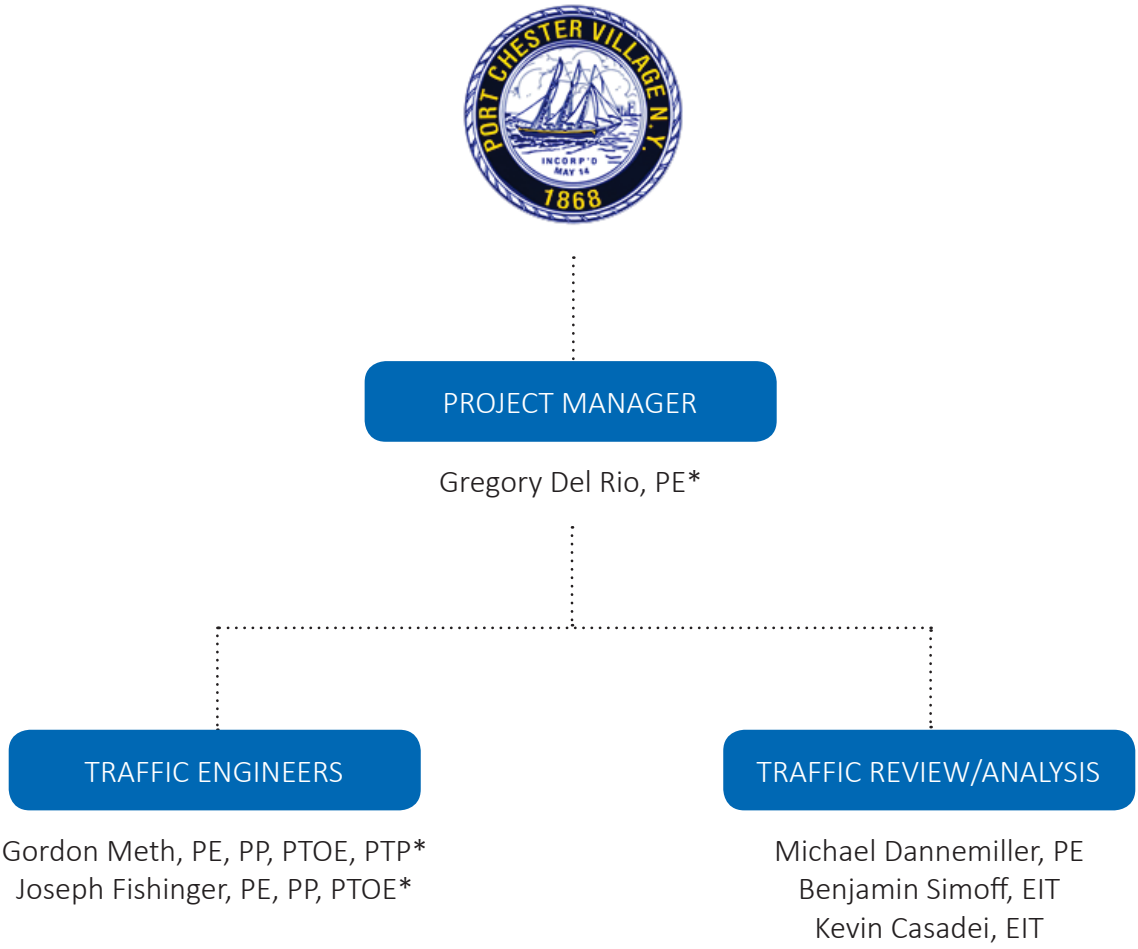
**Suffolk County Department of Public Works**
*Mr. William Hillman, P.E., Chief Engineer*
335 Yaphank Avenue
Yaphank, NY 11980
(631) 852-4002

**City of Norwalk**
*Mr. Fred Eshraghi, City Engineer*
125 East Avenue
Norwalk, CT 06851
(203) 854-7791

**City of Long Beach**
*Ms. Patricia Bourne, Director of Economic Development*
One West Chester Street
Long Beach, NY 11561
(516) 431-1000 x7284

# 2 PERSONNEL

# Organization Chart




**Resume Included*

## GREG DEL RIO, PE, Project Manager

**education:**
B.S., Civil Engineering, Polytechnic University

B.S., Mathematics, Fordham University

**registration:**
Professional Engineer, NY

**affiliations:**
Institute of Transportation Engineers

American Planning Association

Greg Del Rio manages the Transportation Planning and Engineering Department in RBA's Long Island and New York offices. With over 28 years of experience, he has a diverse background in transportation engineering, planning and civil engineering. He specializes in evaluating and improving transportation systems by applying pragmatic yet innovative methods and solutions. His responsibilities have included project management on a variety of public and private projects including environmental impact statements, peer reviews, complete streets/traffic calming, access plans, corridor plans, TOD and downtown revitalizations, transit and highway infrastructure, master plans, and. His experience includes vehicular and pedestrian circulation, transit planning and operations, site access, parking studies, alternatives development and evaluation, analysis of transportation networks, and constructability.

**On-Call Traffic Engineering Services, Norwalk, CT –** Project Director for the assignments under this on-call contract, Greg is managing RBA's engineers providing traffic engineering services for the Norwalk Department of Public Works. On-call assignments to date have included: Stop Control Warrant at Scribner Avenue and West Cedar Street, Reversal of One-Way Patterns for Haviland and Elizabeth Streets, Signal optimization studies.

**Ossining Comprehensive Plan, Generic Environmental Impact Statement (GEIS) and Traffic Calming, Village of Ossining, NY –** Project manager for the transportation components of the 30-year comprehensive plan and associated GEIS. Project included assessment of existing transportation infrastructure as well as development of short and long term solutions to address existing deficiencies and future growth. Recommendations for all systems and modes were made including traffic/roadways, parking, bus/rail transit as well as pedestrians and bicycles. Several public meetings were held including leading charrette-style breakout sessions. The project also included development of a conceptual traffic calming design that was coordinated and approved by the village and NYSDOT. Simulation modeling was used to demonstrate benefits and acceptable operations. The village is awaiting funding for final design and construction.

**City of Long Beach, Park Avenue Traffic Studies, Long Beach, NY –** Project Manager for studies in the City of Long Beach that addressed safety and traffic calming needs. Provided analysis supporting changes to speed limits, signal progressions, signal warrants, and bicycle access along the City's main business arterial and adjoining residential streets. Measures were implemented to reduce use of local residential streets, and improve circulation on major arterial.

**NYMTC Safe Routes to School and Complete Streets Workshops –** Technical Advisor for traffic and parking related issues. Participated in workshops, as well as led walking tours and breakout groups, in each of the communities in Nassau and Westchester Counties, which ranged from suburban to low density urban environments. Facilitated discussion and responded to questions about Complete Streets and safety improvements, particularly related to street geometry, safety, and signalized intersection operations.

Participants included members of the public, non-profits, elected officials and municipal employees.

**NYMTC Parking Management Workshops, Nassau and Westchester Counties, NY –** Project Manager responsible for leading five parking management workshops at three locations in Suffolk County—Amityville, Copiague, and East Farmingdale—and two in Westchester County—Dobbs Ferry and New Rochelle. Presented best practices and case studies, reviewed existing conditions and future plans, led workshop walking tours and discussions that led to identification of incremental parking strategies tailored for each of these transit-oriented communities. Participants included members of the public, non-profits, elected officials and municipal employees.

**Homeport Development Plan, Staten Island, NY –** Project manager responsible for developing the circulation and parking plan, as well as site preparation and infrastructure improvements for a 34- acre (13.8-hectare) mixed-use waterfront site in Staten Island's Stapleton community. The project included assessment of existing traffic and parking conditions, as well as future impacts and mitigation. Responsible for project oversight including public presentations, traffic counts, analysis and simulation, trip generation and assignment, parking demand, infrastructure design and cost estimates.

**Aetna I-84 Transportation On-Call Services, Aetna, Inc., Hartford, CT –** Project Manager for a peer review study associated with the I-84 replacement project in Hartford, CT, which is directly adjacent to Aetna's corporate headquarters. Responsibilities include review of alternatives, traffic assignments and operational modeling, as well as identify other alternatives in collaboration with the CTDOT I-84 team. The peer review is being used to inform Aetna's priorities and positions, identify alternatives most beneficial to campus circulation, and develop concepts to improve access and mobility. (2015 to On-going)

**Central Avenue Bus Rapid Transit, Westchester, New York –** Lead traffic engineer responsible for design of a BRT system along the Central Avenue Corridor. The corridor has the highest volume of bus system ridership in Westchester County, including heavy volumes of automobile traffic. Responsibilities included screening of priority intersections and applicable BRT priority treatments including Queue jumps, transit signal priority, and bus stations. Coordination with various agencies and jurisdictions included Westchester County, City of Yonkers, and NYSDOT.

**Wyandanch Rising Road Diet Traffic Study, Wyandanch, NY –** Lead Transportation Engineer responsible for peer review and recommendations associated with the proposed "road diet" reconfiguration of Straight Path Road. Reviewed geometric design and traffic operations, including capacity analysis of the proposed lane reductions and signal operations. Analysis included creating a VISSIM simulation model to test operations, including impacts of adjacent Long Island Rail Road (LIRR) crossing, bus movements and pedestrian circulation. Capacity analysis accounted for LIRR grade crossing, which is coordinated with the adjacent intersection signals and reduced peak hour capacities by 25% during peak periods.

**NYC Office of Management and Budget Value Engineering Studies , New York, NY –** Lead Transportation/ Traffic Specialist on numerous Value Engineering Studies including Henry Hudson Parkway, Battery Park City Esplanade, City Island Bridge, Metropolitan Avenue Bridge, Shore Parkway Bridge and Harlem River Drive. Developed alternate design solutions and construction phasing related to roadway geometry and alignments, access plans, and particularly maintenance and protection of traffic.

# GORDON METH, PE, PP, PTOE, PTP, Traffic Engineer

**education:**
B.S., Civil Engineering, University of Waterloo

M.S., Civil Engineering (Transportation Planning), University of Waterloo

MBA, Montclair State University

**registration:**
Professional Engineer

Professional Planner

Professional Traffic Operations Engineer

Professional Transportation Planner

**affiliations:**
Institute of Transportation Engineers

New Jersey Planning Officials

Transportation Professional Certification Board

TransAction Committee

Mr. Meth has 23 years of experience in traffic engineering and project management. He manages a wide range of projects, with total revenue in excess of $2,000,000 per year. He frequently provides presentations and training to both public and private sector individuals. Mr. Meth has co-taught courses on traffic signal design and traffic signal electrical design, and has taught Transportation Engineering to undergraduates at Rutgers University as an Adjunct Professor. He has overseen the design of over 300 traffic signals, and has optimized traffic signal timing/coordination for an additional 500 traffic signals.

**Port Authority of NY and NJ Traffic Engineering On-Call Contract** – Project Manager for an on call traffic engineering contract with the Port Authority of NY and NJ Traffic Engineering department. Specific examples include the following (2007-present):

- Roadway safety audit of 138 traffic signals at JF Kennedy Airport, LaGuardia Airport, Newark Airport, Port Newark-Elizabeth, and the Holland Tunnel
- Signal optimization of all non-CTA areas at JF Kennedy Airport
- Bicycle speed survey on the George Washington Bridge
- Speed survey for Newark Airport
- Roadway realignment and signal design for Redneck Avenue at Teterboro Airport
- Construction staging plans for Lincoln Tunnel Helix
- Construction of a new ramp from the Lower Level of the George Washington Bridge to the Palisades Interstate Parkway
- The design of changes to the signalization and detours around the Holland Tunnel in support of the reconstruction of Route 139
- The design of several traffic signals and coordination plans at Port Newark Elizabeth
- The design of several traffic signals and roadway improvements at JF Kennedy Airport

**Garden State Parkway Interchange 105 Improvements, Monmouth County, NJ** – Traffic task Leader for traffic study, traffic simulation, signing, striping, and traffic signals on ramps. Plans are being developed in accordance with NJTA Design Standards and Specifications. Work efforts consisted of adding ramps to Wayside Road, and improving the intersection of Route 36 and Hope Road by creating a new roadway for northbound GSP traffic. The scope of work included the design of three intersections under NJDOT jurisdiction and two intersections under Monmouth County jurisdiction. All designs needed to accommodate the redevelopment of Fort Monmouth.

**NJ Turnpike Interchange 13 Improvements, Union County, NJ** – Traffic task leader for traffic study, traffic simulation, signing, striping, and traffic signals on ramps. Plans are being developed in accordance with NJTA Design Standards and Specifications. Work efforts included a detailed simulation model of toll plazas, as well as traffic forecasting for the Goethals Bridge expansion and the creation of a full interchange on I-278 at Route 1 & 9.

**Route 35, MP 4-9 Roadway Reconstruction** – Traffic task leader for the reconstruction of Route 35 from MP 4-9. The roadway was completely reconstructed as a result of Hurricane Sandy. Work efforts included the replacement of four traffic signal installations, and the modification/retrofitting of 15 existing traffic signal installations. Other work efforts included ITS interconnection of signals, signing, striping, and curb ramp/sidewalk construction throughout the corridor.

**Garden State Parkway Interchange 41 & 44 Improvements, Atlantic County, NJ** – Traffic task Leader for traffic study, signing, striping, and traffic signals for preliminary and final design of new diamond interchange at Interchange 41, improvements at Interchange 44, which include new ramps to/from the south. Work efforts included the design of four signalized intersections under Atlantic County jurisdiction.

**Somerset County Traffic Signal Optimization** – Project Manager for the optimization/coordination of 140 traffic signals in Somerset County. Work efforts included traffic data collection, intersection inventory, travel time runs, Synchro analysis, preparing and installing timing directives, and developing conceptual improvement plans for intersections that were failing after signal optimization. The optimization resulted in peak hour delay reductions of 21-24%.

**New Jersey Department of Transportation Region North Traffic Signal Optimization** – Managed the optimization of over 150 signalized intersections on 7 corridors. Work efforts included conducting Manual Turning Movement and Automatic Traffic Recorder counts, travel time runs, and aerial photographs, preparing as built traffic signal plans, updating traffic signal timing plans based on existing traffic conditions using SYNCHRO and SimTraffic traffic simulation, developing traffic signal coordination plans, and preparing signal timing directives.

**Essex County On-Call Traffic Engineering Services** – Services involved conducting traffic data collection, origin-destination surveys, a number of traffic safety reviews and mitigation strategies, performing traffic analysis, developing congestion reduction strategies, preparing traffic signal warrant and other traffic studies, designing new traffic signals or modifications to existing signals at over 55 intersections, overseeing the construction of over 50 intersections, and the design of other traffic improvements. Work efforts also included preparing/adjusting traffic signal coordination plans along Bloomfield Avenue, Central Avenue, Springfield Avenue, Lyons Avenue, and Park Avenue, and in downtown Millburn in Essex County (80 intersections total).

**Reconstruction of CR 58, Riverhead, NY (SCDPW) –** As Principal Traffic Engineer for this fast-track SCDPW project, developed preliminary and final design plans for the reconstruction of 2.7 miles of CR58, Old Country Road, which includes the design of Long Island's first two-lane roundabout. Responsibilities include roundabout design, six (6) traffic signals, striping, signage, MPT schemes and detours for construction.

**CR 48 / Cox Neck Road / Sound Avenue Roundabout, Mattituck, NY (SCDPW) –** As Principal Traffic Engineer, responsible for conducting the VISSIM traffic capacity analyses for multiple design alternatives and the development of preliminary design plans for the reconstruction of this existing signalized intersection and conversion to a modern roundabout.

**Various Traffic Signal Design Projects** – Managed the design of 175 state, local and county signalized intersections located in Essex County (75), Morris County (23), Union County (19), Ocean County (30), Atlantic County (4), Monmouth County (7), Hudson County (3), Middlesex County (3), Passaic County (3), Sussex County (3), Somerset County (2), Warren County (2), and Bergen County (1). This included overseeing construction inspection in many cases.

# JOSEPH FISHINGER, JR, PE, PP, PTOE, Traffic Engineer

**education:**
B.S., Civil Engineering, 1999, Rutgers University

**registration:**
Professional Engineer

Professional Traffic Operations Engineer

**affiliates:**
Institute of Transportation Engineers

**years at RBA:**
<1

**year at other firms:**
19

Mr. Fishinger has 19 years of experience in traffic engineering and project management, with an expertise in traffic analysis, forecasting, intersection design, and traffic signal design. Mr. Fishinger has designed and managed intersection improvement projects for state departments of transportation, as well as County and Municipal governments. In addition to his private sector design experience, Mr. Fishinger also served as the Somerset County Traffic Engineer from 2006 to 2015, where he handled improvement projects from initial identification of the problem through design and into construction and operation.

**Livingston Avenue Complete Streets –** Responsible for safety analysis for the development of complete streets concepts along Livingston Avenue (County Route 691) in New Brunswick, NJ, to address roadway users including vehicle, pedestrian, bicycle, and public transit modes and address safety concerns relating to vehicle crashes. The project extends along a one-mile corridor of Livingston Avenue and includes five signalized and 22 unsignalized intersections.

**Route 79 Corridor Study –** Served as the project manager for the Route 79 Corridor Study in Monmouth County which established a 'Vision' for the corridor and surrounding area and using a series of travel demand and simulation models project traffic conditions into the future considering the development trends of the area. Recommendations and concept plans for traffic mitigation / management were made by the project and included not only roadway improvements but modifications to zoning and development plans to best manage transportation options along the corridor.

**Jersey City Waterfront Access and Downtown Circulation Study –** Responsible for preparing the study and managing the various sub-consultants. The study consisted of the determination of a comprehensive transportation improvement plan for the downtown Jersey City area using a travel demand and land use forecasting models. The recommended improvements consider changes to mass transit systems as well as roadway improvements.

**Perry Avenue Bridge Removal Study –** Responsible for traffic engineering and preparation of a Synchro based traffic model for the potential Removal of the Perry Avenue Bridge in Bloomsburg, PA. The modeling included using origin-destination data to establish the most likely route drivers would take if the bridge was removed and identified improvements necessary in the area to mitigate changes in traffic patterns due to the removal of the bridge.

**Mount Bethel Road Corridor Study –** While serving as Traffic Engineer for Somerset County, prepared the Mount Bethel Road Corridor Study which included a build out analysis of available lands in the vicinity of the corridor and recommendations for potential improvements to alleviate peak hour traffic congestion. Recommendations included land use recommendations, roadway improvements and the implementation of an advanced traffic signal control system along the corridor.

**Middlebush Traffic Study –** Responsible for the preparation of the Middlebush Traffic Study which was a comprehensive analysis of existing and anticipated future traffic conditions in Northern Franklin Township including the Easton Avenue and Davidson Road corridors. The project determined origins and destinations of traffic using a 'Post It Note' survey and determined the feasibility of the Davidson Road and Middlebush Road bypasses.

**Somerset County Countywide Signal Optimization –**Project manager for Somerset County's Countywide Signal Optimization which included the optimization of approximated 140 traffic signals throughout Somerset County utilizing Synchro. The project resulted in an approximately 10% improvement in traffic signal operations without requiring any physical improvements to the system.

**Somerville Transit Oriented Development –** Served as project manager and provided recommendations with respect to traffic impacts, trip generation, and parking requirements for the proposed mixed use development near the Somerville Train Station. The project included parking and access recommendations as well as a Synchro traffic model of the area around the site.

**Newark Downtown Circulation Study –** Responsible for managing the preparation a traffic study designed to determine the necessary infrastructure improvements associated with the planned 18,000 seat arena in the Newark Downtown Core Area. This study also inventoried and evaluated the existing parking and parking needs within the Downtown. The project included preparation of both a Synchro/SimTraffic simulation model and a Cube Voyager travel demand model.

**NJ Route 36 Signal Optimization Contract –** Responsible for managing the contract with NJDOT to use Synchro / SimTraffic to model and optimize the 51 signals along the NJ Route 36 corridor in Monmouth County. The project provides animation modeling of the corridor overlaid on an aerial photo of the study area. The modeling results were used to create revised timing plans to optimize traffic flow throughout the corridor.

**Cape May City Downtown Simulation Model –** Prepared a Synchro/Sim-Traffic simulation model for The City of Cape May as part of a planning and circulation improvement study for the downtown area. The model focused on the interaction between pedestrian and vehicle traffic in the downtown area. Was also responsible for various data collection efforts on the project, including parking inventories and traffic counts.

**NJ Route 35 Needs Assessment –** Managed the Needs Assessment project for NJDOT for this approximately three-mile-long corridor. The study was designed to identify transportation-related deficiencies along the corridor, including capacity problems, mass transit deficiencies, bicycle/ pedestrian deficiencies and crash patterns. The information will be used by NJDOT to determine possible improvements to the area.

**NJ Route 31 / South Branch Parkway Access Management Plan –** Responsible for managing the preparation of an Access Management Plan for NJ Route 31 in Flemington Borough and Raritan Township in conjunction with a planned elimination of the Flemington Circle. The project also included preparation of an Access Management Plan for the proposed South Branch Parkway located parallel to existing Route 31.

**Making Connections – The Somerset County Circulation Element Update –** While serving as Traffic Engineer for Somerset County, served as deputy project manager for the update of Somerset County's Circulation Element which included recommendations for long term improvements to Somerset County's transportation system and the preparation of a refined Cube Voyager model for Somerset County based on the NJRTM-E. The project was funded by a NJTPA subregional studies grant.

# 3 TECHNICAL APPROACH

# Project Understanding & Approach

It is our understanding that the Village of Port Chester is seeking assistance from an appropriately qualified professional engineering firm to address various traffic engineering services, including review of the potential traffic impacts of applications, and to determine improvement needs to the Village's transportation systems and mitigate improvements due to development impacts if necessary.

**The RBA Group** welcomes the opportunity to provide **Professional Traffic Engineering Services** to the Village of Port Chester Board of Trustees, Traffic Commission, and Planning Commission. A review of our qualifications will demonstrate that we possess all of the technical expertise necessary to service the Village of Port Chester in a high quality and cost effective manner. All work will be conducted by licensed professional in the State of NY, including Traffic Engineers, Civil Engineers, Planners, and Urban Designers.

Our proposed Project Manager/ Lead Traffic Engineer will be **Mr. Greg Del Rio, P.E.** Mr. Del Rio has over 25 years of traffic engineering experience, including extensive experience working with municipalities throughout the New York Metro Region and Westchester, as well as NYSDOT. He is quite familiar with traffic and parking issues and patterns in Port Chester, and is assisting the Village with their parking and mobility improvements, including the recently completed peer reviews for the Capitol Theatre and Marina Parking Lot. He has worked on projects with the Planning and Traffic Departments and Boards for the Village of Port Chester and Ossining, as well as Westchester County Planners and Traffic Engineers. He has also collaborated with Dobbs Ferry, Goldens Bridge, Irvington, and New Rochelle on various Parking, Complete Streets, and Safe Routes to School projects.

Availability and continuity are important to successfully serving Traffic On-Call Services involving reviews and coordination with Boards and Commissions. RBA has two alternate traffic engineers that are licensed professional engineers in New York that can cover for meetings if/when Mr. Del Rio is not available. Mr. Del Rio and these two other licensed traffic engineers are supported by a staff of 7 other professional staff. This allows reviews to be dealt with in a timely and expeditious manner.

In addition to the past experience of Mr. Del Rio, **The RBA Group** has also performed traffic review services for the following boards over the past several years on an on-going basis:

- Borough of Ramsey (both boards)
- Borough of Alpine (Planning Board)
- Township of Parsippany-Troy Hills (both boards)
- Borough of Florham Park (both boards)
- Township of Morris (both boards)
- Township of Hanover (Planning Board)
- Town of Westfield (both boards)
- Borough of Mountainside (Combined Board)
- Township of Clark (both boards)
- Township of Springfield (Board of Adjustment)
- Township of Cranford (Board of Adjustment)
- Township of Bridgewater (both boards)
- Township of Montgomery (both boards)
- Township of Livingston (Planning Board)
- Township of Verona (Planning Board)
- Franklin Township, Warren County (Planning Board)

- Essex County Planning Board
- Union County Planning Board
- Borough of Edgewater Board of Education (as part of the review of a development proposal adjoining a school)

The RBA Group possesses in-house expertise to address various issues in a number of different areas that may be required by this assignment:

- Traffic Engineering & Transportation Planning
- Highway/Civil Engineering
- Signal Design
- Data Collection
- Construction Inspection/Management
- Providing Staff
- Grant Writing
- Landscape Architecture

Furthermore, RBA approaches our projects from a multi-disciplinary perspective, and has the in-house resources to compliment the typical traffic engineering tasks. These include potential input if needed from Planners; Civil Engineers with Site, Utility, waterfront, and Roadway expertise; Structural Engineers; Landscape Architects; and Architects.

Our Project Manager, Mr. Greg Del Rio, PE, will provide the Village with a single point of contact and manage all assignments and traffic reviews.

When traffic impact studies are required and have been prepared by applicants, **The RBA Group** will review the traffic study to ensure that it meets all appropriate requirements.

Part of our review of traffic will include assessing how the traffic from a new development may impact traffic safety. As part of our review of traffic impact studies, we will verify that baseline traffic counts were conducted during an appropriate period.

We will review the trip generation, traffic distribution assumptions and capacity analysis contained traffic studies for reasonableness and appropriateness. For trip generation, we have access to several existing trip generation studies as well as the Institute of Transportation Engineer's publications relating to trip generation. For verifying trip distribution, we will assemble the trip distribution for Port Chester-based work places and residences from the Census Journey-to-Work Survey.

Where traffic impacts require mitigation, we are extremely familiar with developing mitigation plans. As part of our review efforts, we will review the site plan for traffic operations and safety. Before making any comments on the site plan, we will communicate with the Village planning and engineering representatives to gain consensus about any comments.

During public hearings for the cases we review, we will provide a professional engineer skilled in traffic engineering to provide testimony. While our lead traffic engineer/project manager will attend most meetings, conflicts do come up from time to time. When he is unavailable, we have several alternate professional engineers experienced in traffic engineering that can testify.

A review of our references will reveal that we are extremely flexible in terms of our ability to prepare reviews before meetings in written format. We have provided review reports in less than 24 hours previously when necessary, and

can generally accommodate the needs of any board.

In addition, the following Sections provide a discussion of RBA's experience in providing other related services in addition to review of applications and general comments and recommendations.

## Traffic Engineering Services



The RBA Team has vast experience conducting traffic engineering services for numerous government agencies throughout the New York Metro Region. Our experience includes examining existing and future transportation conditions and developing recommendations that have been successfully implemented and have improved traffic operations and safety for all users (auto, bus, truck, pedestrian, bicycles, and transit). From comprehensive traffic data collection and inventories to conducting the four-step planning process (trip generation, traffic distribution, model split & traffic assignment), analyzing roadways/intersections, creating traffic models, developing mitigation measures, construction services, and facilitating environmental and grant application processes, we understand the critical elements that result in successful traffic improvements for our clients.

The RBA Group's general approach functions under a "Studio Environment" where the various disciplines act as a cohesive resource to identifying and developing solutions to today's various transportation challenges. Our interdisciplinary approach provides quality assurance for the most basic through most complex projects.

Traffic Engineering Services applies to the development of plans and designs that lead to implementation and construction of physical transportation infrastructure improvements. The assignments are typically initiated due to various reasons such as prior needs assessments including safety or rehabilitation, capacity enhancements, planning studies, or site development.

***Engineering / Roadway Geometry Design / General Design Services / CAD Drafting***

**Engineering and General Design Services** include input from the RBA's multi-disciplinary team members as needed to provide the Village support in advancing concepts under individual assignments. This could include anything from physical inventories, geometric design, drafting, cost estimates, signal plans, signing and striping, ADA compliance, etc.; as well as potential input from other disciplines such as landscape architects, electrical engineers, or construction managers. RBA has the resources to respond and fulfill any of the needs that may arise.



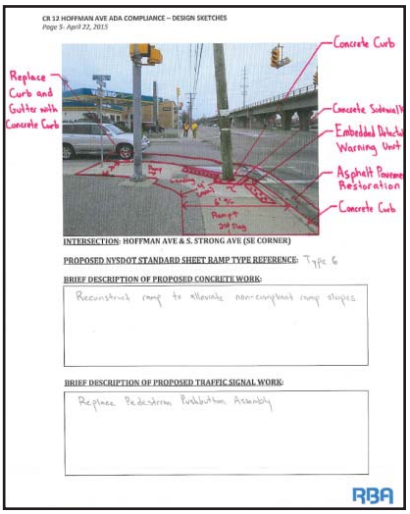
***FREIGHT STREET "COMPLETE STREETS" PROPOSED IMPROVEMENTS***

RBA Drafters and technicians can support the engineering and planning tasks by assisting with preparation of as-built plans, alternative plans, designs, and construction plans. RBA can also develop computer renderings and photo-simulations of proposed design alternatives prepared by RBA's graphic artist department.

***Roadway Geometric Design*** includes assessment and improvement of the roadway right-of-way, and allocation of space within the right-of-way to accommodate safe and efficient circulation for all users. Adhering to AASHTO and MUTCD standards is critical in designing and implementing improvements, such as lane designations, tapers, transitions, and turning radii appropriate for a roadway's classification and context. RBA is especially experienced in implementing Geometric design treatments to accommodate Complete Streets and Traffic Calming elements. The most prevalent of these include: normalization of intersections, incorporating bike lanes, curb extensions, medians, road diets, and roundabouts. Examples of RBA's experience in developing engineering design solutions include several roundabouts throughout Long Island such as *Nassau Community College*, Suffolk Community College and CR58 in Riverhead. Road diets were developed for Straight Path Road as part of the Wyandanch Rising project, as well as for CR19, Patchogue-Holbrook Road in Ronkonkoma.

***ADA Compliance***

Potential tasks could include assessment and identification of improvements and cost estimates associated with designs of sidewalks, ramps, parking facilities, traffic signals traffic systems, entrances, paths, etc. and assure they comply with current ADA requirements. NYSDOT and FHWA is now enforcing the *Department of Justice/Department of Transportation Joint Technical Assistance on the Title II of the Americans with Disabilities Act (ADA) Requirements,* which necessitates an evaluation and corrective measures / upgrades to existing curb ramps when highways are altered through asphalt milling / resurfacing (1R) projects.




The RBA Group is keenly trained in this discipline, and for the past 6 months has been contracted by SCDPW to provide on-call assessment and design services related to ADA Compliance in advance of all of the projects on the 2015-2016 paving program. For these assignments, existing pedestrian access ramps, sidewalks and pedestrian signal equipment are assessed to determine whether these facilities comply with current ADA standards. Ramp and pedestrian signal designs and estimates are prepared for each proposed reconstructed location.

***Signal Design***

Signal design includes the design and preparation of plans to construct and/or upgrade signalized intersections, replace outdated equipment, and provide communications. Signal systems may also include implementation of transit signal priority for emergency vehicles and/or transit. Assignments could typically include assessment and upgrade of existing signal infrastructure, as well as design of new signals where warrants may be identified.

***Pavement Marking and Sign Design***

RBA will evaluate existing signing and striping conditions and their conformance with Federal MUTCD, including NYS Supplemental and any County/Village standards. RBA will prepare removal and/or relocation plans, and layout and design new pavement marking lines, hatching symbols, and letters as well as required ground mounted and overhead signage. RBA is experienced with *GuideSign* and other signage design software.

An example of our experience includes RBA's RDSA assignments with NYSDOT, RBA performed on-call pavement marking and signing design assignments at critical intersections or corridors.



***OVERHEAD SIGNAGE INSTALLATION ON CR 58. RBA WAS RESPONSIBLE FOR DESIGN AND INSPECTION.***

## Traffic Planning Services

Traffic planning services covers a broad range of services that generally apply to planning of future near-term, mid-term, and/or long-term transportation network demands. The results of traffic planning projects typically become the basis for future designs and traffic engineering projects, where concept level recommendations are further advanced for implementation, as well as to prioritize, prepare, and obtain funding opportunities.

Recent trends in Transit Oriented Developments (land-use) and multi-modal networks (transportation) have required a broader breadth of experience and scope from the Traffic Engineering professionals to address the planning and impacts of future growth. Traffic Planning Services increasingly require a comprehensive approach accounting for all modes, and balancing the needs of all users.

The RBA team is composed of Managers, Task Leads, and Staff that have spent their careers working on projects in the NY metro-region's urban and suburban environments that require a multi-modal approach to project understating and problem solving. For example, most of our projects include creating complete streets that adequately provide for the demands of vehicular traffic, commercial operations, transit operations, pedestrians and bicyclist. The following is a summary of the various Traffic Planning services, our understanding of these services, and related experience demonstrating knowledge and successful approach to planning for future improvements.

***Data Collection***

Data Collection provides the basis for all other tasks, findings, evaluation and solutions for Traffic Planning Studies and Engineering Projects. Data collection also often provides the basis for prioritization of projects, identification of needs, as well as substantiating and validating community concerns, among other purposes. The RBA Group has extensive experience with all types and methods of data collection including:

- Conditions inventories- e.g. roadway widths, number of lanes and lane widths, pavement markings, traffic channelization, on-street parking regulations, signage, location and type of traffic control devices, signal infrastructure, traffic signal timing, location of bus stops, turn prohibitions, existing land uses, curb cuts, ADA Compliance, location and types of pedestrian and bicycle amenities (crosswalks, signs, street furniture, sidewalks, curb ramps, bike lanes) etc.
- Traffic counts – e.g. manual turning movement counts, classification counts including pedestrian and bicycles, automatic traffic recorders (ATR's) for counts, classification, and speed, radar speed studies, use of Miovision technology, etc.
- Surveys- e.g. signal warrant, left-turn warrants, origin-destination, user-preference, transit service, parking, etc.
- MioVision- For manual turning movement counts, we utilize a product called MioVision. MioVision is a video imaging technology used to conduct traffic counts. It provides a video recording of the count for quality assurance and audit trail purposes, and can be quite effective. The count is conducted from a fish-eye lens, mounted on an extendable pole appropriately 25' tall. The units mount to virtually any pole in a non destructive manner. A screen image from a count is attached, as well as a picture of a unit. Imaging technology is used to count cars, medium and heavy trucks/buses, bicycles, and pedestrians. Individual counts are stored, so that data can be summarized into various time intervals at a later date for more detailed analysis. Having the video available after the fact not only can be used for quality assurance purposes, but it allows the video to be used to verify traffic operations and patterns at a later date. MioVision units can obtain accurate count with very limited light. The video images were used to verify traffic operations and observe the extent of traffic stacking at peak departure times. Processing is charged per hour at a rate that is usually more cost effective than manual technicians. On the next page are an example MioVision pole assembly and camera, and a sample screen shot.





***Traffic Analysis / Synchro Analyses***

Traffic analyses of existing and future conditions is at the core of many assignments. Thorough analyses are used to identify problems and deficiencies, as well as develop and test improvements. Measures of effectiveness can be identified to provide metrics that the projects/improvements can be evaluated upon. Examples of analyses that are typically provided for traffic impacts studies, corridor studies, safety studies, and intersection improvements among other assignments include: levels of service analysis for highways, arterials and intersections (signalized and unsignalized), queuing analysis, progression and signal coordination analysis, and weaving analysis. Alternatives analysis, cost-benefit analysis and ranking / prioritization of roadway and safety improvement options are included with many of the projects that we have completed, particularly Traffic Impact Studies, Corridor Studies, Safety Improvement Studies, Environmental Impact Statements (EISs), and Major Investment Studies.

***Synchro analysis*** is the most common method for evaluating existing and future traffic operations, as well as developing and testing alternative improvements. Synchro and SimTraffic provide valuable understanding and allow simulation and prediction of future operating conditions so design treatments can be evaluated, and optimized signal operations (cycles, phasing, coordination/progressions) can be included in signal/traffic management systems. Furthermore, SimTraffic's micro-simulation and animation capabilities assist in modeling operations, and explaining impacts and benefits to stakeholders and the public. RBA's Traffic engineers apply Synchro to almost all of their projects.

***Traffic Impact Analyses***

Traffic Impact Analysis generally refers to the study of impacts to the transportation network due to existing and proposed development, changes in land use, zoning, or major transportation infrastructure. Where changes in land use are expected to occur due to zoning changes and or development, traffic impact analyses provide an estimate of the changes in travel demands and ability of the existing network to accommodate the potential transportation impacts. If impacts are identified, then mitigation measures are identified and assessed for feasibility and costs. Impacts to all modes of travel



may be assessed, although the focus is often on traffic, pedestrians, and parking. With the shift in development toward Transit Oriented Development, multi-modal analyses are warranted. Access management is also addressed through traffic impact analyses, where site pans may be reviewed and recommended improvements made to improve site access and potential impacts to the adjacent roadway network.

Once data is collected to establish existing travel demand conditions, a Synchro model is typically prepared to simulate and assess existing conditions, and then used to model future volumes due to background growth and specific development generated demands. Future demands for peak periods due to development are estimated through a four-step modeling process, and these demands are then added to existing volumes and background growth. Reassignment of traffic may also be necessary if infrastructure improvements or changes in parking will cause shifts in circulation patterns.

***Traffic Signal Progression Studies***

Traffic signal progression studies provide a low cost solution to many existing and potential future traffic issues such as congestion and constrained capacity, queueing and general circulation impacts, as well as impacts to bus transit service. The benefits of improved coordination of actuated traffic signal systems leading to smoother progressions can most clearly be seen in the following measures of effectiveness: improved travel times, reduced stop delay, reduced emissions and associated improved air quality, as well as traffic calming (predictable platoons and improved compliance with speed limits).

RBA uses Synchro models to analyze existing signal coordination and operations, and develop improved signal progression alternatives. When analyzing corridor progressions, the impacts to side street and pedestrians are also accounted for by assuring proper splits and coordinated actuated signal operations.

***Traffic Calming Studies***

Traffic calming solutions should be sensitive to the needs of the motorist and the community. Traffic calming entails the design of streets to result in slower speeds, safer circulation for all users, often with the intent to discourage “thru-traffic”. The goal is to create roads that function as public space shared by pedestrians, cyclists, children, and motorists. Techniques to accomplish this goal are often inexpensive features that cause drivers to proceed more slowly or to other routes. Most designs involve alterations to a street’s geometry, and are often coupled with landscape improvements that enhance the street’s visual appearance.

The RBA Group has been at the forefront of designing and implementing traffic calming measures throughout the Northeast. Our experience includes projects that have addressed traffic calming through traditional methods as well as through tactical urbanism, where temporary low-cost interventions have been identified and tested, that often lead to long-term implementation of infrastructure improvements such as lane reductions and creation of plazas. These measures are envisioned as interventions that can easily be implemented on a temporary basis, to “test” potential design treatments that can enhance the Village’s Streets, improve safety, and provide placemaking opportunities. The intent is to then formalize the successful treatments in the future with permanent infrastructure improvements where warranted and when budget allows.

Typically these interventions lead to expanded walking/biking area, plazas/open space, or pop-up café space; which in turn, may lead to expanded economic opportunities if the site(s) lend themselves to such. Potential traffic calming interventions that can be implemented on a temporary basis, without full engineering analysis and/or final contract plan development typically include, but are not limited to, the following.

- Restriping, including bicycle lanes or “sharrows”;
- Converting under-utilized roadway space to non-motorized use,
- Elimination or restriping of channelized turn lanes,
- Change in parking regulations, operations, and/or design,
- Traffic signal progressions.



*RBA-DESIGNED BULBOUTS ON COUNTY RD 19, A HIGH-SPEED SUFFOLK COUNTY COLLECTOR ROADWAY.*

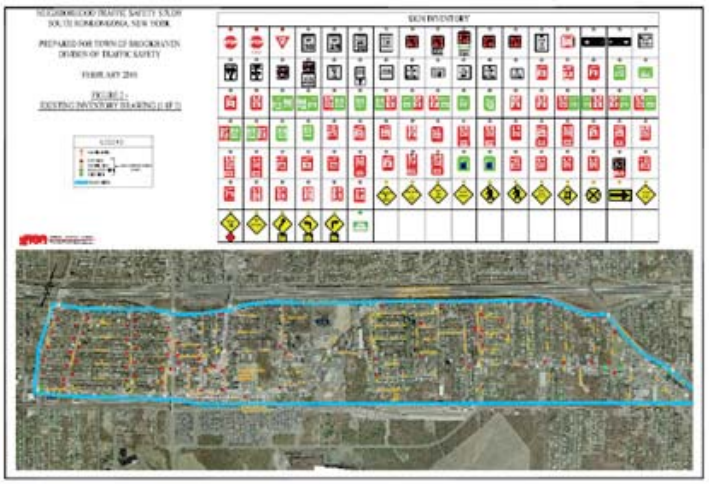
While the traffic calming toolbox includes numerous design interventions and methods, one element RBA is particularly known for includes the design of modern roundabouts as communities face increased traffic calming demands, such as high turning movement conflicts and crash incidents. Roundabouts are often much more effective than other methods of traffic calming because they offer higher vehicle capacity, constant flow of traffic, and better air quality. Roundabouts provide much more than a traffic calming technique but an enhancement to the context of the community they are designed for. Examples of RBA’s Traffic calming experience include the following:

- Development and delivery of professional *Traffic Calming Training* courses including instructor manuals and engineering design guidelines for New York State and New Jersey Departments of Transportation.
- Numerous standalone pedestrian safety studies and traffic calming design assignments for municipalities throughout the Northeast including NYSDOT’s first ever *Traffic Calming Demonstration Project and Modern Roundabout Design* for Sag Harbor/North Haven, New York.
- Development of a Toolbox of *over 60 Traffic Calming Measures* for NYCDOT. The toolbox describes criteria for the selection of measures, effectiveness of measures, and provides design guidelines as well as cost of specific measures.
- A comprehensive master plan and detailed designs for the implementation of traffic calming measures and other pedestrian safety improvements at over 1400 elementary and Junior high schools throughout New York City as part of NYCDOT’s School Safety Engineering Project.
- *City of New Rochelle Neighborhood Traffic Calming Program* where RBA administered the City’s neighborhood requests for traffic calming measures.
- Development of numerous Pedestrian and Bicycle Master Plans including the State of New Jersey; NYSDOT Region 10 (Long Island); and the Tri-County Region comprised of Rockland, Putnam and Westchester Counties.

***Transportation Planning / General Traffic Studies***

RBA is experienced in all types of planning assignments that are possible through this on-call contract. Examples include corridor studies, safety studies, complete streets, alternatives analysis, cost-benefit analysis, ranking/ prioritization of roadway improvements, Environmental Assessments (EA/EISs), Master Plans/comprehensive plans, and Major Investment Studies.

Localized Intersection improvements to Corridor Studies – The basic approach to projects as small as localized intersection improvements through larger complex corridor studies is similar. While the magnitude and effort may be quite different, they follow similar approaches. Most require a scope of work that begins with purpose and need, problem identification, data collection including safety assessments, which leads to potential mitigation measures and alternatives development. Ultimately a preferred set of improvements is identified and advanced.



Safety Studies – Most corridor studies or roadway improvement projects require a variety of safety study investigations for various purposes and initiatives including but not limited to: School Safety, Pedestrian and Bicycle Safety, Senior Safety, and Local Road Traffic Calming.

Mitigation, Improvements, and Alternatives Analysis - Careful and thorough analysis of traffic operational problems ultimately leads to the development of alternative improvements and/or mitigation measures. We will work with the Village and stakeholders for each project in developing and evaluating the benefits, impacts and costs associated with alternative improvement scenarios that lead to a preferred alternative for funding, advanced designs/studies, and implementation.

Travel Demand Forecasting is also a component of Transportation Planning and includes the determination of realistic estimates of future travel demands. This process is critical in developing improvements/solutions that are "right-sized", and do not lead to over-design or under-design of improvements. Most of the assignments that require projections of future traffic are assumed to require the application of background growth rates plus basic application of the Four Step Travel Demand model (trip generation, trip distribution, modal split and trip assignment) for individual development sites that are anticipated by the horizon year. RBA is well versed in implementing this approach to studies involving localized trip generation and other unique planning assumptions.



Public Outreach- The RBA team will work collaboratively with the Village and project stakeholders to facilitate a proactive public involvement process that provides comprehensive project education and timely public notice to the community, stakeholders and interested parties. The public outreach activities could include regular meetings with the project team and key stakeholders to keep them informed of progress on the project and solicit their input at key milestones.

While the RBA team has the technical expertise to provide any type of data analysis and design solutions necessary, we are also well regarded for working collaboratively with communities to develop creative yet actionable solutions. RBA understands that well organized and informative stakeholder coordination and public outreach will be a critical to the success of certain projects that require public/stakeholder coordination. RBA has not only implemented various types of stakeholder/public engagement and crowdsourcing methods, but truly believes that these tasks are necessary components of today's planning and design processes. Most of our projects include some form of public education, input, and consensus building including a mix of workshops, walking tours, and online information sharing. Examples of this experience are not only through project experience, but through formal staff training such as:

- **Michael Dannemiller, PE** and **Chris Lucas, AICP, LEED AP ND** – Both Michael and Chris are certified instructors for Complete Streets Workshops by the National Complete Streets Coalition; and Safe Routes to School Workshops by the National Center for Safe Routes to School. Chris is also a Certified Trainer for the National Association of City Transportation Officials (NACTO). These trainings sometimes provide communities with a venue for input, and others take the form of technical trainings for State, County or Regional planners and designers. Mike and Chris, as well as Greg Del Rio recently led the NYMTC sponsored *Complete Streets Workshops for Nassau County* which focused on Complete Streets Policy implementation.

***Transit Planning***

Transit planning is becoming more prevalent and integrated into our development of Complete Streets, as we strive for more sustainable solutions to our transportation networks. Transit planning under this Traffic On-Call is likely to include studies and development of street designs to accommodate improved bus service, support Transit Oriented Developments (TOD), and provide enhanced connections between bus routes and bus to rail.

The RBA Team's proposed project manager, Greg Del Rio, has extensive transit planning experience including several BRT and intermodal center projects, as well as bus priority lanes. These include tasks associated with development of Suffolk County BRT routes, Central Avenue BRT in Westchester, South Jersey BRT, Mineola Intermodal Center (which was originally conceptualized in the Mineola Area Revitalization Study), Wyandanch Rising, as well as parking and circulation at several LIRR stations.

## Funding Assistance - Grant Writing, Federal and State Aid Document Preparation

Preparation of Grants, including supporting documentation, has become a critical need for public municipalities in funding and implementing plans, designs, and ultimately physical transportation improvements to address the quality of life needs of our communities. The competition for these funds also continues to grow as more municipalities of all sizes become more sophisticated and apply for competing grants. The RBA Team's planners and engineers have been proactive in their continuing education and experience associated with obtaining funding through various Federal and State sources.

Through RBA's grant writing efforts and preliminary design support, the Town of Brookhaven has secured over $3.5 million in grant funding under various federal and state transportation-related programs in the past several years, including State programs: LSSTC, Multi-modal programs; as well as Federal RTP, TAP, and CDBG programs.



RBA assisted various municipalities in Nassau and Suffolk County in securing over **$1.3 million** in grant funding under various federal and state transportation-related programs in the past few years. These include grants from State programs under NYSDOS, NYSDEC, LSSTC for the Municipalities of Port Washington North, Towns of Oyster Bay and Hempstead, Great Neck Plaza, and Bohemia.

Since 2012, RBA has been involved with assisting the City of Waterbury with land use and transportation services, including preparation of a successful TIGER grant application for **$14 million** in federal funding. RBA was hired by the City and its Development Corporation to identify downtown development opportunities and devise a plan for public realm improvements that will support such redevelopment. RBA's resulting plan and design of a riverfront greenway, complete streets, and pedestrian connectivity between the railway station and downtown became the basis for a successful 2014 TIGER grant application, which RBA assisted in preparing. The strategy aims to leverage the City's railroad service on MetroNorth and the forthcoming hourly express bus service to Hartford on CTfastrak. The Greenway is designed not just as a trail along the river, but as a network of complete streets that penetrates into downtown, repositioning the train station as the City Center, and connecting downtown to the Waterfront.

# 4 FEE

# Rate Schedule

| NAME | RATE |
|---|---|
| DEL RIO, GREGORY | $225 |
| METH, GORDON | $225 |
| FISHINGER, JOSEPH | $170 |
| DANNEMILLER, MICHAEL | $142 |
| SIMOFF, BENJAMIN | $91 |
| CASADEI, KEVIN | $80 |

- Rates are effective from October 1, 2016 to June 30, 2017.
- Expenses will be billed at direct costs.
- Planning Board and Public Meetings are typically charged at 1.5- 2 hours of the attending professionals' rate.

# Village of Port Chester
# Traffic and Transportation Engineering Professional Services

## THE RBA GROUP

**Rate Schedule**
**(Effective November 1, 2016 to June 31, 2017)**

| NAME | RATE |
|---|---|
| Director | $185 |
| Supervising Engineer | $165 |
| Senior Engineer | $140 |
| Engineer | $115 |
| Assistant Engineer | $90 |
| Senior Technician | $80 |
| Technician | $70 |

Rate Schedule to be applied to both escrow fee schedule for use with applicants, as well as municipal fee schedule for use on Village-directed projects.

September 30, 2016 | Proposal

**Village of Port Chester**

RFP# 2016-07

# Traffic and Transportation Engineering Professional Services







www.vhb.com

September 30, 2016

Christopher D. Steers, Village Manager
Village of Port Chester
Village Clerk's Office
222 Grace Church Street, Suite 150
Port Chester, NY 10573

Re: RFP 2016-07: Traffic and Transportation Engineering Professional Services

Dear Mr. Steers:

On behalf of VHB, I am very pleased to submit our proposal to provide traffic and transportation engineering support and expertise to the Village of Port Chester. As demonstrated by our qualifications, our team's experience providing similar services to nearby municipalities and our familiarity with Port Chester and its surrounding communities, we are able to deliver the highest quality professional traffic and engineering services to support the stated goals of the Village of Port Chester. We understand the Village's goals are to enhance the safety and efficient movement of pedestrians, cyclists and vehicles within the Village while preserving the Village's character and continuing to support the Village's revitalization.

John Canning will serve as VHB's Project Manager for the study. Over the course of his career, he has provided similar services to communities including the Towns of Bedford, Cortlandt and Goshen and the Villages of Tarrytown, Sleepy Hollow, Nyack, Woodbury and Elmsford. John has even provided similar services to the Village of Port Chester when, as an employee of a different firm, he reviewed the traffic signal plans for the intersections improvements associated with G&S's Waterfront at Port Chester development and the traffic review of the Restaurant Depot on South Regent Street.

Projects that John has worked on run the gamut from schools and higher level educational institutions to hospitals, commercial, retail, residential and industrial uses. In addition to preparing countless traffic and parking impact studies, ranging in size from the eight-unit 57 Soundview Street residential development in Port Chester to White Plains' City Center and Ritz Carlton mixed-use developments, John has reviewed hundreds of similar traffic and parking studies for municipalities.

He was also the lead transportation engineer on many cutting edge transportation and traffic engineering projects. In Kingston, New York, John spearheaded the City's plan to replace one traffic lane on Broadway with a separated cycle track which would connect to three pedestrian bicycle trails which are planned to connect into the downtown area. This NYSDOT-first-project will employ pedestrian signal indications and phases at key intersections to conveniently accommodate the anticipated influx of bicycle traffic. For the North Riverdale Avenue Community, John lead a team which developed a plan to implement a road diet on that busy corridor which would provide better accommodations for pedestrians without sacrificing the

**Engineers | Scientists | Planners | Designers**

50 Main Street
Suite 360
White Plains, New York 10606
**P** 914.467.6600
**F** 914.761.3759

ability of the corridor to convey vehicular traffic. John has also completed many engineering design projects including traffic signals, signing, striping, and work zone traffic control.

Through many of these projects, John has been ably assisted by Andrea Connell, with whom he has had a successful working relationship for over 20 years. Andrea is currently providing traffic engineering consulting services to the Village of Woodbury and was instrumental in completing many of the engineering and writing tasks on the North Riverdale and Kingston Projects.

With a population of approximately 29,000, the Village of Port Chester has been transformed over the last two decades with the arrival of such developments as the Home Depot, BMW's service center (also projects John worked on), Restaurant Depot, the Waterfront at Port Chester, as well as the resurgence of The Capitol Theater and restaurants and nightlife along North Main Street. While positive developments, they have placed a strain on the Village's transportation and parking infrastructure. If development is to continue in the Village, the nature of developments and associated infrastructure improvements will need to be tailored to fit the built environment and to ensure that pedestrians and cyclists can move freely and safely around the Village, that goods and vehicles which need to enter the Village can also do so, and that vehicles passing though the Village are encouraged to stay on the limited access highways.

Our team's approach, if selected will be similar to our successful efforts in similar communities. First, listen carefully to and discuss with the Village Board, Planning Commission and Traffic Commission to understand exactly what the concerns and aspirations are. Next, review the applicable standards and search back through previous projects to identify the root causes of concerns and measures which have proven effective at delivering the desired results. Once these tasks have been completed, VHB will take these findings and apply them to the task at hand, considering important issues such as effectiveness, constructability, cost, schedule and, perhaps most important of all, public acceptance.

VHB recognizes the current economic climate dictates the efficient application of resources to achieve buildable solutions in a timely manner that will improve the quality of life of residents, while enhancing the safety and efficient movement of pedestrians, cyclists, vehicles and goods. It is with this understanding that we will approach all tasks assigned by the Village of Port Chester, if selected. We will meet with Village officials, Applicants, Village residents and other stakeholders to understand the issues and work to develop solutions that the Village can ultimately be proud of and which will support the continued economic revitalization of the Village while also preserving its character and protecting the public's welfare.

We welcome the opportunity to serve the residents of Port Chester and help to make the Village a safer and better place to live. Should you have any questions or require additional information, please contact John Canning at 914-467-6605 or jcanning@vhb.com.

Sincerely,
VHB

P.W. O'Leary

Patrick O'Leary, PE
Principal

Robert

Robert Severance, PE
Manager Director, White Plains

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# 1 Team Experience

## Firm Profile

VHB is ideally suited to provide services for the Village of Port Chester:

- Project Manager and Task Leaders with traffic engineering experience in the Village of Port Chester
- Experience working with Village agencies

VHB partners with clients from its 23 offices across the East Coast, including White Plains, to improve mobility, enhance communities and economic vitality, and balance development and infrastructure needs with environmental stewardship. Premier industry publication Engineering News-Record ranks the firm among the Top 500 Design Firms nationwide, and VHB is a frequent recipient of project awards for planning, engineering, and environmental excellence. Over 1,250 engineers, scientists, planners, and designers provide a wide range of services in the transportation planning, engineering and design.

## Experience

### Traffic Engineering

VHB provides transportation planning, engineering, design, and system operations services throughout New York. Our dedicated transportation team works on roads, highways, bridges, tunnels, bikeways, pathways, rail and transit systems, and airports, as well as projects for municipalities, property owners, developers, and educational, healthcare, and cultural institutions. VHB staff are active leaders within the Institute of Transportation Engineers, Transportation Research Board, American Planning Association, and other organizations, and frequent contributors to traffic engineering manuals, handbooks, and guidelines at the national, state, and local levels. Key services include:

- Traffic engineering, design and planning
- Traffic data collection and analysis
- Traffic simulation modeling
- Transportation planning
- Bicycle and pedestrian design
- Complete Streets design
- Roadway/highway design
- Parking surveys and analysis
- Parking lot design
- Traffic signal timing optimization
- Signal design
- Signal warrant analysis
- Feasibility studies and cost estimates
- Trip generation and assignment
- Site access and circulation plans
- Crash analysis and safety engineering
- Road safety audit
- Transit and rail planning and design
- ITS planning and design
- TMC operations and support
- Bridge design and inspection
- Market research and travel surveys
- Travel demand forecasting
- Travel demand management

Traffic engineering design is a core service of VHB. We design complex roadway projects ranging in size from the design of multi-lane limited access highways and interchanges to reconstruction of minor arterials, local roads, and single intersections, including the preparation of construction plans, specifications, and estimates. VHB is an on-call engineering consultant to the New York State Department of Transportation, and several New York towns and villages, providing comprehensive traffic design services along with construction inspection and administration.

Our transportation team analyzes traffic, parking, transit, and pedestrian capacity under existing and future conditions, and identifies, evaluates, and designs traffic capacity improvement measures for the mitigation of significant impacts. VHB also provides a variety of planning and engineering services for site access and circulation, parking, and pedestrian safety.

VHB develops construction staging, roadway detour, and maintenance and protection of traffic plans for roadway, bridge, tunnel, and utility rehabilitation and replacement programs—planning and designing for safe and secure vehicular and pedestrian traffic operations during large-scale construction projects. Our in-house engineering services also include bridge design and inspection, alternative evaluation, construction sequencing and scheduling, application preparation, permit preparation, value engineering, contract documents/bidding assistance, and quality assurance specifications.

VHB has over two decades of experience planning and designing bicycle and pedestrian projects from Maine to Florida—including on-road bicycle networks, greenways and riverwalks, rails-to-trails, and rails-with-trails. Complete Streets design is a natural extension of VHB's award-winning Bicycle and Pedestrian Practice, and we are involved in a wide variety of Complete Streets planning, policy, and design efforts including the Building a Better Broadway initiative in the City of Kingston, NY.

Our use of the latest traffic engineering software improves the accuracy and reliability of our analyses while helping us meet client budget and schedule expectations.

VHB is committed to the use of advanced engineering tools and technology and our technical proficiency has resulted in significant contributions on many projects. Our use of Miovision video collection units, for example, improves data accuracy and reliability while saving money on traffic data collection efforts, and recent travel surveys have been conducted using Google Nexus tablets—for which our staff developed five customized Android apps. VHB's traffic engineers routinely develop Synchro/SimTraffic, VISSIM, and CORSIM traffic simulation models for capacity analysis and visualization, and utilize AutoTURN to analyze and evaluate vehicle access, clearance, and maneuverability.








VHB has served as traffic engineering consultant to the Town of Woodbury and Villages of Brewster and Tarrytown (clockwise from left), among other New York municipalities.

## Prior Experience with Municipal Clients

VHB provides New York municipalities with engineering, planning, land use, zoning, and development advisory services. The ability to help our clients initiate and complete intricate, challenging, and important projects has given rise to an impressive portfolio of success in municipal planning, and the seamless integration of VHB's planners, engineers, and environmental scientists is proven to serve municipalities well.

VHB has provided traffic and planning consulting services to the following Westchester County, Lower Hudson Valley, and metropolitan New York City municipalities and municipal planning organizations:

- Village of Tarrytown
- Village of Sleepy Hollow
- Village of Ardsley
- Village of Brewster
- Village of Croton-on-Hudson
- Village of Elmsford
- Village of South Nyack
- Town of Goshen
- Town of Greenburgh
- Town of Bedford
- Town of Newburgh
- Town/Village of Woodbury
- City of White Plains
- City of Kingston/Ulster County Transportation Council
- City of Yonkers
- Westchester County
- Poughkeepsie-Dutchess County Transportation Council

## NYSDOT Experience

VHB has been providing transportation planning, design, and operations services to the New York State Department of Transportation (NYSDOT) for nearly 30 years. We are currently providing traffic engineering services as part of the design-build team working with NYSDOT to replace the eastbound Kosciuszko Bridge, which carries the Brooklyn-Queens Expressway over Newtown Creek between Brooklyn and Queens. The $555 million project to replace the 1.1-mile eastbound viaduct is the largest single contract NYSDOT has ever undertaken. As part of the $31.3 million Accelerated Bridge Program, VHB provided bridge and highway design and WZTC plans for a fast-track NYSDOT initiative to rehabilitate 13 bridges in New York State. VHB has been the prime consultant for five consecutive Region 10 on-call contracts for highway safety investigations and has also completed highway safety investigations as a major subconsultant for Region 11. We have also served on project teams responsible for the development of the New York Statewide Traffic Incident Management

Program and the Emergency Transportation Options Strategic Plan. VHB also provides operations staff and performance measure implementation at the New York State Joint Transportation Management Center in Queens, which oversees all state roadways in New York City. VHB was traffic engineer for a number of NYSDOT value engineering workshops and are currently preparing Pedestrian Safety Corridor Plan Guidelines on behalf of NYSDOT.

**VHB has facilitated and presented at community and stakeholder meetings for projects throughout New York State.**





## Project Understanding and Approach

VHB's White Plains Transportation team has over two decades of experience providing traffic engineering services for Westchester and Hudson Valley Municipalities ranging from review of traffic impact studies, to the design of traffic signal plans and the development of complete streets improvements. Our approach to all work efforts use the same model. First listen carefully to and discuss intelligently with our Client to understand exactly what the concerns and aspirations are. Next, we review the applicable standards and lessons learned on previous projects to confirm best practices that have proved effective at delivering the desired improvements. Once these tasks have been completed, VHB takes these findings and seeks to apply them to the task at hand, considering important issues such as effectiveness, constructibility, cost, schedule and, perhaps most important of all to public clients, public acceptance.

VHB recognizes the current economic climate dictates the efficient application of resources to achieve buildable solutions that will better the quality of life of residents in a timely manner. It is with this understanding that we will approach all tasks assigned by the Village of port Chester, if selected. We will meet with Village Officials, Applicants, Residents and other stakeholders to understand the issues and will support the Village with our significant expertise in traffic engineering principles and best practices to provide and enhance the safety and efficient movement of pedestrians, cyclists, and vehicular traffic of people and goods within the Village and develop solutions that the Village can ultimately be proud of.

## Communication

Our team members have extensive experience participating in community board, stakeholder and agency meetings in support of projects. We plan and facilitate stakeholder outreach programs to engage municipal officials, government/agency representatives, business groups, and institutional leaders through meetings, workshops, surveys, and interviews. In addition to facilitating workshops ourselves, VHB has also developed and led training sessions for workshop facilitators and breakout group leaders, as well as training and information sessions for local officials.

## Relevant Project Experience

The following project pages demonstrate our experience providing traffic engineering and transportation planning services to municipal, institutional, and real estate clients.



## Willett Avenue Traffic and Parking Study

### Village of Port Chester, New York

**Client**
Metro-North Railroad
HNTB

**VHB Schedule**
Started: April 2014
Ongoing

VHB has been providing traffic engineering services to support Metro-North Railroad and HNTB to finalize a Work Zone Traffic Control Plan for the Willett Avenue railroad bridge. The plan has been developed to minimize traffic impacts associated with four one-week shut downs of Willett Avenue to reconstruct the bridge carrying the MTA's four New Haven lines over the roadway. Work efforts have involved parking surveys and analyses within several blocks of the bridge as well as traffic counts and intersection capacity analyses for numerous intersections up and down Westchester Avenue and North Main Street. Mitigation measures include traffic signal timing adjustments, signing, striping, and the deployment of police officers to assist in directing traffic at key intersections for peak periods during each of the one-week shutdowns.



## United Hospital Site Redevelopment

### Village of Port Chester, New York

**Client**
Starwood Capital Group

**VHB Schedule**
Started: October 2010
Ongoing

The former United Hospital site consists of more than 15 acres and is located in the Village of Port Chester. The abandoned hospital includes 720,000 sf of patient and ancillary buildings on two parcels of land including a high-rise staff residence. A total of nine structures with related parking areas connected to an internal roadway system. The Hospital itself closed in 2005, although the staff residence continues to be occupied.

As part of the evaluation of potential development scenarios on the site, VHB's planners prepared a Draft Environmental Impact Statement (DEIS), which evaluated the potential impacts associated with the development of approximately 770 residential units and 124,000 sf of retail and commercial office space. The proposed development program consists of a mix of low-rise commercial buildings, including retail and office space, and low-and high-rise residential structures. The proposed development offers twice as much open space as the current hospital facility.

VHB studied environmental conditions including land use and zoning, visual resources, stormwater management, utility demands, cultural and natural resources, air and noise quality, traffic and transportation access, and socioeconomic ramifications.



## Building a Better Broadway Complete Streets Design

Kingston, New York

**Client**
Ulster County Transportation Council

**VHB Schedule**
Started: May 2014
Completed: December 2015

The Ulster County Transportation Council retained VHB to develop design concepts to improve mobility and accessibility for pedestrians, bicyclists, and motorists along and adjacent to a nearly one-mile section of Broadway in the City of Kingston. The corridor plan is consistent with Complete Streets concepts, as well as with community goals and expectations.

VHB led a walkability audit from Liberty Street to Chester Street with members of City Council, the Ulster County Transportation Council, and City of Kingston Engineering Department to examine existing pedestrian facilities such as mid-block crosswalks, pedestrian signals, and ADA accessible curb ramps; identify opportunities for additional bicycle and pedestrian infrastructure; observe traffic conditions during school dismissal; and to assess potential locations for pedestrian plazas, pocket parks, and new community gathering spaces.

We provided recommendations, design concepts, implementation strategies, and planning-level cost estimates for Complete Streets improvements on Broadway, including alternative parking concepts such as angled back-in parking, road diets, bicycle route markings and signage, reconfiguring intersections, and traffic calming. Our work also included analyzing crash data, preparing a Synchro model to test the feasibility of alternative improvement scenarios, and providing tables showing parking gained or lost as a result of mobility improvements. VHB is planning and facilitating community meetings, including the use of interactive TurningPoint surveys to attain public input.




## Riverdale Smart Growth Plan

Bronx, New York

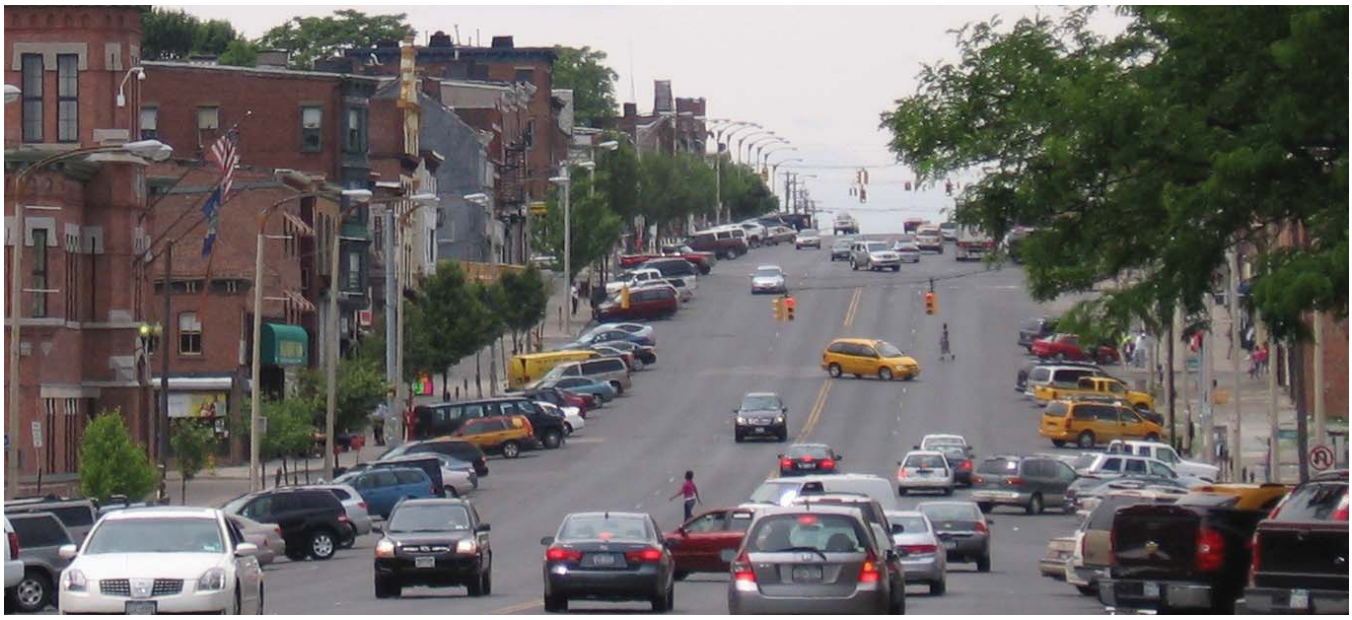
**Client**
North Riverdale Merchant and Business Association

**VHB Schedule**
Started: February 2015
Ongoing

To create a true commercial downtown in the North Riverdale section of the Bronx that supports local commerce, safe travel, and environmental sensitivity, VHB has been retained by the North Riverdale Merchant and Business Association to prepare a Smart Growth Plan along Riverdale Avenue, Mosholu Avenue, and Broadway. The study is funded by a New York State Cleaner, Greener Communities Program grant.

VHB is addressing potential street geometry modifications for traffic calming measures, pedestrian safety enhancements, and improved traffic flow; changes to sidewalks with new streetscape design features; new pedestrian linkages to transportation centers including Riverdale Station and the New York City subway, the proposed Hudson River Greenway, and Van Cortlandt Park; and identification of development sites where new housing and mixed-use buildings can be built consistent with existing zoning.

The Smart Growth Plan will include streetscape recommendations that complement recommended transportation improvements with the common goal of improving pedestrian safety and traffic flow, enhancing pedestrian linkages, incorporating sustainable design features, and enhancing the overall public realm of Downtown Riverdale. VHB is also preparing a Project Benefits Metrics Report with proposed performance metrics and projected benefit values, and participating in Advisory Committee meetings.



## Newburgh Area Transportation and Land Use Study

Orange County, New York

**Client**
Orange County Planning Department

**VHB Schedule**
Started: September 2011
Completed: October 2012

VHB served as traffic and transportation consultant on a planning team retained by the Orange County Planning Department to conduct a comprehensive, multimodal transportation and land use study for an area comprised of the City of Newburgh, three towns, and four villages in western Orange County. The overall study will result in recommendations related to transportation, transit, traffic engineering, roadway and intersection design, access management, truck and intermodal freight, and sustainable land use policies throughout the study area.

In addition to a comprehensive analysis and plan for the principal study area, the planning process also includes more detailed examinations of a number of corridors (e.g., Route 9W, Route 300, Route 17K/Broadway, and others), major transportation nodes, and short-term transit improvements. The initial technical focus was on potential "Complete Streets" redesign of the Broadway corridor in Newburgh to incorporate transit and bicycle/pedestrian initiatives, calm traffic, enhance public space, and build a greater sense of community and connections to the waterfront. Solution strategies were studied for several suburban arterials, including increased roadway capacity, access management, and safety initiatives.

Our firm reviewed traffic model results prepared by others on the consultant team, on a corridor by corridor basis, and used the results to help develop corridor improvement strategies. VHB was also an integral part of a substantial stakeholder outreach effort that included interviews with and presentations to municipal officials and regional agency representatives, as well as a public design charrette at which issues and corridor solutions were explored.



## Avalon Harrison Transit-Oriented Development

Harrison, New York

**Client**
AvalonBay Communities

**VHB Schedule**
Started: January 2013
Ongoing

VHB is providing AvalonBay Communities with environmental planning and traffic engineering services as well as State Environmental Quality Review Act documentation for a proposed 143-unit residential building, 27,000-square-foot retail development, two pedestrian plazas, and 500-car parking garage along Halstead Avenue at the Metro-North Railroad station in Harrison.

The proposed transit-oriented development is located on a three-acre property formerly owned by the Metropolitan Transportation Authority at the corner of Halstead and Harrison Avenues. VHB analyzed existing and future traffic conditions using Synchro software for the developer prior to its purchase of the property, and also reviewed bus turning requirements to determine necessary roadway improvements.

VHB is now preparing the Draft and Final Environmental Impact Statements along with its corresponding environmental, fiscal, and traffic analyses. The project also includes the adoption of a new transit-oriented zoning district. As a result of this project being a public/private partnership among the developer, Metro-North Railroad, and the Town/Village of Harrison, VHB is responsible for coordinating among the various parties.




Image: collaborativeplanningstudio

## Tarrytown Station Area Strategic Plan

Tarrytown, New York

**Client**
Village of Tarrytown

**Status**
Started: March 2016
Completed: August 2016

Encompassing the core of the historic Village of Tarrytown, from the waterfront to Broadway between Wildey Street and Franklin Street, VHB recently completed a preliminary traffic analysis to evaluate potential traffic impacts associated with possible redevelopment of certain parcels adjacent to the existing railroad station. The analysis included traffic from the nearby approved Edge-on-Hudson and Hudson Harbor developments as well as traffic counts at the intersections of Broadway at Main Street, Broadway at Franklin Street, the H-Bridge over the railroad, and Franklin Street with White Street.

Our analysis indicated that traffic volumes associated with the currently-approved development are projected to increase by as much as 75 percent at the H-Bridge and by as much as 60 percent along Depot Plaza and Franklin Street, likely requiring traffic infrastructure improvements at these locations.




## City Center Downtown White Plains and Ritz-Carlton Renaissance Square

White Plains, New York

**Client**
Cappelli Enterprises, Inc.

**VHB Schedule**
Completed: November 2010

After completion of a citywide Comprehensive Plan in 1997, VHB was retained by several developers to help process approvals for projects that were designed to implement it. One such firm, Cappelli Enterprises, requested VHB's services to help conceptualize the plan and support environmental documentation relative to the redevelopment of the former Macy's department store site, the former Court Street Parking lot and surrounding urban renewal properties for two major mixed-use projects: City Center and Ritz-Carlton Renaissance Square.

VHB worked with the City's planning, traffic, parking and engineering staff and prepared studies relating to project impacts for the City Center and Ritz-Carlton projects. For the City Center project, studies included a school district study addressing potential enrollment and fiscal implications as a result of the project's 600 apartment units. By bringing in apartments, retail stores, restaurants, hotel rooms and entertainment facilities at these strategic locations in downtown White Plains, the City Center and Ritz-Carlton projects have helped accomplish the City's Comprehensive Plan objectives for downtown revitalization. Key to the approval process for these projects were detailed traffic and parking evaluations to ensure that the transportation infrastructure would support the development.

In addition to conducting traffic and parking analyses to confirm adequate capacity to accommodate demand, VHB prepared signal construction plans for two intersections and pavement signing and striping plans for the new Court Street roadway.

# 2 Project Team

## Project Management and Leadership

VHB is committed to project management with the highest standards of quality, integrity, and dependability, and we know that personal passion for a project is essential to its success. In keeping with this philosophy, our designation of John Canning as Project Manager and Bob Severance as Principal-in-Charge is a testament to our commitment and enthusiasm for this important assignment. John and Bob bring considerable experience in the management of traffic engineering and planning studies for municipal and local governments.

John will be responsible for the day-to-day management of technical staff, coordinating with the Village of Port Chester on project needs and updates and monitoring project schedules and budgets to ensure the timely and cost-effective completion of each task defined in the scope of work for all phases of the projects. He will monitor staff commitments to make sure that personnel are not overcommitted and they have the availability to complete each task and deliverable in a timely fashion, provide the right resources at the right time to address your needs, and manage these resources effectively to make every dollar count. John understands the confluence of factors facing the successful execution of the projects assigned, and is committed to being an active and engaged partner with you, communicating openly and frequently. He will also attend any required meetings related to the projects assigned to VHB. Under the leadership of John, VHB is currently serving as the traffic engineering consultant to many local municipalities and preparing Work Zone Traffic Control plans for the proposed closure of the Willett Avenue Bridge to accommodate repairs.

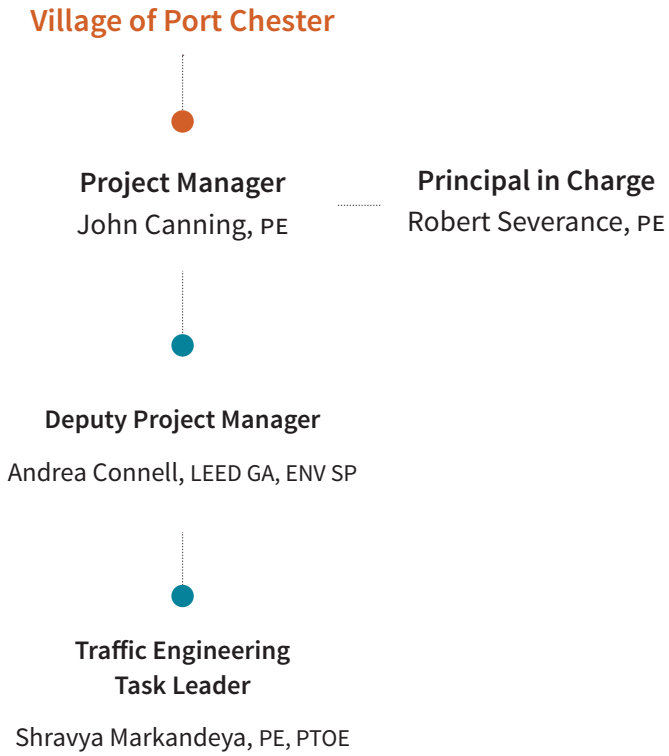
Bob has led significant roadway and infrastructure initiatives throughout New York State. He will be responsible for the commitment of corporate and staff resources and will ensure overall quality assurance and control over work products. He will also serve as a valuable technical resource to the team for roadway and infrastructure design.

Deputy Project Manager Andrea Connell will serve as the alternate point of contact for the project. Andrea is an accomplished project manager with over three decades of experience in traffic and transportation engineering, , including providing municipal review services. A skilled traffic engineer with a strong background in traffic impact analysis, signal design, intersection design, feasibility studies, and signal warrant analyses, Shravya Markandeya will be the Traffic Engineering Task Leader. This core group will be supported be a talented team of engineers providing specialized services in their respective areas of expertise.

# Key Personnel

As profiled above, the following individuals comprise VHB's key personnel for this on-call contract. Their resumes, highlighting relevant experience and qualifications have been provided on the pages that follow.

- Bob Severance - Principal-in-Charge
- John Canning - Project Manager (Point Person/Meetings Attendee)
- Andrea Connell - Deputy Project Manager (Alternate Point Person)
- Shravaya Markandeya - Traffic Engineering Task Leader



# John Canning, PE

Project Manager



**Education**

BE, Civil Engineering, University College of Dublin, 1986

**Registrations/Certifications**

Professional Engineer NY, 2009

Professional Engineer (Civil) CT, 2010

Professional Engineer PA, 1993

**Affiliations/ Memberships**

Institute of Transportation Engineers

**John Canning, White Plains Transportation Director, is skilled and experienced in the management of traffic and transportation studies for Lower Hudson Valley real estate, institutional, and government clients. He is a proven manager of complex transportation studies requiring multidisciplinary input, client/stakeholder coordination, and community outreach. John has served or continues to serve as traffic consultant to many New York municipalities.**

*30 years of professional experience*

**Willett Avenue Traffic and Parking Study, Port Chester, NY**

John is the Project Manager for Metro-North Railroad's proposed superstructure replacement and substructure rehabilitation of a bridge on Willett Avenue. He is leading traffic engineering services for the project which involves the development of Work Zone Traffic Control plans to accommodate the closure and reconstruction of the bridge.

**Municipal Traffic Consultant, Lower Hudson Valley, NY**

John has served and continues to serve as an on-call traffic and transportation consultant to the Towns of Bedford, Goshen, Cortlandt, and Woodbury, as well as the Villages of Elmsford, Irvington, Tarrytown, Port Chester, and Nyack in the Lower Hudson Valley. In this role, John has reviewed applications to develop properties and provided guidance to the various municipalities relative to the potential transportation impacts of these developments and how they might be mitigated. John has also completed a Safety Appurtenance analysis required for 1R resurfacing projects funded through the American Recovery and Reinvestment Act .

**Halstead Avenue Transit-Oriented Development Plan, Harrison, NY**

John is evaluating the potential traffic impacts of a proposed TOD development with a 500-space parking garage, 143-unit residential building, 27,000-square-foot retail development, and two pedestrian plazas. The three-acre, MTA-owned property is located along Halstead Avenue at the Metro-North Railroad station in Harrison. John is leading the collection of traffic data, analyzing local intersections under existing and future conditions and identifying and evaluating traffic capacity improvement measures for the mitigation of significant impacts.

**Building a Better Broadway Complete Streets Design, Kingston, NY**

John is leading an Ulster County project to develop design concepts to improve mobility and accessibility for pedestrians, bicyclists, and motorists along and adjacent to a nearly one-mile section of Broadway in the City of Kingston. The corridor plan will be consistent with Complete Streets concepts as well as with community goals and expectations. John is providing recommendations, design concepts, implementation strategies, and planning-level cost estimates for Complete Streets improvements on Broadway, and planning and facilitating community meetings.

## John Canning, PE

### White Plains Traffic Impact Studies, White Plains, NY

John has supervised and conducted a number of transportation studies for developments in White Plains including the City Center, the Ritz-Carlton, Bank Street Commons, Avalon Bay, and 260 Hamilton Avenue projects, prior to joining VHB. His work has included environmental impact assessments; transportation planning studies; parking studies; roundabout, highway, and traffic signal design; traffic safety studies; and traffic impact and monitoring studies. John also evaluated traffic, safety, parking, and transportation impact analyses and developed mitigating measures associated with property/corridor development.

### Upper Route 9G Corridor Management Plan, Dutchess County, NY

John is leading the preparation of a corridor management plan for a portion of State Route 9G and two surrounding Dutchess County roads providing access to the Town of Red Hook, Village of Tivoli, and Bard College. He is overseeing multimodal transportation studies and engineering, road safety audits, origin-destination surveys of pedestrians and cyclists, land use and environmental assessments, and community outreach with the goal of improving safety and operations along State Route 9G, County Route 78, and County Route 103.

### High Ridge Road and Long Ridge Road Corridors Study, Stamford, CT

John provided transportation consulting services for a City of Stamford study to improve traffic operations and safety along a seven-mile stretch of the High Ridge Road and Long Ridge Road corridors while maintaining traffic flow, minimizing congestion, and accommodating transit- and pedestrian-friendly uses. He was responsible for reviewing and directing all traffic engineering work for quality assurance purposes.

### North Avenue Corridor Study Peer Review, New Rochelle, NY

John conducted a peer review of engineering and streetscape improvements completed along North Avenue from Eastchester Road to Fifth Avenue, prior to joining VHB. The North Avenue corridor is a key gateway to the city's downtown commercial, residential, retail, and entertainment district, and also serves Iona College, City Hall, and other important destinations. Improvements primarily consisted of signal upgrades, roadway widening, and the addition of turn lanes at some key intersections.

### Various New York Transportation Projects, NY

John supervised and worked with a team of engineers and drafters on environmental impact assessments, transportation planning studies, highway and traffic signal designs, and traffic impact studies for a variety of projects prior to joining VHB. Projects included: developing roadway improvements at 20 locations along U.S. Route 9 in Fishkill to increase capacity and reduce accidents; developing and securing federal CMAQ funding for corridor improvements at three locations along U.S. Route 9 in Tarrytown; designing traffic signal plans for 30 intersections on New York Route 211, New York Route 25A, and New York Route 9A, including the preparation of signal coordination studies, detailed specifications, and quantity estimates; supervising the development and optimization of a Synchro network for 120 locally-owned traffic signals in the City of Mount Vernon; and designing roadway plans for the extension of Court Street from Main Street to Hamilton Avenue in White Plains.

# Robert Severance, PE, CPESC

Principal-in-Charge



**Education**

Undergraduate Coursework, Electrical Engineering, Rochester Institute of Technology

Undergraduate Coursework, Engineering Science, Dutchess Community College

**Registrations/Certifications**

Professional Engineer NY, 2012

Certified Professional in Erosion and Sediment Control

OSHA 10-Hour Construction Safety and Health Certificate

**Bob Severance, White Plains Office Managing Director, has considerable experience managing multidisciplinary project delivery teams for traffic, roadway, grading, site, utility, and sewer, water, and stormwater conveyance and treatment projects. He has worked with numerous local and state regulatory agencies across New York to execute complex civil engineering projects and successfully mitigate client needs.**

*21 years of professional experience*

**Hamlet of Chappaqua Improvement Project, New Castle, NY**

Bob managed multidisciplinary engineering services for sanitary sewer, storm sewer, water system and overhead utility burial design on a the streetscape and infrastructure improvement project for the Hamlet of Chappaqua prior to joining VHB. As project manager, Bob was responsible for overseeing and coordinating all disciplines; including overseeing resolution of flooding conditions currently experienced due to inadequate stormwater infrastructure and downstream FEMA flood plain impacts.

**Kingston City School District Improvements, Kingston, NY**

Bob improved the civil design and traffic network layout on a nine-school facility improvement project. He improved pedestrian and vehicular maneuverability and safety, evaluated and provided drainage recommendations and infrastructure improvements and improved aesthetics for all nine facilities.

**MTA TBTA, TBTA, Various projects at the Henry Hudson Bridge Toll Plaza and approach (HH-88A, HH-88B, Gantry), New York, NY**

Bob led the design of infrastructure improvements for MTA Triborough Bridge and Tunnel Authority during the reconstruction of various projects at the Henry Hudson Bridge, prior to joining VHB. He managed the design of utility relocations, drainage improvements, SWPPP preparation, and post-construction stormwater quality measures. Bob also oversaw the preparation of civil design plans and specifications, including revised scupper layout and water quality improvements. To reduce construction costs and future maintenance, stormwater management treatment components were consolidated to a single location.

**MTA Bridges & Tunnels Flood Protection Mitigation Study, NY**

Bob managed a fast-track flood protection mitigation study at four facilities on behalf of MTA Bridges & Tunnels prior to joining VHB. He managed day-to-day operations including an on-site survey and inventory of all vulnerable infrastructure using GIS, and the identification of recommended flood protection elevation based on category 1 to 4 hurricanes, including sea-level rise and wave run-up as well as facility structural assessments. Bob provided the MTA with prioritized recommendations for flood-proofing measures for each facility.

**LIRR, Colonial Road Bridge and Pocket Track Extension Design-Build, Great Neck, NY**

Bob managed design and construction of a $25M project for a new bridge over Long Island Rail Road tracks to effectively mitigate safety and flooding. The project was fast-tracked for final design completion in just four months. Project elements under Bob's oversight included

## Robert Severance, PE, CPESC

roadway, MPT, signage, bridge geometry, pocket track extension, stormwater management, utility relocations, erosion & sediment control, landscape design and construction management.

**MTA TBTA, RFK Bridge Bronx Toll Plaza Reconstruction, Bronx, NY**

Bob achieved regulatory compliance for MTA Triborough Bridge and Tunnel Authority during the $250 million reconstruction of the Bronx toll plaza prior to joining VHB. He managed the design of utility relocations, drainage improvements, SWPPP preparation, and post-construction stormwater quality measures. Bob also oversaw the preparation of civil design plans and specifications, including over 20 acres of densely-located utility conflict resolution, water quality improvements, and increased efficiency within the network for this multijurisdictional improvement project. He led environmental permitting efforts, including an expanded Environmental Assessment, and secured all required federal, state, and local permits for construction.

**White Plains Institute for Rehabilitation and Healthcare, White Plains, NY**

Bob led civil engineering design and secured City of White Plains approval for a new six-story, 110,000-square-foot hospital to increase capacity for the White Plains Institute for Rehabilitation and Healthcare prior to joining VHB. The $40 million dollar facility consists of 160 beds of skilled nursing and structured parking for 52 cars.

**Newark Liberty International Airport Terminal C Improvements, Newark, NJ**

Bob led civil design for the restoration of more than 11 acres of deteriorated aircraft-rated PCC pavement for Continental Airlines at Newark Liberty International Airport, prior to joining VHB, by performing pavement and subgrade investigations at the Terminal C ramp area. He oversaw the preparation of a boring plan, pavement deterioration determinations, Pavement Evaluation Report, and construction documents including detailed repair measures in accordance with PANYNJ and FAA regulations.

**Village of Croton-Harmon Water Distribution System, NY**

Bob led the civil engineering design, permitting and construction of a $9 million replacement and cement mortar relining of over four miles of municipal public water distribution system, as well as additional network expansions prior to joining VHB. The project improved capacity and safety for over 250 residences. He also oversaw the preparation of detailed temporary water system design for continuous provision of water supply for potable and fire protection uses.

**Kensington Woods Cluster Development Project, New Scotland, NY**

Bob improved vehicular maneuverability, traffic safety, and drainage capacity by reviewing the Environmental Impact Statement and detailed site plan for the Kensington Woods Cluster Development project in New Scotland prior to joining VHB. He recommended roadway geometry, infrastructure, and site layout improvements as TDE representative.

# Andrea Connell, LEED GA, ENV SP

Deputy Project Manager



**Education**

Ct, GIS Certification, Pennsylvania State University, 2001

BA, Geography, Planning, Environmental Studies Minor, State University of New York at Geneseo, 1980

**Registrations/Certifications**

LEED Green Associate, 2011

Envision™ Sustainability Professional, 2013

**Affiliations/ Memberships**

Institute of Transportation Engineers, 2006

**Andrea Connell is an accomplished project manager with over three decades of experience in traffic and transportation engineering. She manages traffic and parking impact studies for urban and suburban real estate development projects throughout the Lower Hudson Valley, including Environmental Assessments and Environmental Impact Statements in accordance with SEQRA.**

*33 years of professional experience*

### Willett Avenue Traffic and Parking Study, Port Chester, NY

Andrea provided traffic engineering services for Metro-North Railroad's proposed superstructure replacement and substructure rehabilitation of a bridge on Willett Avenue. She developed detour projections based on traffic counts and evaluated impacts of diverted traffic volumes at adjacent intersections.

### Port Chester Gateway Development EIS, Port Chester, NY

Andrea was Traffic Studies Manager, prior to joining VHB, for a 1 million-square-foot, mixed-use development to be constructed on the former United Hospital site in Port Chester. She managed all traffic planning efforts including a traffic impact study, development of a gravity model, conceptual plans for highway improvements, and preparation of the traffic-related sections of an Environmental Impact Statement prepared in accordance with SEQRA requirements.

### Village of Woodbury Municipal Traffic Consultant, Woodbury, NY

Andrea provides on-call traffic and transportation consulting review services to Village of Woodbury Planning Board for development applications. She reviews traffic impact studies, access plans, and Environmental Impact Statements for SEQRA applications and provides guidance to the Planning Board relative to the potential transportation impacts of these projects.

### Greenwich Station TOD, Greenwich, CT

Andrea is providing transportation planning services for the proposed redevelopment of select properties in the vicinity of Metro-North Railroad's commuter rail station in Greenwich, Connecticut. Her work has included trip generation estimates, parking estimates, site access review, sight distance evaluations, and a preliminary traffic analysis utilizing Synchro capacity analysis software.

### GM East Parcel Redevelopment, Sleepy Hollow, NY

Andrea is preparing a traffic impact study for redevelopment of the General Motors east parcel to include relocation of an existing Department of Public Works facility, construction of a bus repair garage for the Tarrytown Union Free School District, construction of Village recreational facilities, and the creation of a new overpass connecting the East and West Parcels. Work efforts included volume projections, including the redistribution of existing DPW traffic, Synchro analysis, and identification of traffic management strategies during large events at the adjacent Philipsburg Manor historic site. The traffic impact study will be included in a Draft Environmental Impact Statement for the project.

## Andrea Connell, LEED GA, ENV SP

### Riverdale Smart Growth Plan, Riverdale, NY

Andrea provided traffic planning services on behalf of the North Riverdale Merchant and Business Association to prepare a Smart Growth Plan along Riverdale Avenue, Mosholu Avenue, and Broadway. The Smart Growth Plan will include streetscape recommendations that complement recommended transportation improvements with the common goal of improving pedestrian safety and traffic flow, enhancing pedestrian linkages, incorporating sustainable design features, and enhancing the overall public realm of Downtown Riverdale.

### The Residences at Corporate Park Drive, Harrison NY

Andrea is providing traffic engineering services for a proposal to re-purpose the site of two obsolete office buildings in Harrison with a new rental apartment development to serve the empty nester and young professional markets. The proposal also includes recreational amenity space and commercial space. Tasks included preparation of a traffic impact study documenting the methodology and findings of the traffic analysis.

### Broadway Corridor Complete Streets Concept Design, Kingston, NY

Andrea is working on a Complete Streets corridor plan on the central one-mile stretch of Broadway between the historic Stockade District and Rondout neighborhood in the City of Kingston. Tasks involve performing a safety analysis to identify high pedestrian, bicycle and vehicle crash locations, identifying traffic calming measures and areas for additional bicycle and pedestrian infrastructure; preparing Synchro and SimTraffic models to assess existing conditions and to test the feasibility of alternative improvement scenarios; and preparing a parking analysis of existing and future conditions with safety and mobility improvements.

### High Ridge Road and Long Ridge Road Corridors Study, Stamford, CT

Andrea provided traffic engineering services for a City of Stamford study to improve traffic operations and safety along a seven-mile stretch of the High Ridge Road and Long Ridge Road corridors while maintaining traffic flow, minimizing congestion, and accommodating transit- and pedestrian-friendly uses. The study recommended short-, medium-, or long-term multimodal efficiency and safety improvements; identified access management techniques; strengthened land use strategies to manage future growth and traffic volumes; and promoted multimodal and intermodal alternatives throughout the project study area.

### Upper Route 9G Corridor Management Plan, Dutchess County, NY

Andrea is working on a corridor management plan to evaluate transportation safety along three roadways in northwestern Dutchess County: a four-mile section of State Route 9G in the Town of Red Hook, a portion of County Route 103 in the vicinity of Bard College, and County Route 78 in the Village of Tivoli. Tasks involve assessments of existing traffic volumes, pedestrian and bicyclist activity, performing a Synchro analysis of existing and future conditions, identification of high-crash locations, and conducting a road safety assessment. Work efforts also include preparation of six technical memoranda and organizing public workshops and stakeholder meetings. Andrea identified short-, mid-, and long-term recommendations to improve safety for motorists, pedestrians, and bicyclists and included traffic calming elements, shared-use paths, intersection realignment, and modifications to roadway profiles.

# Shravya Markandeya, PE, PTOE

Traffic Engineering Task Leader



**Education**

MS, Civil Engineering, Cornell University, 2008

BS, Civil Engineering, Jawaharlal Nehru Technological University, 2006

**Registrations/Certifications**

Professional Engineer NY, 2015

Professional Engineer CT, 2013

Professional Traffic Operations Engineer

**Shravya Markandeya is an experienced transportation engineer in White Plains skilled in traffic impact analysis, signal design, intersection design, feasibility studies, and signal warrant analyses. She is proficient in a variety of engineering design and simulation modeling software including Synchro/SimTraffic, VISSIM, VISTRO, VISUM, GuidSIGN, ArcGIS, Microstation, InRoads, and NY Stormwater Training Series.**

*8 years of professional experience*

### NYSDOT Complete Streets Intersection Improvements Program, Tarrytown, NY

Shravya served as Project Engineer to upgrade three intersections on Route 9 in the Village of Tarrytown to facilitate future bus rapid transit service through the corridor prior to joining VHB. Potential operational and safety improvements included crosswalk upgrades and/or restriping, sidewalk upgrades, curb bulbouts, new curb cuts, ADA compliance, pedestrian signals, and pedestrian connectivity upgrades. She was responsible for design concepts, itemized quantity and cost estimates, and traffic data collection and analyses.

### Throgs Neck Bridge Ramps Addition Feasibility Study, Queens, NY

Shravya served as Project Engineer, prior to joining VHB, for an MTA Bridges & Tunnels scoping report that evaluated the implementation of three low-cost alternatives to provide connector roads to/from the Throgs Neck Bridge under the Cross Island Parkway south of Totten Avenue/212th Street. She was responsible for all design and analysis tasks including developing the feasible alternatives using an at-grade loop road, horizontal alignments for the proposed collector-distributor roadway and ramps, and preparing the scoping report. The three options were developed to conceptual design level incorporating design criteria in accordance with AASHTO, NYSDOT, and NYCDOT standards and procedures. VISSIM and HCS were used to evaluate the service levels for mainlines, ramp merges, ramp diverges, and weaving sections, and Synchro/SimTraffic were used to calculate service levels for the city-owned intersections adjacent to the interchange.

### NYSDOT Region 8 Bundled Bridges Design-Build, NY

Shravya is providing traffic engineering services to the A. Servidone/B. Anthony Joint Venture and New York State Department of Transportation for the replacement of seven bridges in Region 8 (Orange County), including projects in Crawford, Montgomery, Wallkill, Newburgh, and Deerpark. Her efforts focus on the preparation of Work Zone Traffic Control plans for each bridge location. She has also prepared the transportation management plan and emergency response plan.

### Chappaqua Improvement Project, Chappaqua, NY

Shravya served as Lead Traffic Engineer, prior to joining VHB, to address deficiencies and desired improvements within the Hamlet of Chappaqua, including aged water and sewer infrastructure, an under-capacity drainage system, burying of overhead utilities, deteriorating pavement with differential settlement, intersection design, traffic operations and circulation, pedestrian safety and accommodations, on-street parking, and landscape and streetscape amenities. She conducted the traffic analysis of existing and multiple proposed alternatives

## Shravya Markandeya, PE, PTOE

for six intersections to improve operations, safety, and pedestrian accommodations. A temporary all-way stop control and a proposed signal were among the options considered for the unsignalized intersection of North/South Greeley Avenue and King Street.

### I-287 at Westchester Avenue Interchange 8, Westchester County, NY

Shravya served as Design Engineer, prior to joining VHB, for Phase V-VI final design for this NYSDOT interchange reconstruction that included the creation of new frontage roads along I-287 and a complete realignment of the interchange ramps to improve safety and service levels at two complex and busy intersections. She was responsible for traffic modelling and analysis using VISSIM, HCS, and Synchro/SimTraffic and design of the new traffic signals by creating and maintaining a network model for the project area, analyzing the data, and drafting the traffic sections for reports. The analysis included modeling the existing conditions and the evaluation of a preferred design alternative. Determination of the preferred design alternative required assessing existing traffic patterns to model the utilization of proposed freeway ramp design, reconfiguring existing intersections in order to manage the new demands of the redistributed traffic, and preliminary signal design, including proposed phasing/timing and equipment layouts. Shravya also designed the maintenance and protection of traffic plans.

### Hackley School New Athletic Complex Project, Tarrytown, NY

Shravya is providing traffic engineering services to the Hackley School, an independent, college-preparatory day and boarding school in Tarrytown, for the construction of a new athletic complex and the development of on-site faculty housing units. Pursuant to SEQRA requirements, she is assessing the intersection of the school's driveway and Benedict Avenue to assess the potential impacts of the proposed project on weekday AM and PM peak hour conditions.

### Upgrade of Route 17 to Interstate I-86 (Exit 122 to Exit 131), Orange County, NY

Shravya served as Traffic Engineer, prior to joining VHB, for scoping and preliminary design for Phases I-IV for the conversion of 19 miles of Route 17 into I-86 on behalf of NYSDOT. The project incorporated numerous upgrades such as acceleration and deceleration lanes, horizontal and vertical clearances, clear zones, shoulder widths, guiderail, and signing to meet FHWA standards for interstate highways. This project also included analysis for the improvement of seven complex interchanges and the possible consolidation of ramps to meet interstate standards. Shravya evaluated the geometric and traffic signal improvements using Synchro/SimTraffic software to mitigate the impacts of the re-routed traffic on Route 32, and she performed capacity analysis for eight coordinated signalized intersections.

# 3 References

VHB has provided traffic and transportation services for clients throughout Westchester County and the metropolitan New York City region. References have been provided below for three clients for whom we have provided similar services to those outlined in the Village of Port Chester's Request for Proposals.

Maria Hunter, Planning Board Chairwoman
Village of Woodbury Planning Board
P.O. Box 1004
Highland Mills, NY 10930
T: 845.928.6911 | E: maria@hunterco.info

Sean T. Hoffman, PE
Town of Goshen Planning Board
H2M Architects + Engineers
2 Executive Boulevard, Suite 401
Suffern, NY 10901
T: 845.357.7238 | E: SHoffman@H2M.com

Michael Blau, Village Administrator
Village of Tarrytown
One Depot Plaza
Tarrytown, NY 10591
T: 914.631.1785 | E: MBlau@tarrytowngov.com

# 4 Schedule and Fees

## Schedule

VHB prides itself on responsiveness, its ability to meet schedule and has the depth of resources in its White Plains office (in addition to its three other New York offices) to deliver all work requested in a timely manner. Without details of the work to be performed, it is not possible to provide specific details on schedule, however, VHB's White Plains office is typically able to turn around reviews of small matters in a week, large matters in a month and would be able to complete most traffic engineering study/design assignments within a couple of months. Our project team has a history of providing dedicated services for on-call contracts throughout Westchester County, the Lower Hudson Valley and the metropolitan New York City region and knows how to efficiently manage projects of all scales and complexity to meet client needs. No matter the development or size of documents reviewed, VHB will be highly responsive and will have the necessary technical staff available to meet the schedule requirements of the Board of Trustees, Traffic Commission and Planning Commission.

# Cost

Delivering services in a cost-effective manner is essential in a climate of diminishing resources. To accomplish this, VHB's leadership focuses on clearly differentiating project goals from non-essential work to ensure that resources are only applied to the issue at hand. Following this, the most relevant and cost effective means to evaluate the issues and identify solutions are identified by the team leadership before junior engineering staff are assigned to undertake the basic engineering tasks, with judicious oversight, in a cost effective manner.

In undertaking any tasks for the Village (Board of Trustees, Traffic or Planning Commissions), VHB will first discuss the matter to obtain a clear understanding of deliverables and will prepare a detailed scope and cost proposal for submission and review. Only when the scope or work and fee have been clearly defined to the satisfaction of the Village will VHB begin work and engage our engineering professionals. It is our goal to deliver quality and value to our clients in all aspects of the work we perform.

# Hourly Rates

| KEY PERSONNEL | HOURLY RATE |
|---|---|
| Robert Severance, PE[1] | $ --- |
| John Canning, PE | $ 250.00 |
| Andrea Connell, LEED GA, ENV SP | $ 160.00 |
| Shravya Markandeya, PE, PTOE | $ 130.00 |
| Senior Traffic Engineer | $ 120.00 |
| Junior Traffic Engineer | $ 100.00 |
| Analyst / Technical Support | $ 90.00 |
| Administrative | $ 50.00 |

1. Principal-in-Charge efforts on this project, where needed, will not be billed.
2. Expenses will be charged at the direct cost to VHB.



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November 7, 2016

Christopher D. Steers, Village Manager
Village of Port Chester
Village Clerk's Office
222 Grace Church Street, Suite 150
Port Chester, NY 10573

Re: RFP 2016-07: Traffic and Transportation Engineering Professional Services

Dear Mr. Steers:

On behalf of VHB, we are please to submit a revised fee schedule to reflect the level of work required for various tasks which may be assigned by the Village. To the extent that the preparation of traffic studies and traffic engineering plans requires considerably greater effort than simply reviewing such studies and plans on behalf of the Village, VHB is willing to provide the Village with a volume discount for work efforts which require us to undertake detailed engineering calculations and design.

As such, VHB's proposed fee structure to review work performed by others will remain at the same rate as set forth originally in our proposal (see attached "Engineering Review Fee Schedule"). For engineering studies and design projects which the Village might request, VHB proposes to perform such efforts in accordance with the attached "Engineering Study & Design Fee Schedule".

We look forward to the opportunity to serve the residents of the Village of Port Chester. Should you have any additional questions, please contact John Canning at 914-467-6605 or jcanning@vhb.com.

Sincerely,
VHB

P.N. O'Leary

Principal

Robert Severance, PE
Manager Director, White Plains

**Engineers | Scientists | Planners | Designers**

50 Main Street
Suite 360
White Plains, New York 10606
**P** 914.467.6600
**F** 914.761.3759

September 30, 2016 | Proposal

**Village of Port Chester**

RFP# 2016-07

# Traffic and Transportation Engineering Professional Services

Fee Schedule Revised November 7, 2016








vhb

# 4

# Schedule and Fees

Revised 11/7/16

## Schedule

VHB prides itself on responsiveness, its ability to meet schedule and has the depth of resources in its White Plains office (in addition to its three other New York offices) to deliver all work requested in a timely manner. Without details of the work to be performed, it is not possible to provide specifics on schedule, however, VHB's White Plains office is typically able to turn around reviews of small matters in a week, large matters in a month, and would be able to complete most traffic engineering study/design assignments within a couple of months. Our project team has a history of providing dedicated services for on-call contracts throughout Westchester County, the Lower Hudson Valley and the metropolitan New York City region and knows how to efficiently manage projects of all scales and complexity to meet client needs. No matter the development or size of documents reviewed, VHB will be highly responsive and will have the necessary technical staff available to meet the schedule requirements of the Board of Trustees, Traffic Commission and Planning Commission.

# Cost

Delivering services in a cost-effective manner is essential in a climate of diminishing resources. To accomplish this, VHB's leadership focuses on clearly differentiating project goals from non-essential work to ensure that resources are only applied to the issue at hand. Following this, the most relevant and cost-effective means to evaluate the issues and identify solutions are outlined by the team leadership before junior engineering staff are assigned to undertake the basic engineering tasks, with judicious oversight, in a cost-effective manner.

In undertaking any tasks for the Village (Board of Trustees, Traffic or Planning Commissions), VHB will first discuss the matter to obtain a clear understanding of deliverables and will prepare a detailed scope and cost proposal for submission and review. Only when the scope of work and fee have been clearly defined to the satisfaction of the Village will VHB begin work and engage our engineering professionals. It is our goal to deliver quality and value to our clients in all aspects of the work we perform.

Work consisting of reviewing plans and studies prepared by others, providing review letters and attending meetings will be billed on a time and material basis in accordance with the "Engineering Review Fee Schedule" provided below.

Work to undertake/complete engineering studies and engineering design services for the Village (as opposed to reviewing the work of others) will be billed on a time and material basis in accordance with the "Engineering Study & Design Services Fee Schedule" provided below.

# Hourly Rates

## Engineering Review Fee Schedule

| KEY PERSONNEL | HOURLY RATE |
|---|---|
| Robert Severance, PE[1] | $ --- |
| John Canning, PE | $ 250.00 |
| Andrea Connell, LEED GA, ENV SP | $ 160.00 |
| Shravya Markandeya, PE, PTOE | $ 130.00 |
| Senior Traffic Engineer | $ 120.00 |
| Junior Traffic Engineer | $ 100.00 |
| Analyst / Technical Support | $ 90.00 |
| Administrative | $ 50.00 |

## Engineering Study & Design Services Fee Schedule

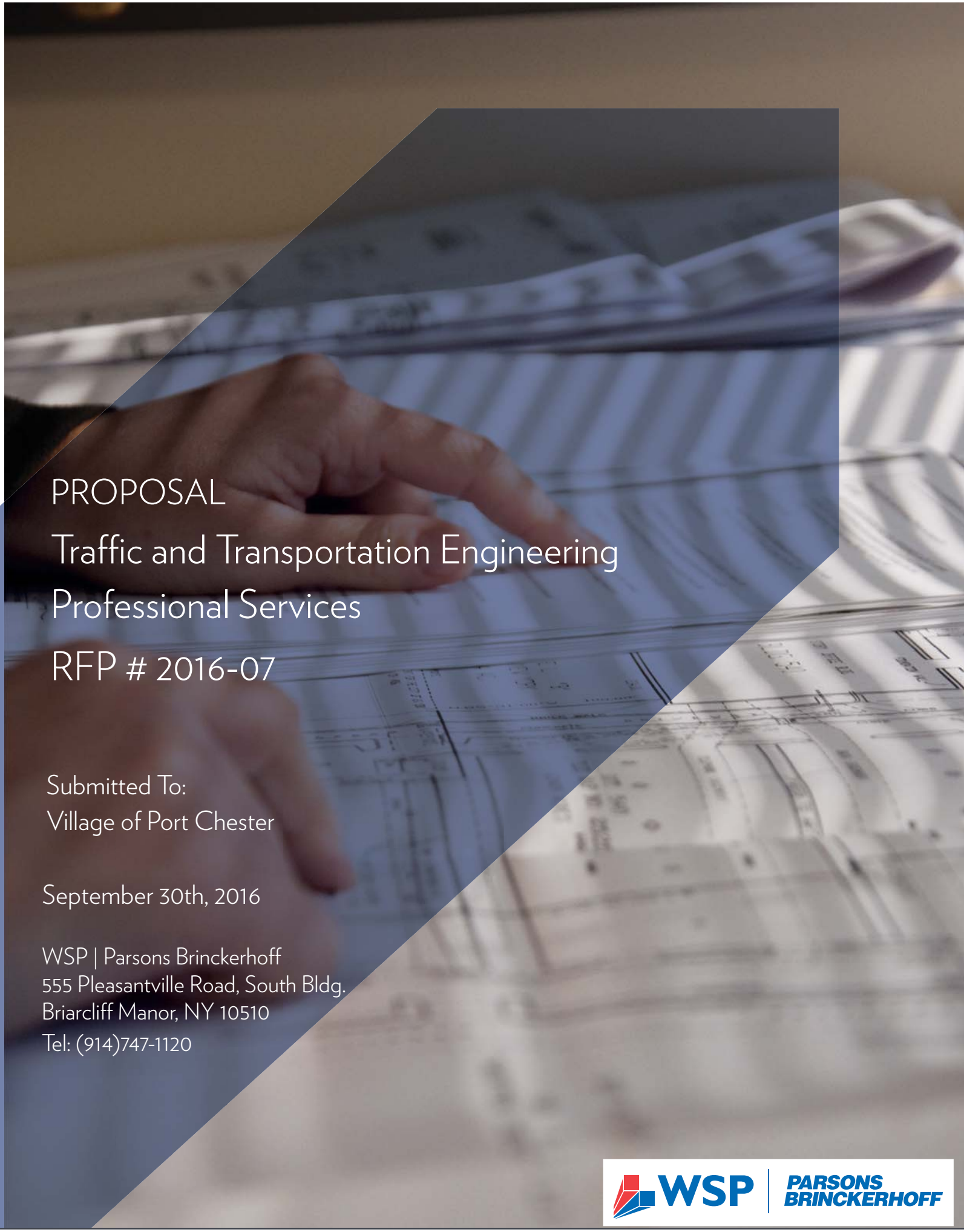
| KEY PERSONNEL | HOURLY RATE |
|---|---|
| Robert Severance, PE[1] | $ --- |
| John Canning, PE | $ 220.00 |
| Andrea Connell, LEED GA, ENV SP | $ 140.00 |
| Shravya Markandeya, PE, PTOE | $ 120.00 |
| Senior Traffic Engineer | $ 105.00 |
| Junior Traffic Engineer | $ 85.00 |
| Analyst / Technical Support | $ 80.00 |
| Administrative | $ 50.00 |

1. Principal-in-Charge efforts on this project, where needed, will not be billed.
2. Expenses will be charged at the direct cost to VHB.



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# PROPOSAL
# Traffic and Transportation Engineering Professional Services
# RFP # 2016-07

Submitted To:
Village of Port Chester

September 30th, 2016

WSP | Parsons Brinckerhoff
555 Pleasantville Road, South Bldg.
Briarcliff Manor, NY 10510
Tel: (914)747-1120

WSP | PARSONS BRINCKERHOFF

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South Orange Family YMCA Expansion Study, Village of Monroe

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Bernard H. Kalus, P.E., P.T.O.E. – Project Manager

Katherine Craig, P.E. – Traffic Engineer

Peter S. Mancuso, P.E., P.T.O.E. – Transportation Engineer

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WSP | PARSONS BRINCKERHOFF

**WSP | Parsons Brinckerhoff**
555 Pleasantville Road
South Building
PO Box 2650
Briarcliff Manor, NY 10510

Tel: 914 747 1120
Fax: 914 747 1956

www.wspgroup.com/usa

September 30, 2016

Mr. Christopher D. Steers, Village Manager
Village of Port Chester
Village Clerk's Office
222 Grace Church Street, Suite 150
Port Chester, NY 10573

Re: RFP 2016-07: Traffic and Transportation Engineering Professional Services

Dear Mr. Steers:

WSP | Parsons Brinckerhoff is pleased to submit our proposal in response to RFP 2016-07: Traffic and Transportation Engineering Professional Services. Please find enclosed in our submittal five (5) printed copies of the proposal and an electronic version of the proposal on a CD. WSP | Parsons Brinckerhoff has been providing transportation planning and engineering services to municipalities throughout the Hudson Valley for more than 85 years and we pride ourselves on maintaining a full service transportation department with personnel trained in the latest modeling and analysis software. WSP has the ability and experience to analyze all modes of transportation through the latest modeling technology.

WSP has in-house capabilities to perform all aspects of Transportation and Traffic Studies including:

- Data Collection and Reduction
  Automatic Traffic Recorders, Pedestrian Volumes, Turning Movement Counts, Transit Ridership
- Traffic Impact Studies
  State & Municipal Agencies, Municipalities, Institutions, Private Developers
- Transportation Modeling
  Travel Demand Estimates, Highways/Roadways/Intersections/Roundabouts
- Context Sensitive Design
  Access Management, Traffic Calming, Pedestrian Safety

WSP's Traffic Engineering capabilities include:

- Residential Developments
- Analyzing all modes of transportation through latest modeling technology in traffic, rail, pedestrian and multi-modal operations
- Full-scale data collection programs using Automatic Traffic Recorders, electronic counting boards, radar equipment and TraxPro data reduction software
- Synchro, VISSIM, Highway Capacity Software (HCS), and SimTraffic software to quantify problems in traffic progression through densely developed corridors
- In-house aerial imagery to use as a base map to create a to-scale Synchro network of existing streets
- Development and review of travel demand forecasts and trip assignment origin-destination studies
- Build-out traffic projections

Should you have any questions or need any further information, please do not hesitate to contact us. WSP | Parsons Brinckerhoff appreciates the opportunity to work with the Village of Port Chester. We would be more than happy to meet with you to discuss any concerns that you may have or answer any questions about our services.

Sincerely,
WSP | Parsons Brinckerhoff

Bernard H. Kalus, P.E., P.T.O.E.
Executive Vice President / Project Manager

## INTRODUCTION

### *WSP Offers the Village of Port Chester*

- ***Over 85 Years of Experience with Municipal Planning Boards Throughout Westchester, Orange, and Rockland Counties***
- ***In-Depth NYSDOT Experience***
- ***A Readily Available Staff of Traffic and Transportation Professional Engineers***
- ***Two Certified Professional Traffic Operations Engineers***
- ***In-house Structural, Civil, Survey, Water Resource, and Landscape Architecture Groups Able to Assist in Any Task***

Headquartered in Briarcliff Manor, NY, WSP | Parsons Brinckerhoff (WSP | PB) has been providing transportation planning and engineering services to municipalities throughout the Hudson Valley for more than 85 years and we pride ourselves on maintaining a full service transportation department with personnel trained in the latest modeling and analysis software.

WSP | PB is dedicated to providing innovative, quality driven, and cost efficient services to exceed our client's needs. Our continual reassignment by numerous agencies and municipalities is testament to our commitment brought forth by encompassing the very best resources to every endeavor we undertake.

WSP | PB was recently re-designated by the Village of Monroe to perform the exact services the Village of Port Chester is requesting in RFP# 2016-07, based on our previous On-Call experiences with the Village of Monroe, and our more recent experience going before their planning board for the South Orange Family YMCA Expansion Study.

WSP | PB's services include:

Transportation Engineering - including highway & roadway design, intersection improvements, feasibility studies, traffic analysis, permitting, utility relocation, environmental studies, route selection, traffic signals and interchange layout.

Municipal Engineering - in-depth understanding of the concerns pertinent to local governments. Our services include bridge/structural design, roadway design, traffic studies/parking design, environmental impact statements, permitting, and utility/water/sewer and drainage design.

Civil Engineering - services include site planning, subdivision design, road and bridge design, water/sewer/stormwater, construction administration and public meeting representation.

Rail Engineering - including rail design and rehabilitation, station and platform design, elimination of grade crossings, and structural analysis and design services.

Water/Stormwater Engineering - site and infrastructure services including drainage analysis/permitting, water supply, sanitary sewage disposal and infrastructure design by applying sound engineering experience and regulatory knowledge to the built and natural environments.

Geospatial Services - services include aerial mapping, land surveying, GPS, 3D laser scanning, and geographic information systems for such needs as highway and local roads, water and sanitary sewers, various site developments, brownfield sites, and county, city, and town wide mapping projects.

Development Planning - providing services needed for development projects ranging from 1 acre or 1,000 acres and providing a full complement of services to assist in the successful completion of development projects, from initial boundary survey through permitting and approval, and into final design and approval.

Bridge Design - award winning services for structures ranging from small bridge crossings to complex interchanges in urban environments.

Bridge Inspection - 35,000+ structures ranging in size in complexity from masonry arch culverts to the Verrazano-Narrows Bridge, the worlds' 9th longest suspension bridge.

Construction Inspection - providing resident engineering and construction inspection services to numerous city, state and local municipalities for streets and highways, bridge structures, and a full range of municipal services including water, wastewater and stormwater facilities.

## QUALIFICATIONS:

1. Key Personnel / 2. References / 3. WSP's past relevant experience / 4.Resumes / 5. Rates

## 1. KEY PERSONNEL

WSP is fully committed to the staffing of this On-Call Agreement. Our Project Manager, Bernard Kalus, P.E., PTOE, and WSP's Licensed New York State Professional Engineers, Katherine Craig, P.E., and Peter Mancuso, P.E., PTOE will ensure that every need is met for all assignments pertaining to RFP # 2016-07. Mr. Kalus, Ms. Craig, and Mr. Mancuso will all be available for technical review and planning board meetings as per the Village of Port Chester's wishes.

*Bernard H. Kalus, P.E., P.T.O.E. – Project Manager* - Mr. Kalus has over twenty-eight years of experience in transportation engineering and planning. He is the Manager of the transportation department and is responsible for the design and planning, including studies and analysis, of transportation facilities, relief structures, traffic staging, multi-use trailways, site development, and aviation facilities. Mr. Kalus has led the design of numerous roadway and corridor improvement projects throughout both the tri-state area and the northeastern United States. Mr. Kalus is a certified Professional Traffic Operations Engineer.

*Katherine Craig, P.E. – Traffic Engineer* - Ms. Craig, a 12 year employee, is a transportation and traffic engineer for the firm. She has extensive experience in transportation planning and traffic engineering, working on projects throughout New York State. She has performed various tasks for traffic impact studies including: data collection, trip generation, and growth rate projections. Ms. Craig has been the traffic engineer of numerous major roadway reconstruction and corridor improvement projects, including operational/regional demand modeling. She utilizes numerous software packages to aid in the design of intersections and corridors such as InRoads highway design modeling software, VISSIM, Synchro and SimTraffic analysis software, and Microstation CADD to develop and evaluate numerous highways.

*Peter S. Mancuso – Transportation Engineer* – Mr. Mancuso brings unique experience to the table, having worked on a wide variety of transportation related projects throughout his career. His experience ranges from the use of VISSIM traffic simulation software, including the creation of 3D environments, for a number of traffic models to being responsible for the signal design of various projects involving overhauls and upgrades of existing intersection traffic signal infrastructure in the greater New York City metropolitan region. He is also proficient in various transportation analysis software packages including HCS and SYNCHRO, and has utilized them extensively for New York City and New York State environmental impact studies (CEQR/SEQRA). Mr. Mancuso has held many roles on these and other major transportation projects, from task leader to project manager, including quality control and assurance for technical analyses, reports, design drawings, and specifications. Mr. Mancuso is a certified Professional Traffic Operations Engineer.

## 2. REFERENCES

WSP is pleased to submit three references for the Village of Port Chester's consideration:

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Project
Village of Monroe – Traffic and Transportation Studies – 2006 / 2016

Client
Village of Monroe
7 Stage Road
Monroe, NY 10950

Contact:
Mr. Gary Parise
(845) 782-8341

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**Project**
South Orange Family YMCA
Expansion Study
Village of Monroe, NY

**Client**
YMCA in association with the Village of Monroe, NY
81 Highland Avenue
Middletown, NY 10940

**Contact:**
Mr. Gary Parise, Village of Monroe
(845) 782-8341

**Contact:**
Mr. Ira Besdansky
(845)344-9622 / ibesdansky@middletownnymca.org

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**Project**
Hamlet of Chappaqua Streetscape and Infrastructure Improvement Project
Town of New Castle, Hamlet of Chappaqua, NY

**Client**
Town of New Castle
200 South Greeley Avenue
Chappaqua, NY 10514

**Contact**
Sabrina Charney Hull, AICP
(914) 238-4723

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**3. WSP'S PAST RELEVANT EXPERIENCE**

# Village of Monroe Planning Board Traffic Consultant

Monroe, NY




WSP | Parsons Brinckerhoff was selected as the Town of Monroe Planning Board's Traffic Consultant.

In this role, our firm has been responsible for the review of traffic studies as part of New York State's Environmental Quality Review (SEQR) Act and worked with the Board to assure that each project's traffic impacts were properly defined and that the applicants provided acceptable mitigation.

WSP | PB collected a considerable amount of traffic data at locations both in the Town and Village of Monroe and have guided the Town through the latest transportation and development projects considered throughout the region.

**Client**
Village of Monroe

**Contact:**
Mr. Gary Parise
(845) 782-8341

**Completion Date:**
2006 / On-going

**Key Elements:**

- ✓ Planning Board
- ✓ Traffic Studies
- ✓ Synchro
- ✓ NYSDOT
- ✓ Re-Designation

# South Orange Family YMCA Expansion Study

## Village of Monroe, NY




The YMCA tasked WSP | Parsons Brinckerhoff to evaluate the proposed 21,190 SF expansion of the South Orange Family YMCA located at the end of the Gilbert Street Extension in the Village of Monroe, New York.

**Client**
YMCA in association with the Village of Monroe, NY

**Contact:**
Mr. Gary Parise, Village of Monroe
(845) 782-8341

**Contact:**
Mr. Ira Besdansky
(845)344-9622 /
ibesdansky@middletownnymca.org

**Completion Date**
On-going

Five schematic alternatives were developed and presented to the Village Planning Board. Based on input received from this meeting and subsequent discussions with the YMCA, Orange County and New York State Department of Transportation (NYSDOT), an alternative was chosen to retain the existing Gilbert Street Extension intersection with NYS Route 208 as access to the property.

The project would construct the Gilbert Street Extension which connected with NYS Route 17M as a four-way signalized intersection with Gilbert Street. Since this alternative involves crossing the Heritage Trail, approval by Orange County was required. Orange County approved the crossing on September 3, 2015.

Under this alternative, access restrictions will be required at the existing Gilbert Street Extension intersection with NYS Route 208 to address the NYSDOT's concerns regarding impact that this new connection would have on travel patterns through the project area.

This study evaluates the potential traffic impacts of the proposed expansion of the YMCA facility on the surrounding roadways under this access alternative.

The study examined traffic operations along the segments of Route 17M, Route 208 and the local roadways within the project study area that will be affected by the new access to the expanded facility. This report and supporting technical data were submitted to the Monroe Village Planning Board for review and comment.

The study area for the traffic analysis included the following intersections all of which are located in the Village of Monroe:

*Traffic Impact Study*

- Route 17M and Route 208
- Route 17M and Gilbert Street
- Route 208 and Gilbert Street Extension
- Route 208/Main Street and Schunnemunk Road

**Key Elements:**
- ✓ Planning Board
- ✓ Traffic Impact Study
- ✓ Synchro
- ✓ NYSDOT

# Hamlet of Chappaqua Streetscape and Infrastructure Improvement Project

## Town of New Castle, Hamlet of Chappaqua New York

**Client**
Town of New Castle

**Contact**
Sabrina D. Charney Hull, AICP
(914) 238-4723

**Construction Cost**
$10,000,000

**Completion Date**
2016 (Design), 2018 (Construction)



The Town of New Castle has retained WSP to provide comprehensive professional engineering services for the Hamlet of Chappaqua Streetscape and Infrastructure Improvement Project. This project will address numerous deficiencies and desired improvements within the Hamlet such as aged water and sewer infrastructure, an under-capacity drainage system, deteriorating pavement with differential settlement, intersection design, traffic modeling, operations and circulation, pedestrian safety and accommodations, on-street parking and amenities such as landscape and streetscape.

A key component of the project is review and mitigation of the un-signalized intersection of North/South Greeley Avenue and King Street. A portion of New York State Route 120 passes through the project limits, following the north-south path of South Greeley Avenue and continuing north-east on King Street. The dominant vehicular path is along this route (the top and right legs of the adjacent rendering). Vehicles not following the State Route are forced to wait for a gap, causing undue delay and increasing safety concerns. In fact, police presence is required at this intersection during afternoon peak hours to assist with traffic flow. WSP pursued the installation of a stop sign and installation of an additional crosswalk at the intersection in the interest of public safety and traffic calming; however a stop sign is not desired by NYSDOT. Therefore, a signal warrant analysis will be advanced to NYSDOT for consideration of a traffic signal to be installed at this location.

WSP has also recommended an out-of-the-box solution to convert the existing Y-intersection at South Greeley Avenue (CR 79) and Quaker Road (NY 120) to a three-legged "triangular roundabout", converting each leg of the triangle on Quaker Road to a one-way operation, eliminating conflict points at the apex and improving peak afternoon traffic exiting the hamlet. This alternative has been endorsed by both the Town and NYSDOT. WSP's traffic engineers used both Synchro and VISSIM in their extensive analysis of numerous configurations of this dynamic downtown corridor.

WSP is also near completion of the infrastructure and streetscape design for the project. In addition, a Streetscape Committee was formed with members of the Town Board, Town Technical Staff, Town Architectural Review and Beautification Boards. The collaboration of this Committee and WSP staff lead to the recent success of Town Board approval for the proposed comprehensive streetscape plan. Coordination workshops have been held throughout the life of the project with the Town Board and Technical Staff to review each project discipline and present findings, allowing our Team to finalize the detailed design effort. The project is scheduled to break ground in Spring 2017.

**Key Elements:**

- ✓ Traffic Study
- ✓ Planning Board
- ✓ NYSDOT
- ✓ Synchro and VISSIM
- ✓ Westchester County, NY

## Bernard H. Kalus, P.E., P.T.O.E.
### Project Manager

Mr. Kalus has over twenty-eight years of experience in transportation engineering and planning. He is the Manager of the transportation department and is responsible for the design and planning, including studies and analysis, of transportation facilities, relief structures, traffic staging, multi-use trailways, site development, and aviation facilities. Mr. Kalus has led the design of numerous roadway and corridor improvement projects throughout both the tri-state area and the northeastern United States.

- **Project Manager – Town of Monroe Traffic Study (2005 / Ongoing)**
  Retained as the Town of Monroe's traffic consultant to review traffic analysis for various proposed developments. Mr. Kalus was responsible for the review of traffic studies as part of New York State's Environmental Quality Review (SEQR) Act and worked with the Board to assure that each project's traffic impacts were properly defined and that the applicants provided acceptable mitigation.

- **Project Manager – Larkin Drive West New Roadway, Orange County DPW, Monroe, NY (2016)**
  This project proposes to construct a new 1.7 mile two-way County road on a new alignment between NYS Route 208 and County Route 105 in the Town of Monroe, Orange County, NY. The objective of this work was to provide an alternative means of access to the commercial centers surrounding the NYS Route 32 corridor which bypasses the Villages of Monroe and Harriman. As Principal-in-Charge, Mr. Kalus oversaw all aspects of design including alignment and geometry design, traffic analysis, signal design, stormwater design, and environmental investigations. This is a locally administered Federal Aid project.

- **Project Manager – Route 17 Transportation Corridor Study, NYSDOT, Orange and Sullivan Counties (2014)**
  Under Mr. Kalus' supervision, the overall objective of the Route 17 corridor study was to provide high-level recommendations for future corridor improvements that provided a satisfactory level of service (LOS) at a reasonable cost, supported economic development, and considered environmental impacts. The study, to varying degrees, analyzed local land use and transportation systems to develop recommendations for complementary land use that would shape a corridor management plan for sustainable development in the corridor. The study covered 47 miles from Exit 103 (Monticello) to Exit 131 in Woodbury near the Village of Harriman. Mr. Kalus worked closely with representation from Orange and Sullivan counties, the Metropolitan Transportation Authority (MTA)/Metro-North Railroad, the NYS Thruway Authority, and local municipalities. There was also interaction with local governments in the corridor to discuss future development plans, review local zoning, and identify growth issues and possible impacts as a result of proposed geometric and/or transit improvements.

- **Traffic Task Lead – Hamlet of Chappaqua Streetscape and Infrastructure Improvement Project, Town of New Castle, Hamlet of Chappaqua, NY (2016 Design / 2018 Construction)**
  The Town of New Castle has retained WSP to provide comprehensive professional engineering services for the Hamlet of Chappaqua Streetscape and Infrastructure Improvement Project. A key component of the project is review and mitigation of the un-signalized intersection of North/South Greeley Avenue and King Street. Overseen by Mr. Kalus, WSP's traffic engineers used both Synchro and VISSIM in their extensive analysis of numerous configurations of this dynamic downtown corridor.

- **Project Manager – Design Services for the Lower Hudson Valley Transit Link, White Plains, NY (2016)**
  Mr. Kalus is the Project Manager for Phase A of the planning and preliminary design for a trans-Hudson transit link connecting Rockland and Westchester Counties. This project provided the NYSDOT with the framework and baseline studies necessary for a Bus Rapid Transit (BRT) system that will utilize the Tappan Zee Bridge to connect with the existing rail centers along the I-287 corridor. Key components of the study involved the development of the overall corridor transit vision and a master program schedule for the ultimate implementation of the BRT system. The study focused on three primary BRT routes that connected with Metro North stations in Tarrytown, Port Chester, and the transit center in downtown White Plains. In addition to serving as the

Education:
MS, Civil Engineering Columbia University, 2001
BS, Civil Engineering City University of New York, 1988
Years with WSP | PB
12
Years with Other Firms:
16

overall Project Manager for this portion of the study, **WSP | Parsons Brinckerhoff** was also responsible for the traffic studies and oversaw the development of the traffic models of the arterials affected by the BRT system on both the Rockland and Westchester sides of the bridge.

- **Project Manager – I-287 Cross Westchester Expressway, Exit 8E Reconstruction, NYSDOT, 2011, Prime, D015680, CC: $55,000,000: (2013)**
  I-287 and Westchester Avenue at Interchange 8E currently have severe safety and operational problems and two deficient bridges. WSP was retained by the NYSDOT to provide Phase I – VI Preliminary and final bridge design and Phase V-VI Final Design for this interchange reconstruction project. The Final Design included improving overall traffic conditions, correcting safety deficiencies and designing the replacement of the two deficient bridges. As Project Manager, Mr. Kalus oversaw all aspects of highway and bridge design including traffic analysis, signal design, and alignment and geometry design of two new frontage roads and several highway ramps.

- **Traffic Impact Assessment for White Plains Linen, Peekskill, NY (2015)**
  Overseen by Mr. Kalus, WSP | Parsons Brinckerhoff performed traffic impact analysis as a part of Environmental Impact Statement for the proposed relocation of an existing facility of White Plains Linen. The purpose of the study was to determine an impact that added traffic traveling to and from the site would have on adjacent street network. The study involved a comparison of several scenarios: existing roadway and traffic conditions, future without relocation, future with relocation and relocation with proposed mitigation measures. Prepared report with analysis of specific traffic problems that can be anticipated and proposed recommendations for roadway and signal improvements to alleviate these problems.

- **WalMart Traffic Peer Review, Town of Wareham, MA (2011)**
  Mr. Kalus was instrumental in the preparation of the traffic peer review and continued development of mitigation measures associated with a new WalMart in the Town of Wareham. The peer review process led to the evaluation of summertime conditions for this Cape Cod community. The expanded analysis resulted in enhanced mitigation along both the primary state-owned arterial and local town-owned roadways that service the site.

- **Lead Traffic Engineer – Scoping for Toll Plaza Layouts at Various MTA Facilities, AW-48, New York, NY (TBTA) (On-going)**

  Mr. Kalus is the task leader for all of the traffic analysis and modeling performed as part of this project. All of the TBTA facilities, with the exception of the RKF Bronx and Henry Hudson plazas, are being evaluated for electronic toll collection alternatives. Mr. Kalus is responsible for collecting and analyzing the relevant traffic data at each facility to determine the representative peak hour periods that should be used at each location. Additional traffic volumes and physical inventory information are collected to supplement the available traffic information. Mr. Kalus is also responsible for all of the traffic modeling which is being developed using the microsimulation analysis program VISSIM. Existing condition models for each facility are created and calibrated to match actual observed field conditions and calibration measures such as throughput volume, vehicle speeds, and queue lengths. Future Now-Build and Build condition VISSIM models for plaza configurations that include Cash + E-ZPass, All Electronic Toll (AET), and full Open Road Tolling (ORT) are modeled using traffic projections that account for travel demand growth at each location. The VISSIM model is also being used to develop Measures of Effectiveness for each tolling option that will be utilized in making decisions about the future layout recommendations.

- **Project Manager – Noxon Road Highway Reconstruction Route 55 to Titusville, Dutchess County Public Works, Dutchess City, NY (2014)**
  This locally administered Federal-Aid project entails the preliminary and final design of 1.9 miles of roadway in the Town of LaGrange in Dutchess County, NY. Noxon Road serves as a vital connecting link between the Town of Poughkeepsie and the Taconic State Parkway, as well as other county and state routes leading to southern Dutchess County. Mr. Kalus serves as Project Manager for the restoration of this urban minor arterial. The project features a new two-course overlay, intersection design and capacity analysis, signal replacement, drainage improvements, areas of horizontal and vertical realignment, areas of curb, sidewalk and crosswalk installation, extensive impacts to right-of-way, new guide rail, signing, and striping. Mr. Kalus oversaw preliminary design and assessed all impacts for nearly 140 parcels on over 60 right-of-way maps. He has compiled the information into a final design approval document with preliminary plans. He is currently providing oversight to finish PS&E and coordination with multiple utility agencies.

# Katherine T. Craig, P.E.
## Traffic Engineer

Ms. Craig, a 12 year employee, is a transportation and traffic engineer for the firm. She has extensive experience in transportation planning and traffic engineering, working on projects throughout New York State. She has performed various tasks for traffic impact studies including: data collection, trip generation, and growth rate projections. Ms. Craig has been the traffic engineer of numerous major roadway reconstruction and corridor improvement projects, including operational/regional demand modeling. She utilizes numerous software packages to aid in the design of intersections and corridors such as InRoads highway design modeling software, VISSIM, Synchro and SimTraffic analysis software, and Microstation CADD to develop and evaluate numerous highways.

- **Traffic Engineer - Town of Monroe Traffic (2005 / 2016)**
  WSP | Parsons Brinckerhoff was retained as the Town of Monroe's traffic consultant to review traffic analysis for various proposed developments. Ms. Craig evaluated network modeling and simulation methods to determine the functionality of signal operations. WSP | Parsons Brinckerhoff was recently re-designated to review traffic and transportation studies for the Village of Monroe. WSP | PB will provide the Town of Monroe Planning Board with recommendations resulting from our review.
- **Project Manager – YMCA, Village of Monroe (Ongoing)**
  Ms. Craig oversaw the traffic study prepared for the proposed YMCA Facility in the Village of Monroe. Ms. Craig was responsible for reviewing the traffic and accident data to develop design treatments to provide for the new site generated traffic.
- **Traffic Engineer - Town of Wallkill Traffic (2006)**
  Review traffic analysis for various proposed developments. Ms. Craig evaluated network modeling and simulation methods to determine the functionality of signal operations.
- **Traffic Engineer – NYS Route 17 (Future I-86) Transportation Corridor Study (2013)**
  This project entailed a transportation corridor study for NYS Route 17 (future I-86) from Exit 105 in the Village of Monticello to Exit 131 in the Village of Harriman. This study examined the need for capacity improvements and developed and analyzed transportation alternatives in a broad corridor context to recommend feasible alternative(s) that were advanced into the design phase. This study emphasized traffic operations, travel demand analysis, travel demand projection, and the analysis of development potential. Ms. Craig utilized the Travel Demand Modeling software Visum to aid in the analysis. Ms. Craig analysed feasible alternatives such as adding a third lane to the corridor, a BRT/HOV lane, and a light rail option.
- **Traffic Engineer – Safety Investigation Reports at PIL's, Westchester, Orange & Rockland Counties, NY, NYSDOT (2005 – 2007)**
  As part of the Region 8 Design Service Agreement, WSP | Parsons Brinckerhoff conducted approximately 85 Highway Safety Investigation Reports at Priority Investigation Locations (PIL's) throughout the Hudson Valley, NY. Ms. Craig collected field data and assisted in the analysis of the accident data and the preparation of the draft road condition diagrams. She also attended a training seminar for the software program VISSIM. VISSIM allows for an easy comparison of design alternatives including signalized and stop sign controlled intersections, roundabouts, and grade separated interchanges. Ms. Craig utilized the software to develop and analyze modern roundabouts in various locations.
- **Traffic Engineer – NYS Route 17 (Future I-86) Transportation Corridor Study (2013)**
  This project entailed a transportation corridor study for NYS Route 17 (future I-86) from Exit 105 in the Village of Monticello to Exit 131 in the Village of Harriman. This

Education:
ME, Civil Engineering City College, 2006
BS, Civil Engineering Univeristy of Vermont, 2004
Years with WSP | PB
12
Years with Other Firms:
0

study examined the need for capacity improvements and developed and analyzed transportation alternatives in a broad corridor context to recommend feasible alternative(s) that were advanced into the design phase. This study emphasized traffic operations, travel demand analysis, travel demand projection, and the analysis of development potential.

- **Traffic Engineer – Traffic Modeling Assessment at the Throgs Neck Bridge, TN-50, N (2009)**
  Working with NYMTC's Best Practice Model (BPM), Ms. Craig developed future year projections for the major arterials in northeastern Queens to analyze the potential effects of lane closures during the reconstruction of the approaches to the Throgs Neck Bridge. Ms. Craig utilized the microsimulation program VISSIM to analyze traffic operations during the ramp and lane closures and to develop mitigation measures for review and approval by NYCDOT

- **Design Engineer – Plaza Layout at Various Facilities, HNTB Corp. (Ongoing)**
  All of the TBTA facilities, with the exception of the RFK, Bronx and Henry Hudson plazas, are being evaluated for electronic toll collection alternatives. Ms. Craig is responsible for collecting and analyzing the relevant traffic data at each facility to determine the representative peak hour periods that should be used at each location. Additional traffic volumes and physical inventory information are collected to supplement the available traffic information. Ms. Craig is also responsible for all of the traffic modeling which is being developed using the microsimulation analysis program VISSIM. Existing condition models for each facility are created and calibrated to match actual observed field conditions and calibration measures such as throughput volume, vehicle speeds, and queue lengths. Future Now-Build and Build condition VISSIM models for plaza configurations that include Cash + E-ZPass, All Electronic Toll (AET), and full Open Road Tolling (ORT) are modeled using traffic projections that account for travel demand growth at each location. The VISSIM model is also being used to develop Measures of Effectiveness for each tolling option that will be utilized in making decisions about the future layout recommendation at each facility.

- **Design Engineer – RFK Toll Plaza Rehabilitation, TBTA, Bronx, NY (Ongoing)**
  Ms. Craig is a design engineer for the $250M reconstruction of the RFK Toll Plaza. The reconstruction of the Bronx Toll Plaza represents the final component in the rehabilitation of the Robert F. Kennedy (RFK) Bridge mainline between Queens and the Bronx, NY. A major component of the Bronx Plaza reconstruction is the replacement of the existing toll booths with a new toll plaza that can provide the Authority with the flexibility to modify toll collection operations to take advantage of future technological advances. As part of the Conceptual Design Studies, WSP | Parsons Brinckerhoff developed the construction staging and maintenance and protection of traffic plans to reconstruct the plaza with no permanent lane closures and minimal disruptions of traffic for the over 200,000 vehicles that use the facility every day.

- **Bronx-Whitestone Expressway/Cross Island Parkway Interchange Improvements Queens, NY, Triborough Bridge and Tunnel Authority (2009)**
  As part of the TBTA's long-range plan, WSP | Parsons Brinckerhoff developed design options to improve operations and safety through the Bronx-Whitestone/Cross Island Parkway interchange. Alternatives to improve flow between the Bronx-Whitestone and Throgs Neck Bridge were also investigated so that demand for the two structures could be directed to the less congested bridge through a variety of transportation management tools including Variable Message Signs (VMS), Highway Advisory Radio (HAR), Web-base information, and the potential for value pricing. Using output from the New York Metropolitan Council's (NYMTC) Best Practices Model (BPM), WSP | Parsons Brinckerhoff developed a model of the interchange using the CORSIM/TSIS model to evaluate the effectiveness of the roadway improvements in addressing both existing and future conditions. WSP | Parsons Brinckerhoff utilized Synchro to model the local road and intersection modifications to facilitate the larger highway improvements, while also improving vehicular flow and pedestrian safety on the City owned roadways. Ms. Craig analyzed the existing drainage system to determine any hydraulic deficiencies and designed the proposed drainage system to address these deficiencies and to satisfy the storm water management basis requirements. Ms. Craig was also instrumental in the design of the MPT plans to allow the approach structure to be demolished in stages without affecting the structural integrity of the bridge.

# Peter S. Mancuso, P.E., PTOE
## Transportation Engineer

Mr. Mancuso brings unique experience to the table, having worked on a wide variety of transportation related projects throughout his career. His experience ranges from the use of VISSIM traffic simulation software, including the creation of 3D environments, for a number of traffic models to being responsible for the signal design of various projects involving overhauls and upgrades of existing intersection traffic signal infrastructure in the greater New York City metropolitan region. He is also proficient in various transportation analysis software packages including HCS and SYNCHRO, and has utilized them extensively for New York City and New York State environmental impact studies (CEQR/SEQRA). Mr. Mancuso has held many roles on these and other major transportation projects, from task leader to project manager, including quality control and assurance for technical analyses, reports, design drawings, and specifications.

- **Transportation Engineer – No. 7 Subway Extension/Rezoning and Development Program for the Hudson Yards Area of Far West Midtown Manhattan, NY (2004 - 2005)**
  Transportation engineer providing traffic analysis for the Final Generic Environmental Impact Statement (FGEIS). The project includes the analysis and mitigation, using HCS, of a traffic network of over 200 intersections and 10 alternatives for a proposed major rezoning proposal in Midtown Manhattan. Provided traffic analyses in conjunction with MPT phasing alternatives.
- **Transportation Engineer – Long Island Expressway (LIE) – Grand Central Parkway (GCP) and Van Wyck Expressway (VWE) Interchange Improvement Project, Queens County, New York, NY (2004 - 2008)**
  Transportation engineer responsible for developing the future balanced traffic flows, preparing various spreadsheets used to input and output CORSIM data for air quality analysis using MS Excel macros, and conducting traffic and pedestrian capacity and operational analyses.
- **Lead Transportation Engineer – New York City School Construction Authority On-Call Site Acquisition and State Environmental Quality Review Act (SEQRA) Services, New York, NY (2005 - Present)**
  Lead transportation engineer providing traffic and pedestrian analyses in conjunction with the proposed development of new early childhood centers, elementary, intermediate and high schools or expansions to existing public schools. He managed the data collection programs, performed traffic and pedestrian impact analyses, calculated vehicular and pedestrian trip generation for the proposed schools, and prepared the final technical reports. Projects include various schools in the Bronx, Manhattan, and Queens with enrollments ranging from 200 to 1,200 students.
- **Transportation Engineer – Rehabilitation of FDR Drive – East 25th Street to East 42nd Street, New York, NY (2005 - 2008)**
  Transportation engineer responsible for developing balanced traffic volume networks and analyzed traffic conditions on freeway segments and local streets. The project involves looking at several alternatives including the potential closure of entrance and exit ramps and evaluating the effects of resulting traffic diversions using a traffic simulation model capable of performing dynamic traffic assignments.
- **Transportation Engineer – Lincoln Tunnel Exclusive Bus Lane (XBL) Capacity Enhancement Feasibility Study, New York/New Jersey (2005 – 2006)**
  Transportation engineer providing technical support in the development of hour-by-hour base year vehicle and toll specific trip tables for the peak period from traffic and O-D survey data and balanced network flow maps. The modified New York Metropolitan Transportation Council (NYMTC) regional travel demand model was used to forecast future year traffic patterns for each alternative, which he then translated into trip tables for VISSIM simulation. The project evaluated the feasibility

Education:
ME, Transportation Planning and Engineering, Polytechnic University, 2009
BS, Civil Engineering Polytechnic University, 2004
Years with WSP | PB
11
Years with Other Firms:
0

of various alternatives to provide for a second exclusive bus lane or a priority lane for buses and high-occupancy vehicle (HOV) lanes along the corridor.

- **Transportation Engineer – Long Island Railroad Atlantic Yards Design, Brooklyn, New York (2006)**
  Design of the temporary and permanent rail yard relocation associated with the construction of a $5 Billion development project including the Atlantic Yards Arena. Transportation engineer assisting with developing typical sections and details for both the temporary and permanent yard designs. Peter also designed the onsite roadways to be used by the facility's vehicles by using the computer software aid, AutoTURN for AutoCAD. The results were used for the design of the track placements, signage, and guiderails/other barriers. Other tasks included coordinating utility layouts and performing grading design.
- **Transportation Engineer – Chatham Square Intersection Concept Study, New York, NY (2006)**
  Transportation engineer assisting with analyzing the effects of reconfiguring a complex intersection in Lower Manhattan that was affected by street closures implemented as security measures following the events of September 11, 2001. The project involved the development of a conceptual plaza design to replace the existing streetscape. He designed conceptual roadway alignments and used AutoCAD to produce concept design drawings. He was responsible for the traffic analysis of the conceptual design using SYNCHRO as well as identifying potential conflicts between existing underground utilities and proposed traffic signal infrastructure.
- **Design Engineer – Staten Island Expressway (I-278) Access Improvements, Staten Island, NY (2009)**
  Design Engineer responsible for SYNCHRO analysis and developing traffic signal plans of service road intersections. The project involves the design of new ramps and auxiliary lanes, reconfiguration and relocation of existing ramps, and new bridges and bridge widenings to accommodate the ramps and auxiliary lanes between the Verrazano-Narrows Bridge toll plaza and Renwick Avenue (2.5 miles).
- **Transportation Engineer - Lower Concourse Rezoning, Bronx, New York (2009)**
  Transportation engineer responsible for traffic and transportation analysis for the Draft Environmental Impact Statement (DEIS). The project includes the analysis and mitigation, using HCS, of a traffic network of 40 intersections for a proposed major rezoning proposal in the South Bronx.
- **Transportation Engineer - Western Rail Yard Final Environmental Impact Statement (FEIS), New York City, New York (2009)**
  Transportation engineer responsible for preparing the traffic impact analyses for a rezoning action to permit the development of approximately 6 million square feet (560,000 square meters) of mixed-use development above an existing storage yard used by Long Island Rail Road commuter trains. In his primary role on this project, Peter lead the effort to complete and QA/QC the HCS analysis of over 100 intersections for 4 time periods and 2 build alternatives.
- **Design Engineer - Verrazano Narrows Bridge Toll Plaza Interchange Improvements, Staten Island, New York (2013)**
  Design engineer responsible for signal design and traffic analysis using VISSIM and SYNCHRO for interchange and toll plaza improvements on the Staten Island Expressway. The work included the conceptual, preliminary and detailed designs of a new interchange with average daily traffic of 200,000 vehicles per day.
- **Design Engineer - Westchester County Department of Transportation (DOT) Central Avenue Corridor Transit Signal Priority (TSP)/Bus Rapid Transit (BRT), Westchester County, New York (2013)**
  Design engineer responsible for the traffic analysis and conceptual intersection design for various intersections along the proposed BRT route. The project involves the installation of TSP and Queue Jumpers for the use of a new BRT system along Central Avenue. The corridor has the highest volume of bus system ridership in Westchester County.

## RATES

| | |
|---|---|
| *Bernard H. Kalus, P.E., P.T.O.E. – Project Manager* | *$195 / hr* |
| *Katherine Craig, P.E. – Traffic Engineer* | *$125 / hr* |
| *Peter S. Mancuso – Transportation Engineer* | *$125 / hr* |




WSP | Parsons Brinckerhoff
555 Pleasantville Road, South Bldg.
Briarcliff Manor, NY 10510
(914)747-1120

WSP | PARSONS BRINCKERHOFF

Village of Port Chester - Traffic and Transportation Engineering
RFP# 2016-07
Hourly Rate Structure

| Staff member | Hourly Billing Rate | |
|---|---|---|
| | Escrow retainer assignments | Municipal Engineering assignments |
| Bernard Kalus, P.E., PTOE | $195.00 | $195.00 |
| Katherine Craig, P.E. | $125.00 | $124.15 |
| Peter S, Mancuso, P.E., PTOE | $125.00 | $121.37 |

Additional staff can be assigned to the project based on the actual work resulting from the contract.
Muncipal engineering assignments will be billed based on actual salaries of staff x overhead x 10% profit
Current overhead for WSP/PB is at 149%

RESOLUTION

AWARDING BID FOR TRAFFIC & ENGINEERING PROFESIONAL SERVICES RFP #2016-07

On motion of Trustee , seconded by Trustee ,

the following resolution was adopted by the Board of Trustees of the Village of Port Chester, New York:

WHEREAS, the Village of Port Chester solicited bids for traffic & engineering professional services through a Request for Proposals process (RFP #2016-07); and

WHEREAS, the Village received 11 responses, all of which were deemed complete; and

WHEREAS, after ranking the 11 responses and interviewing the four top scoring firms, the Village Manager, Village Engineer, Department of Planning & Economic Development and Planning Commission all recommend AKRF as the superior respondent.

NOW, THEREFORE, be it

RESOLVED, that the Board of Trustees hereby awards the bid to AKRF, 34 South Broadway, Suite 401, White Plains, NY 10601 to provide traffic and transportation engineering professional services to the Village of Port Chester; and be it further

RESOLVED, that such services shall be for a period of five years, starting from the date of this resolution; and be it further

RESOLVED, that such services shall be provided with compensation as follows, to be confirmed on a yearly basis, with costs to be charged back to applicants:

| | |
|---|---|
| Officer | $210/hour |
| Senior Technical Director | $205/hour |
| Technical Director | $195/hour |
| Senior Professional | $175/hour |
| Professional II | $140/hour |
| Professional I | $130/hour |
| Technical II | $120/hour |
| Technical I | $95/hour; and be it further |

RESOLVED, that such services shall be provided with compensation as follows, to be confirmed on a yearly basis, with costs to be charged back to the Village of Port Chester when services are rendered for projects generated by the municipality:

| | |
|---|---|
| Officer | $205/hour |
| Senior Technical Director | $200/hour |
| Technical Director | $195/hour |
| Senior Professional | $175/hour |
| Professional II | $140/hour |
| Professional I | $130/hour |
| Technical II | $120/hour |
| Technical I | $95/hour; and be it finally |

RESOLVED, that the Village Manager is hereby authorized to enter into a contract with AKRF and that the form and content of said contract shall be subject to the approval of the Village Attorney.

Approved as to Form:

_____
Village Attorney, Anthony Cerreto

RESOLUTION

AWARDING BID FOR TRAFFIC & ENGINEERING PROFESIONAL SERVICES RFP #2016-07

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| Technical I | $95/hour; and be it finally |

RESOLVED, that the Village Manager is hereby authorized to enter into a contract with AKRF and that the form and content of said contract shall be subject to the approval of the Village Attorney.

Approved as to Form:

_____
Village Attorney, Anthony Cerreto

RES - 05
BOT12-19-2016

VILLAGE OF
# PORT CHESTER
222 Grace Church Street, Port Chester, New York 10573

## AGENDA MEMO

**Department:** Village Engineer

**BOT Meeting Date:** 12/19/2016

**Item Type:** Resolution

**Sponsor's Name:** Dolph Rotfeld, Village Engineer

| Description | Yes | No | Description | Yes | No |
|---|---|---|---|---|---|
| Fiscal Impact | ☒ | ☐ | Public Hearing Required | ☐ | ☒ |
| Funding Source: | | | BID # | | |
| Account #: | | | **Strategic Plan Priority Area** | | |
| | **Yes** | **No** | N/A | | |
| Agreement | ☒ | ☐ | **Manager Priorities** | | |
| Strategic Plan Related | ☐ | ☒ | N/A | | |

## Agenda Heading Title
*(Will appear on the Agenda as indicated below)*

AWARDING BID FOR 2016-09 SANITARY SEWER LINING AND MANHOLE REHABILITATION PHASE 4 PROJECT

## Summary

**Background:**

As part of a multi-year plan to upgrade the Village's sanitary sewer system, the proposed resolution will award the bid for the 2016 Sanitary Sewer Lining and Manhole Rehabilitation Phase 4 Project (Bid No. 2016-09).

The Village's consulting engineer, Dolph Rotfeld Engineering, P.C., has reviewed the bids and recommends that the bid be awarded to the low bidder. Green Mountain Pipeline Services, Slingerlands, New York.

The Village Treasurer advises that this expense was anticipated with sufficient capital funds available to undertake this project.

| Proposed Action |
| --- |

That the Board of Trustees adopt the Resolution

| Attachments |
| --- |
| Memo from Dolph Rotfeld |

AWARDING BID FOR 2016-09 SANITARY SEWER LINING AND MANHOLE REHABILITATION PHASE 4 PROJECT

On motion of TRUSTEE _____, seconded by TRUSTEE _____,

the following resolution was adopted by the Board of Trustees of the Village of Port

Chester, New York:

WHEREAS, the Village of Port Chester has advertised for bids for the 2016 Sanitary Sewer Lining and Manhole Rehabilitation Phase 4 Project (Bid No. 2016-09); and

WHEREAS, the Village received seven bids for this work; and

WHEREAS, the Village's consulting engineer, Dolph Rotfeld Engineering, P.C., recommends that the Board accept the low bid of Green Mountain Pipeline Services, Slingerlands, New York in the amount of $2,512,745.00 which meets all the specifications as set forth in the bid documents. Now, therefore, be it

RESOLVED, that the Board of Trustees hereby awards the bid for the 2016 Sanitary Sewer Lining and Manhole Rehabilitation to Green Mountain Pipeline Services, 1 Bullock Road, Slingerlands, New York 12159; and be it further

RESOLVED, that the Village Manager is hereby authorized to enter into an agreement with the contractor, and be it finally

RESOLVED, that the Board authorizes the Village Treasurer to make appropriation from the Sewer Improvement Project a/c 5.8120.400.2013.132 in the Capital Fund.

Approved as to Form:

_____

Anthony M. Cerreto, Village Attorney

**ROLL CALL**

**AYES:**
**NOES:**
**ABSENT:**

**DATE:**

**Dolph Rotfeld Engineering, P.C.**

CONSULTANTS & DESIGNERS

200 White Plains Road, Tarrytown, NY 10591 • (914) 631-8600

December 13, 2016

Mr. Christopher Steers
Village Manager
222 Grace Church Street
Port Chester, N.Y. 10573

RE: 2016 Sanitary Sewer Lining Phase 4 2016-09
Bid No. 2016-09
Port Chester, New York

Dear Mr. Steers:

On December 13, 2016, seven bids were received for the above referenced project. The bidder with the apparent lowest bid was Green Mountain Pipeline Services with a bid price of $2,512,745.

This office has worked with Green Mountain Pipeline Services on previous projects and has found that their work is satisfactory.

This office hereby recommends the award of the above referenced contract to Green Mountain Pipeline Services so that the work can commence as soon as possible.

Sincerely,

Dolph Rotfeld, P.E., BCEE

C: A. Cerreto, Village Attorney
D. Thomas, Village Clerk
L. Douglas, Village Treasurer
R. Cambareri, Village DPW General Foreman

RES - 06
BOT12-19-2016

VILLAGE OF
# PORT CHESTER
222 Grace Church Street, Port Chester, New York 10573

## AGENDA MEMO

**Department:** Planning and Development Department
**Department:** Office of the Village Manager

**BOT Meeting Date:** 12/19/16

**Item Type**: Resolution

| | |
|---|---|
| **Sponsor's Name:** | Christopher Steers, Village Manager |
| **Sponsor's Name:** | Eric Zamft, Director of Planning & Economic Development |

| Description | Yes | No | Description | Yes | No |
|---|---|---|---|---|---|
| Fiscal Impact | ☒ | ☐ | Public Hearing Required | ☐ | ☒ |
| Funding Source:<br><br>Account #: | | | BID #2016-08<br>**Strategic Plan Priority Area**<br>N/A | | |
| | **Yes** | **No** | | | |
| Agreement | ☒ | ☐ | **Manager Priorities** | | |
| Strategic Plan Related | ☐ | ☒ | Performance Management | | |

## Agenda Heading Title
***(Will appear as indicated below on Agenda)***

Resolution Awarding RFP # 2016-08 for Radio Frequency Review Professional Services

## Summary


Background
On September 9, 2016, the Village of Port Chester issued a request for proposals ("RFP") seeking proposals for radio frequency review professional services (RFP #2016-08). This RFP sought radio frequency services to primarily review wireless proposals before the Planning Commission.

By the due date of September 30, 2016, the Village received one response, from Centerline Communications, which was deemed complete. Centerline Communications

was then interviewed by phone during the week of October 24, 2016. Additionally, the Planning Commission was briefed on the process at their October 24, 2016 meeting and was in support of retaining Centerline Communications.

Based upon their proposal and interview, the Department of Planning & Economic Development recommends that that the Board of Trustees award RFP #2016-08 to Centerline Communications to act as the Village's radio frequency review consultant for a period of five years.

| **Proposed Actions** |
| --- |
| • Adopt the resolution to retain Centerline Communications for radio frequency review professional services |

| **Attachments** |
| --- |
| • RFP<br>• RFP Response |

# VILLAGE OF PORT CHESTER

**REQUEST FOR PROPOSALS**
***FOR RADIO FREQUENCY REVIEW PROFESSIONAL SERVICES***
**RFP # 2016-08**

**Date: September 9, 2016**

**Christopher D. Steers**
**Village Manager**

**REQUEST FOR PROPOSALS (RFP # 2016-08)**
**VILLAGE OF PORT CHESTER**
**RADIO FREQUENCY (RF) REVIEW PROFESSIONAL SERVICES**

The Village of Port Chester is seeking proposals from creative, qualified firms or individuals to provide consulting services for radio frequency (RF) review and analysis for applications for wireless telecommunications facilities by the Village of Port Chester Planning Commission under Article XVIII (Wireless Telecommunications Facilities) of Chapter 345 (Zoning) of the Code of the Village of Port Chester. This work is to be performed on an on-call service basis.

## SCOPE OF SERVICES

Services will include, but are not limited to:

- Review and verify radio frequency (RF) reports and determine coverage needs and saturation
- Assist the Village in maintaining an inventory of the Village's wireless telecommunications facilities
- Appear at meeting of the Board of Trustees and Planning Commission on an as needed basis to discuss applications, projects, and creative solutions
- Testify in court, if needed, as an expert witness

## MINIMUM QUALIFICATIONS/REQUIREMENTS

The successful candidate must be a radio frequency engineer, health physicist, or other qualified professional, and should have direct experience working with municipalities. Criteria that will be considered by the Village in its review of proposals will include, but is not limited to:

- Knowledge of Federal regulations
- Experience working on radio frequency (RF) reports
- Municipal experience
- State of New York experience
- General availability to respond to requests
- Anticipated general schedule and response time
- References
- Fees

## PROPOSAL CONTENT

The proposal should, at a minimum, contain the following information:

- **Cover Page** – Submit a signed coversheet on letterhead stationery that includes a statement that the proposal is submitted in response to RFP 2016-08: Radio Frequency Review Professional Services.
- **Qualifications** – Provide professional experience and work history, including a general

summary description of the firm and specific qualifications with providing similar services.

- **Personnel** – Provide list and resumes of key personnel. The point person should be specifically identified.
- **References** – Include the name, address, and telephone number of three (3) clients for whom similar services are or have recently been performed.
- **Fees** – The proposal should include hourly rates of the personnel to be assigned to the awarded contract and any expenses expected to be incurred. Specific hourly billing will be applied and no percent of any contract payment will be furnished and paid by the Village without backup billing showing hours worked, multipliers, and reimbursable expenses (reimbursable expenses will be charged at the actual cost; no multiplier will be allowed).

## SUBMITTAL REQUIREMENTS

Proposals must be received no later than 10:00 AM on September 30, 2016 by the Village Clerk at the following address:

Village of Port Chester
Village Clerk's Office
222 Grace Church Street, Suite 150
Port Chester, NY 10573
Attn: Christopher D. Steers, Village Manager

Proposals must be submitted in a sealed envelope and have original signature and date. Please deliver five (5) printed copies of the proposal and an electronic version of the proposal on a CD, DVD, or flash drive. Please place a label on the envelope stating: "RFP 2016-08: Radio Frequency Review Professional Services".

## INQUIRIES

Any questions or requests for additional information regarding this RFP must be in writing via mail, fax, or e-mail directed to Christopher D. Steers, Village Manager via the Village Clerk, received no later than three (3) business days prior to the submission deadline. Telephone (914) 939-2200/Fax (914) 937-3169/email: dthomas@portchesterny.com. All questions or requests for additional information must include your name, address, phone number, and e-mail address. The Village is not responsible for any failure in the delivery of an inquiry. E-mail inquiries must include the subject line "RFP 2016-08: Radio Frequency Review Professional Services".

## INTERVIEWS

The Village Manager, Board of Trustees, and/or Planning Commission may schedule interviews with prospective candidates to permit further evaluation of the candidate.

## AWARD

The award will be made to the candidate that best meets the Board of Trustee's and/or Planning Commission's needs and requirements. The Village reserves its right to reject any and all proposals in the best interest of the Village. The successful candidate must be ready, willing, and able to proceed and sign an agreement satisfactory in form to the Village Attorney.

## EXPENSES INCURRED BY RESPONDING CONSULTANT

The Village will NOT be responsible for any expenses or costs incurred by any responding consultant organization(s) at any time in preparing and submitting a proposal or requested supplemental information in response to this RFP.

CENTERLINE COMMUNICATIONS

95 Ryan Drive, Suite 1
Raynham, MA 02767
781.713.4725
617.249.0819

September 26, 2016

Village of Port Chester
Village Clerk's Office
222 Grace Church Street, Suite 150
Port Chester, NY 10573
Attn: Christopher D Steers, Village Manager

Re: RFP 2016-08: Radio Frequency Review Professional Services

Mr. Stevens,

This letter form Centerline Communications, LLC ("Centerline") is a formal response to *RFP 2016-08: Radio Frequency Review Professional Services* from the Village of Port Chester dated September 9. 2016.

Centerline is a full service telecommunications company, based in Raynham, Massachusetts, with expertise in Wireless Site Acquisition and Site permitting, Wireless Site Construction Management, Wireless Site Construction and Integration and Radio Frequency (RF) Design, Planning and Compliance services.

Centerline has been in business for over 10 years and our personnel have been providing our wireless services to commercial, municipal and military clients on various projects nationwide. Centerline's expert wireless teams have extensive in the preparation and review of all facets of wireless applications and provide these services to our clients on a daily basis.

Centerline has reviewed the specified services and qualifications per the referenced RFP and is confident that our RF engineering and development team is capable to execute the required services to assist the village with its need for RF application review tasks.

Our team is available at any time for interview or to answer any questions as may be deemed necessary.

Sincerely,



Scott Heffernan

Director, RF Engineering
**Centerline Communications, LLC**
95 Ryan Drive, Suite 1
Raynham, MA 02767
978-660-3998

CENTERLINE COMMUNICATIONS
95 Ryan Drive, Suite 1
Raynham, MA 02767
781.713.4725
617.249.0819

**RF Personnel:**

Scott Heffernan – Director, RF Engineering
Ryan McManus – RF Emissions Compliance Manager
Brian Frazier – Sr RF Design Engineer

**References:**

1) **T-Mobile**: Jason Overbey – RF Engineering Manager Connecticut
    a. Phone: 860-796-1243
    b. Address: 35 Griffin Road South, Bloomfield, CT 06002
2) **Verizon Wireless**: Mirela Marku – RF Engineering Manager (New England)
    a. Phone: 508-479-3199
    b. Address: 400 Friberg Parkway, Westborough, MA 01581
3) **ExteNet Systems:** Sunday Aiyash – RF Compliance Manager
    a. Phone: 630-245-1904
    b. 3030 Warrenville Road, Lisle, IL

**Fees:**

Centerline Communication's billable rate for RF Engineering Services is $175.00/hour. Expected expenses would include travel and presentation materials as required for hearings and meetings.

## SCOTT HEFFERNAN

### SUMMARY OF EXPERIENCE

Mr. Heffernan has over 20 years of experience in the wireless industry and has worked for many commercial carriers and engineering consulting companies in various locations across the country. He is experienced in radio Frequency (RF) theory as well as the various engineering tools and software necessary for analysis and design.

### RELEVANT PROJECT EXPERIENCE

Prior to joining Centerline Communications, LLC he was involved in many aspects of the wireless field including network / site design, implementation and optimization for many commercial carriers as well as third party vendors that supply radio frequency (RF) Engineering services to commercial wireless carriers, municipal, government and military agencies. He is the lone designee to present RF Engineering testimony before the Connecticut Siting Council on behalf of T-Mobile and has presented this same testimony on behalf of many carriers and infrastructure providers in several states.

Mr. Heffernan has experience in all phases of RF site design including macro site design (Tower, Rooftop), small cell and micro site design and in-building site design, including holding iBwave design certifications for all three levels for in building design.

Scott is and has been in charge groups that handle RF compliance for wireless facilities nationwide. These compliance tasks include RF Emissions compliance testing / calculations and mitigation and full scale interference analysis and mitigation solutions.

### EDUCATION

BS Physics – Clark University (1994)
MCS Telecommunications Engineering – Northeastern University 1997
United States Signal School – Fort Gordon (1995)

### PROFESSIONAL / MILITARY AFFILIATIONS

Institute of Electrical and Electronics Engineers

US Army

## BRIAN FRAZIER

### SUMMARY OF EXPERIENCE

Mr. Frazier has over twenty-five years of experience in the implementation of wireless and wired voice and data networks in various capacities. He has been on the forefront of LTE wireless system analysis and planning, and the design and optimization of LTE networks.

Brian is an expert in the use of many professional propagation software packages in all radio spectrums. He utilizes GIS software such for the development of site search rings and network design documentation. And also has utilized drive test equipment and post processing software to develop comparative analysis of the drive test vs. the predicted coverage.

Brian's in-depth network design experience spans many technologies, including: Broadband RF, HFC, Fiber Optic, DAS, Smart Grid and Small Cell designs, along with microwave path point-to-point profiles.

He has managed the design and construction of Broadband Telecommunications Centers, and has many years' experience in various applications of process engineering within and outside of the Telecommunications Industry.

### RELEVANT PROJECT EXPERIENCE

Prior to joining Centerline Communications, LLC he was involved with site acquisition, testing, turn-up and drive testing for Regional and National Cellular Carriers along with ILECs, WISPs and the Power Industry Smart Grid. He also provided state and local hearing testimony and documentation for several hundred telecommunications facilities regarding site justification and design throughout the years.

His in-building design and project management has been without question dynamic. With the design and RF oversight of hundreds of venues including many shopping malls such as the King of Prussia Mall in Pennsylvania, casinos through the US, airports, high-rise hotels, stadiums such as the Susquehanna Bank Center in New Jersey, and other venues such as The Kennedy Center for the Performing Arts, The Library of Congress in Washington DC, and the Empire State Building.

Brian has developed several system wide optimization plans for various technologies throughout his career, and implemented them based on subscriber loading and potential offloading of traffic to the network. He has directly coordinated with adjacent carriers to minimize frequency interference and maintain network performance within the given FCC License Area and frequencies.

### EDUCATION

MS EE/Computer Science-Massachusetts Institute of Technology-NOMAD / 1986
BS Engineering-Boston University / 1984
AS Electronic Engineering-Franklin Institute of Technology / 1982

### PROFESSIONAL AFFILIATIONS

Institute of Electrical and Electronics Engineers

Society of Cable and Telecommunications Engineers-Recipient of the SCTE Field Operations Award

## RYAN MCMANUS

### SUMMARY OF EXPERIENCE

Ms. McManus has nine years of experience in the telecommunications industry, specifically in the radiofrequency electromagnetic (RF-EME) safety and compliance sector. This includes RF-EME compliance modeling and onsite monitoring for several of the major wireless carriers nationwide. She has a deep knowledge of carrier mitigation policies and has worked on many nationwide EME compliance efforts for many of the major carriers through the implementation of new technologies over the last few years.

### RELEVANT PROJECT EXPERIENCE

Prior to joining Centerline Communications, LLC Ryan managed the completion of over 35,000 RF safety and compliance reports for T-Mobile, AT&T, Verizon, and Sprint in markets nationwide. She has completed and reviewed specialized RF modeling and monitoring reports to meet the specific requirements of local/county wireless ordinances. Her project management experience has ranged from providing technical support to clients in developing scopes of work to overseeing and tracking multiple site portfolios to ensure client deadlines are met. She has worked closely with the wireless carriers to develop scopes of work and report templates based on FCC, OSHA and specific carrier requirements to achieve and maintain compliance on all of their cell sites. She has conducted multiple training sessions with employees on carrier policies and FCC requirements in regards to RF Safety and Compliance.

### EDUCATION

BS Environmental Studies, Connecticut College / 2008

**Scott Heffernan**
58 Redstone Hill Road
Sterling, MA 01564
978-660-3998
sheffernan@clinellc.com

## SUMMARY

Twenty years experience in wireless engineering including system design, optimization and management. A proven track record of strong leadership and successful management of complex network deployments and operations. Strengths include strong RF knowledge, extensive background in the communications field, supervisory experience in both commercial and military environments, work well in a team environment and simultaneous management of a large number of projects involving varied technologies, financial goals, and management structures. Consistently oversaw projects that met or reduced timelines and expenses.

## CURRENT STATUS

**National RF Engineering Director, Centerline Communications, LLC, Raynham, MA May 2016 to Present**

Management of national RF engineering and RF emissions compliance group focused on RF design, integration and optimization as well as federal compliance for RF emissions and RF interference mitigation. Responsible for hiring, training, management and budgeting to technical capabilities and project timelines are continually met. Additional responsibilities include support of sales channels with technical support and focused solutions for client requests. Responsibilities include:

- RF Coverage Propagation Analysis / Site Candidate analysis (ATOLL / EDX / Asset)
- Network Site Design Solutions (Coverage, Capacity and Spectral efficiency)
- RF Interference Analysis and Mitigation solutions
- RF Signal Measurement and Benchmarking
- Frequency Planning and Network Traffic Analysis
- Network System Performance Statistic Monitoring (KPI)
- RF Emissions calculations and testing (FCC MPE Compliance)
- Distributed Antenna System (DAS)/In-building Design Solutions (iBwave Certified Levels 1-2-3)
- OEM Certifications: Spider Cloud, ADRF, JMA, SOLID, Ericsson
- Microwave Path Design (PathLoss 5.0)
- Expert Witness Testimony (Municipal Permitting, Legal testimony for TCA cases)
- Third Party Siting Application review
- AM station analysis (MoM modeling and field strength readings) and detuning services
- Passive Intermodulation Testing (PIM).
- Emissions Compliance Solutions: Barriers, Signage plans, Striping, Design alternatives
- Sales oversight for all technical services for service offerings, pricing and client presentation

**RELEVANT EXPERIENCE**

**National RF Engineering Director, EBI Consulting, Burlington, MA January 2012 to April 2016**

Management of a team consisting of 45 RF personnel focused on Turnkey RF Design, optimization and Federal compliance solutions for FCC licensed carriers and government agencies. Tasks include the execution and oversight of all client deliverables for the RF Engineering group. Responsible for RF department budgets and business plans to ensure continued revenue increase per service type year over year. In charge of employee hiring and organizational structure requirements to ensure that adequate headcount is available across varied levels of technical expertise.

**President / Principal Engineer, Transcom Engineering Inc. / Telesite, LLC, Sterling, MA**
**July 2000 to January 2012**
Involved in major wireless design and optimization projects in both commercial and government settings. Projects include GSM/UMTS, iDEN, LTE network rollouts including site design and network performance for Nextel, Verizon Wireless, AT&T Wireless / Cingular and T-mobile, UMTS upgrade projects for Cingular, design, optimization and frequency planning for Nextel / Sprint as well as LMR systems for Government and Municipal agencies including several military branches, Department of Homeland Security and the Department of Justice. Wi-Fi network design, deployment and optimization for Time Warner Cable (Southern California).

- Responsible for all phases of cellular/PCS/LMR system design and implementation as well as determining RF coverage, capacity and interference designs and Link budget analysis
- Spectrum allocation based on traffic and interference statistics, including channel pool creations to handle traffic in multi-layer systems (macro, micro, pico site designs)
- Spectrum coordination between commercial carriers and government, military and law enforcement organizations to ensure interference-free radio environments
- Design, optimization and deployment experience utilizing Ericsson, Nokia, Nortel, Lucent and Motorola BTS equipment
- Design, deployment and optimization of Wi-Fi networks for Time Warner Cable.
- Microwave backhaul analysis and design using Pathloss 5.0
- LoS path surveys
- Regulatory filings including Radio Frequency emissions testing and safety plan creation for compliance verification with applicable FCC, OSHA and local regulations.
- Coverage analysis to determine viability of new technology progressions including UMTS and LTE
- Network performance management through network statistics and network drive data analysis
- Candidate evaluation including propagation analysis, site visits / surveys and drive tests
- Experience with software such as Planet, Planet EV, Wizard, Asset, Radio Soft, Comsite design, RCC Commsite Pro Interference predictor, ADTI Htz Warfare, Actix Analyzer, Comarco Workbench and, Grayson WMI
- Extensive experience with Map Info
- Frequency planning and optimization
- Interference mitigation Techniques
- Vast experience as a Zoning / permitting expert witness in many states, including the designation as sole representative for Connecticut Siting Council proceedings for T-Mobile.
- Daily System traffic and statistical trending to target system faults including interference, resource blocking and switch/BSC parameter adjustment requirements
- Special projects – In building/tunnel design, 802.xx Mesh networks, Distributed Antenna Systems (DAS) – Fiber optic and coaxial
- New technology testing
- Data session testing
- Managed day-to-day engineering operations, customer relationships, and set financial objectives for the engineering department.
- Ensure quality performance on all aspects of the program/project for all Commercial and government Wireless projects.

**RF Engineer, NEXTEL Communications, Lexington, Massachusetts**
**April 1996 to July 2000**

Design, deployment and optimization of an 850 MHz iDEN network for the Central New England area.

- Responsible for all phases of system design and optimization of regional proposed and existing coverage and capacity sites
- Supervision of daily activities for field technicians and Engineers
- Design of dispatch location areas (PTT) and configuring of Cisco Switches for dispatch traffic.
- System wide Frequency planning and spectrum allocation
- Design of Microwave backhaul solutions
- In-building coverage solutions

**United States Army Reserves / National Guard, Worcester, Massachusetts – 1995 to 1999**
Platoon Leader – Combat Communications

- Supervision of a 15 person Communications Platoon
- Frequency Planning and assignment for a frequency hopping network
- Transmission relay design and construction for terrain burdened areas
- Antenna selection and placement for company level communications

## EDUCATION

**Bachelor of Science**, Biology / Physics – May 1994
Clark University, Worcester, Massachusetts

**MSC**, Telecommunications Technology – May 1997
Northeastern University, Boston, Massachusetts

**United States Army Signal / Communications School,** Fort Gordon, GA – October 1995
Signal System Security (Honor Grad)

## CERTIFICATIONS / TRAINING

**iBwave Levels 1, 2 & 3 Certification**
**Spider Cloud Certified designer / integrator**
**JMA Certified designer (iBwave)**
**ADRF Certified designer (iBwave)**
**ADTI – HTZ Warfare Propagation Software (Military Applications)**
**HP Spectrum Analyzer operation and analysis**
**ASSET Propagation analysis**
**MapInfo Layout and Planning**
**UNIX Programming (Northeastern University)**
**Planet EV Propagation Software**
**ComSite Pro Interference analysis Software**
**PathLoss 5.0 – Microwave Path Design Software**
**ATOLL – Propagation Software**
**Odyssey – Propagation Software**
**ACTIX Analyzer – Data Post Processing Analysis Software**
**Anritsu – Site / BTS Master, PIM Master, Spectrum Master, LMR Master**
**JDSU / TEMS / PCTel Benchmarking and scanning**

# Brian M. Frazier

802-373-5384 | bfrazier@gmavt.net | LinkedIn URL

**SENIOR RF WIRELESS DESIGN ENGINEER**

Creative and well-rounded radio frequency engineering professional with over 25 years of progressive experience across a broad range of engineering functions and diverse industry segments. Proven ability to combine vision, creativity, and strong business acumen with well-developed project management and leadership qualities to support market and various client efforts, along with the field experience to train and mentor associates and collogues.

Areas of expertise include:

**MACRO/MICRO/Small Cell Design**
**iDAS Design and Integration**
**oDAS Design and Integration**
**Microwave Point-to-Point Analysis and Reporting**
**Propagation Comparative Analysis and Reporting**
**Site Acquisition Candidate Propagation Analysis**
**EMF Analysis and Reporting**
**Network Drive/Walk Testing and Post Analysis**

## PROFESSIONAL EXPERIENCE

**Centerline Communications, LLC, Rayhnam, MA** 06-2016 to Present

***Senior RF Engineer-National (Employee)***

RF Design solutions for various clients, and managing those large projects in an RF Engineering capacity.
Key Contributions:

- Create Client Proposals and Quote Requests For Various Prospective Clients
- Generate iDAS and oDAS Designs Based on Client Scope of Work

**EBI Consulting (Envirobusiness, Inc.), Burlington, MA** 09-2015 to 5-2016

***Senior RF Engineer-National (Employee)***

Handling higher order RF Design, Optimization and Mitigation solutions for various clients, and managing those large projects in an RF Engineering capacity. Act as a mentor to colleagues and team.
Key Contributions:

- Create Client Proposals and Quote Requests For Various Prospective Clients
- Generate iDAS and oDAS Designs Based on Client Scope of Work
- Facilitate EMF Reports Based on Client RFDS Documents
- Act as the Direct Technical Recourse For The Sales and Marketing Department

**American Tower, Inc.** 02-2014 to 09-2015

***Sr. RF Engineer (Contractor)-Northeast/In-Building***

As a consultant, lead the design and/or technical implementation of distributed antenna systems (DAS) and other managed networks projects. Primary responsibilities include the definition of network architecture, completion and presentation of design packages, planning and supervision of RF testing, and direction of system acceptance and customer integration activities. Collaborate closely with customer engineers and internal teams to develop and deploy designs that meet or exceed technical requirements.
Key Contributions:

- Define Appropriate Network Architecture and Equipment for Each Project
- Lead Customer Technical Training Meetings to Establish Technical Requirements and Scopes of Work.

# Brian M. Frazier

802-373-5384 | bfrazier@gmavt.net | LinkedIn URL


- Create and Review Designs Using Engineering Tools Such As *iBwave* and *ATOLL*
- Designing with Major OEM Equipment (Corning, CommScope, Tyco Electronics, SOLiD, TEKO)
- Designed Several Hundred Venues Such As Shopping Malls, Indoor and Outdoor Stadiums, Office Buildings and Government Buildings
- Analyze and Summarize Test Data to Evaluate Network Against Key Performance Indicators (KPIs)
- Optimize Network Designs to Meet Contracted KPIs
- Lead In Preparing Standards as Assigned, Along With Companywide Design Standards and Templates

**ExteNet Systems, Inc.** 08-2013 to 02-2014

***RF Engineer (Contractor)-Northeast/In-Building***

Design of multi-technology DAS Networks within large venues throughout the East Coast of the US
Key Contributions:

- Define Design for Neutral Host Network and System Performance Requirements.
- Create and Review Designs Using Engineering Tools Such as *iBwave*
- Design of Several Multi-Floor iDAS Venues in The NYC Area
- Facilitation in the Design Of the Empire State Building iDAS System
- Abetment in the Design and Integration of the Kennedy Center For Performing Arts in Washington DC
- Assist in the Design of the Library of Congress and GSA Buildings in Washington DC

**Engineering Associates, Inc., Alpharetta, GA** 02-2011 to 07-2013

***RF Wireless Network Design Engineer (Employee)***

LTE and WiMAX Statewide Network Designs. Public Safety LTE and Wide/Narrowband Network Design.
Key Contributions:

- Network Design of both WiMAX and LTE Networks using *Atoll* and *EDX Signal Pro Software*
- Network Design of Public Safety VHF/UHF Wideband and Narrowband Systems
- Utilization of DAS and Small Cell Design with Various Technologies using *iBwave*
- Development and Design of Potential Sites Within Various Clients' Networks
- Utilize GIS Software for the Preparation and Development of Site Materials
- Integrate GIS and Propagation Components for Presentations
- Wireless Site Construction Supervision
- Wireless Site Technical Specification Documentation Development
- Wireless Site Network Testing Documentation Development
- Develop Network Designs for "Smart Grid" Deployments
- Design and Coordinate Backhaul and Microwave Equipment
- Assist in the Preparation and Review of Client RFP Documentation
- Prepare and Present Documentation for Various Town Officials and Meetings
- Prepare Information for State and Town Meetings as an Engineering Expert
- Coordinate All Contract and Legal Personnel as Related to the Various Projects

**MyROW International, Winooski, VT** 06-2010 to 02-2011

***Senior RF Engineer (Contractor)***

LTE and WiMAX Network Designs. Microwave Point to Point Network Design.

# Brian M. Frazier

802-373-5384 | bfrazier@gmavt.net | LinkedIn URL

Key Contributions:

- Selection and Design of WiMAX Networks for Clients Throughout North America
- Development and Design Utilizing *Atoll* and *iBwave* Software
- Utilize GIS Software for the Preparation and Development of Site Materials
- Prepare and Present Documentation for Various Town Officials and Meetings
- Prepare Materials for Vermont Environmental Permitting Requirements
- Prepare Information for State and Town Meetings as an Engineering Expert

**FairPoint Communication, South Burlington, VT** 06-2009 to 06-2010

***Senior RF Engineer (Contractor)***

Statewide Last Mile WiMAX Network Design With Microwave Point to Point Network Design.

Key Contributions:

- Redesign Entire WiMAX Network to Meet Company Goals Using *xWizard*; *Planet EV* and Atoll Software
- Utilize GIS Software for the Preparation of Site Materials
- Prepare and Present Documentation for Various Town Officials and Meetings
- Attend State and Town Meetings as Engineering Expert
- Prepare Materials for Vermont Environmental Permitting Requirements

**Verizon Wireless, Westborough, MA** 04-2008 to 05-2009

***New England-East Regional RF Engineer (Employee)***

CDMA, GSM, LTE District Wide Cellular RF Network Design.

Key Contributions:

- Selection/Design of New Cellular Sites Within GSM Network Vermont, New Hampshire and Maine
- Selection/Design of New Cellular Sites Within CDMA Network New Hampshire and Maine
- Utilized Propagation Software in the Development and Design of Potential Sites
- Redesign and Upgrades to Existing Cellular Sites
- Proficient in the Use of GIS Software for the Preparation of Site Materials
- Prepare and Present Documentation for Various Town Officials and Meetings
- Coordinate all Contract and Legal Personnel as Related to the Various Projects

**RCC/Unicel, Colchester, VT** 07-2006 to 09-2008

***Atlantic Region RF Engineer (Employee)***

GSM, UTMS District Wide Cellular RF Network Design

Key Contributions:

- Selection and Design of New Cellular Sites Within GSM Network Vermont, New Hampshire, Maine, Eastern New York and Massachusetts in Conjunction with AT&T Wireless as a Roaming Partner Within the Region
- Redesign and Upgrades to Existing Cellular Sites
- Designed Small Cell Sites and Integration into Network
- Preformed Site Walks and Site Feasibility Studies
- Prepared Search Rings and Potential Site Reports for Review

- Prepare and Present Documentation for Various Town Officials and Meetings
- Coordinate all Contract and Legal Personnel as Related to the Various Projects

**Cox Communication, Inc., West Warwick, RI** 07-1998 to 07-2006

***New England Telecommunication Center Support Engineer (Employee)***

Special Projects Engineer, Telecommunications Center equipment installation supervising Engineer.
Broadband RF Engineer
Key Contributions:

- Design of 1GHz HFC Network Throughout RI and CT Systems
- Oversaw Design and Construction of 25 Telecomm Centers in RI and CT
- Responsible for the Infrastructure and Equipment Placement in all Telecomm Centers
- Integrated Products (Video; Telephony; HSD; VOD) Within Telecomm Centers
- Responsible for Complete RF Combining Designs Within Telecomm Centers
- Documented all RF Combining Designs Utilizing *AutoCAD* and *VISIO*
- Maintained Complete Engineering Project(s) Budget
- Oversaw Daily Operations within Telecomm Center and Contract Personnel
- Responsible for Design and Maintenance of AC; Generator and -48VDC Power Plants
- Worked with Telecomm Center Supervisors and Technicians on a Daily Basis
- Wrote all Technical Service Bulletins Regarding Telecomm Center Systems
- Designed Internal Web Site on Telecomm Systems and Equipment Training
- Managed Employees and Contract Personnel for Division “Special Projects” Group
- Recommended Equipment for all Various Projects
- Designed Technician Training Programs That Were Utilized Within the Cox Learning Center
- 1st Place Recipient of SCTE Field Operations Award 2000

**Full Channel Television, Inc., Warren, RI** 03-1987 to 07-1998

***Engineering Manager / Chief System Engineer (Employee)***

Company Engineering Manager and Lead System Engineer
Key Contributions:

- Complete Design and Construction of 450 MHz Coaxial Plant
- Reviewed and Approved all Contractor Invoicing
- Directly Responsible for all Headend/Earth Station Daily Operations
- Worked with other Cable Operators in RI on State Wide Microwave Interconnect
- Oversaw and Maintained all Outside Plant Operations
- Interviewed and Provided Training for all Technical and Office Personnel
- Maintained all FCC Required Documentation
- Managed a Group of Technicians and Related Office Personnel

# Brian M. Frazier

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- Coordinated with Electric Utility and Telephone Company with Outside Plant Operations

**Augat Technical Ceramics, Inc., N. Attenborough, MA** 01-1986 to 02-1987

***Manufacturing Process Engineer (Employee)***

Manufacture of ceramic computer chip carriers for the aerospace industry

Key Contributions:

- Process Control
- Reviewed and Set Process Deployments Within Division

## EDUCATION AND TECHNICIAL PROFICIENCIES

**Masters Degree - Electrical Engineering / Computer Science** 1986

Massachusetts Institute of Technology - NOMAD Program

**Bachelor of Science - Degree Engineering** 1984

Boston University, Boston MA

**Associate Degree - Electronic Engineering** 1980

Franklin Institute of Technology, Boston MA

## PROFESSIONAL SOFTWARE RESOURCES

AutoCAD 2000-2004 Certified
Autodesk Architectural Desktop 2004
AutoCAD LT 2014
MapInfo Professional v12.5 +
ESRI 9.1 Desktop
Global Mapper v16.0+
Delorme X-Map v6.3+
Odyssey Propagation Software
Planet EV (Mentum) Propagation Software
Opitmi-xWizard Propagation Software
GeoPlan Propagation Software
Forsk-Atoll Propagation Software
EDX® SignalPro v8.x
iBwave v7.x
RoofView / TowerView
PathLoss
TEMS Software Suite
Microsoft Office 2013 Suite (Access: Excel: Word: Power Point: VISIO: Outlook)

## CERTIFICATIONS

# Brian M. Frazier

802-373-5384 | bfrazier@gmavt.net | LinkedIn URL


iBwave Design Certification Program
Level 1 (10-2015)
Level 2 (11-2015)
JMA/TEKO RF Design
ADRF
SOLiD

## INTERESTS

Societies and Organizations

- Society of Cable and Telecommunications Engineers (SCTE)
- Institute of Electrical and Electronics Engineers (IEEE)
- Scot's Charitable Society of Boston

# RYAN B. MCMANUS

RMcManus@centerlinecommunications.com ~ 978-273-4689

53 Hasell Street, Apt. A ~ Charleston, SC ~ 29401

## OBJECTIVE

Project management position in consulting or industry, focusing upon telecommunications or environmental, health and safety services, products and business practices

## EXPERIENCE

July 2016-Present Centerline Communications Raynham, MA

***EME Compliance Manager, RF Engineering***

- Managing day to day scheduling and staffing of jobs.
- Writing and reviewing RF-EME Reports for major telecom clients nationwide.
- Conducting site visits to take RF measurements and/or install recommended mitigation measures.
- Attending sales visits and calls with potential future clients to discuss EME Compliance services offered.
- Developing various Scopes of Work and assisting with pricing matrices for multiple clients to be used within RF Engineering Services group.
- Managing client relationships, ensuring deadlines can be met and reports are delivered on time.
- Developing and maintaining upkeep of report templates to meet client and FCC regulatory requirements.
- Training of other Centerline employees within the RF Engineering Group on EME Compliance scopes and services.

2008-May 2016 EBI Consulting Burlington, MA

***RF Technical Director***

- Management of 8-10 employees.
- Client management for 50-60 clients nationwide, including Verizon, AT&T, Sprint, T-Mobile and other turnkey companies.
- Conducting training sessions for EBI employees to be involved in RF-EME program.
- Development of Scopes of Work to be used within RF-EME department.
- Management of major nationwide telecom clients.
- Development and implementation of report templates to meet client and FCC regulatory requirements, used within EBI's RF-EME program.

2008-2011 EBI Consulting Burlington., MA

***Project Scientist***

- Writing and reviewing RF-EME compliance reports for telecom clients.
- Conducting training sessions for EBI employees to be involved in RF-EME program.
- On-site RF monitoring and installation of FCC compliance/mitigation signage and barriers.
- Management of major nationwide telecom clients
- Development and implementation of report templates used in RF-EME program
- On site services for EH&S department at biotech/life science facilities

## EDUCATION

2004-2008 Connecticut College New London, CT

BS Environmental Studies

CENTERLINE COMMUNICATIONS

95 Ryan Drive, Suite 1
Raynham, MA 02767
781.713.4725
617.249.0819

September 26, 2016

Village of Port Chester
Village Clerk's Office
222 Grace Church Street, Suite 150
Port Chester, NY 10573
Attn: Christopher D Steers, Village Manager

Re: RFP 2016-08: Radio Frequency Review Professional Services

Mr. Stevens,

This letter form Centerline Communications, LLC ("Centerline") is a formal response to *RFP 2016-08: Radio Frequency Review Professional Services* from the Village of Port Chester dated September 9. 2016.

Centerline is a full service telecommunications company, based in Raynham, Massachusetts, with expertise in Wireless Site Acquisition and Site permitting, Wireless Site Construction Management, Wireless Site Construction and Integration and Radio Frequency (RF) Design, Planning and Compliance services.

Centerline has been in business for over 10 years and our personnel have been providing our wireless services to commercial, municipal and military clients on various projects nationwide. Centerline's expert wireless teams have extensive in the preparation and review of all facets of wireless applications and provide these services to our clients on a daily basis.

Centerline has reviewed the specified services and qualifications per the referenced RFP and is confident that our RF engineering and development team is capable to execute the required services to assist the village with its need for RF application review tasks.

Our team is available at any time for interview or to answer any questions as may be deemed necessary.

Sincerely,



Scott Heffernan

Director, RF Engineering
**Centerline Communications, LLC**
95 Ryan Drive, Suite 1
Raynham, MA 02767
978-660-3998

CENTERLINE COMMUNICATIONS
95 Ryan Drive, Suite 1
Raynham, MA 02767
781.713.4725
617.249.0819

**RF Personnel:**

Scott Heffernan – Director, RF Engineering
Ryan McManus – RF Emissions Compliance Manager
Brian Frazier – Sr RF Design Engineer

**References:**

1) **T-Mobile**: Jason Overbey – RF Engineering Manager Connecticut
    a. Phone: 860-796-1243
    b. Address: 35 Griffin Road South, Bloomfield, CT 06002
2) **Verizon Wireless**: Mirela Marku – RF Engineering Manager (New England)
    a. Phone: 508-479-3199
    b. Address: 400 Friberg Parkway, Westborough, MA 01581
3) **ExteNet Systems:** Sunday Aiyash – RF Compliance Manager
    a. Phone: 630-245-1904
    b. 3030 Warrenville Road, Lisle, IL

**Fees:**

Centerline Communication's billable rate for RF Engineering Services is $175.00/hour. Expected expenses would include travel and presentation materials as required for hearings and meetings.

## SCOTT HEFFERNAN

### SUMMARY OF EXPERIENCE

Mr. Heffernan has over 20 years of experience in the wireless industry and has worked for many commercial carriers and engineering consulting companies in various locations across the country. He is experienced in radio Frequency (RF) theory as well as the various engineering tools and software necessary for analysis and design.

### RELEVANT PROJECT EXPERIENCE

Prior to joining Centerline Communications, LLC he was involved in many aspects of the wireless field including network / site design, implementation and optimization for many commercial carriers as well as third party vendors that supply radio frequency (RF) Engineering services to commercial wireless carriers, municipal, government and military agencies. He is the lone designee to present RF Engineering testimony before the Connecticut Siting Council on behalf of T-Mobile and has presented this same testimony on behalf of many carriers and infrastructure providers in several states.

Mr. Heffernan has experience in all phases of RF site design including macro site design (Tower, Rooftop), small cell and micro site design and in-building site design, including holding iBwave design certifications for all three levels for in building design.

Scott is and has been in charge groups that handle RF compliance for wireless facilities nationwide. These compliance tasks include RF Emissions compliance testing / calculations and mitigation and full scale interference analysis and mitigation solutions.

### EDUCATION

BS Physics – Clark University (1994)
MCS Telecommunications Engineering – Northeastern University 1997
United States Signal School – Fort Gordon (1995)

### PROFESSIONAL / MILITARY AFFILIATIONS

Institute of Electrical and Electronics Engineers

US Army

## BRIAN FRAZIER

### SUMMARY OF EXPERIENCE

Mr. Frazier has over twenty-five years of experience in the implementation of wireless and wired voice and data networks in various capacities. He has been on the forefront of LTE wireless system analysis and planning, and the design and optimization of LTE networks.

Brian is an expert in the use of many professional propagation software packages in all radio spectrums. He utilizes GIS software such for the development of site search rings and network design documentation. And also has utilized drive test equipment and post processing software to develop comparative analysis of the drive test vs. the predicted coverage.

Brian's in-depth network design experience spans many technologies, including: Broadband RF, HFC, Fiber Optic, DAS, Smart Grid and Small Cell designs, along with microwave path point-to-point profiles.

He has managed the design and construction of Broadband Telecommunications Centers, and has many years' experience in various applications of process engineering within and outside of the Telecommunications Industry.

### RELEVANT PROJECT EXPERIENCE

Prior to joining Centerline Communications, LLC he was involved with site acquisition, testing, turn-up and drive testing for Regional and National Cellular Carriers along with ILECs, WISPs and the Power Industry Smart Grid. He also provided state and local hearing testimony and documentation for several hundred telecommunications facilities regarding site justification and design throughout the years.

His in-building design and project management has been without question dynamic. With the design and RF oversight of hundreds of venues including many shopping malls such as the King of Prussia Mall in Pennsylvania, casinos through the US, airports, high-rise hotels, stadiums such as the Susquehanna Bank Center in New Jersey, and other venues such as The Kennedy Center for the Performing Arts, The Library of Congress in Washington DC, and the Empire State Building.

Brian has developed several system wide optimization plans for various technologies throughout his career, and implemented them based on subscriber loading and potential offloading of traffic to the network. He has directly coordinated with adjacent carriers to minimize frequency interference and maintain network performance within the given FCC License Area and frequencies.

### EDUCATION

MS EE/Computer Science-Massachusetts Institute of Technology-NOMAD / 1986
BS Engineering-Boston University / 1984
AS Electronic Engineering-Franklin Institute of Technology / 1982

### PROFESSIONAL AFFILIATIONS

Institute of Electrical and Electronics Engineers

Society of Cable and Telecommunications Engineers-Recipient of the SCTE Field Operations Award

## RYAN MCMANUS

### SUMMARY OF EXPERIENCE

Ms. McManus has nine years of experience in the telecommunications industry, specifically in the radiofrequency electromagnetic (RF-EME) safety and compliance sector. This includes RF-EME compliance modeling and onsite monitoring for several of the major wireless carriers nationwide. She has a deep knowledge of carrier mitigation policies and has worked on many nationwide EME compliance efforts for many of the major carriers through the implementation of new technologies over the last few years.

### RELEVANT PROJECT EXPERIENCE

Prior to joining Centerline Communications, LLC Ryan managed the completion of over 35,000 RF safety and compliance reports for T-Mobile, AT&T, Verizon, and Sprint in markets nationwide. She has completed and reviewed specialized RF modeling and monitoring reports to meet the specific requirements of local/county wireless ordinances. Her project management experience has ranged from providing technical support to clients in developing scopes of work to overseeing and tracking multiple site portfolios to ensure client deadlines are met. She has worked closely with the wireless carriers to develop scopes of work and report templates based on FCC, OSHA and specific carrier requirements to achieve and maintain compliance on all of their cell sites. She has conducted multiple training sessions with employees on carrier policies and FCC requirements in regards to RF Safety and Compliance.

### EDUCATION

BS Environmental Studies, Connecticut College / 2008

**Scott Heffernan**
58 Redstone Hill Road
Sterling, MA 01564
978-660-3998
sheffernan@clinellc.com

## SUMMARY

Twenty years experience in wireless engineering including system design, optimization and management. A proven track record of strong leadership and successful management of complex network deployments and operations. Strengths include strong RF knowledge, extensive background in the communications field, supervisory experience in both commercial and military environments, work well in a team environment and simultaneous management of a large number of projects involving varied technologies, financial goals, and management structures. Consistently oversaw projects that met or reduced timelines and expenses.

## CURRENT STATUS

**National RF Engineering Director, Centerline Communications, LLC, Raynham, MA May 2016 to Present**

Management of national RF engineering and RF emissions compliance group focused on RF design, integration and optimization as well as federal compliance for RF emissions and RF interference mitigation. Responsible for hiring, training, management and budgeting to technical capabilities and project timelines are continually met. Additional responsibilities include support of sales channels with technical support and focused solutions for client requests. Responsibilities include:

- RF Coverage Propagation Analysis / Site Candidate analysis (ATOLL / EDX / Asset)
- Network Site Design Solutions (Coverage, Capacity and Spectral efficiency)
- RF Interference Analysis and Mitigation solutions
- RF Signal Measurement and Benchmarking
- Frequency Planning and Network Traffic Analysis
- Network System Performance Statistic Monitoring (KPI)
- RF Emissions calculations and testing (FCC MPE Compliance)
- Distributed Antenna System (DAS)/In-building Design Solutions (iBwave Certified Levels 1-2-3)
- OEM Certifications: Spider Cloud, ADRF, JMA, SOLID, Ericsson
- Microwave Path Design (PathLoss 5.0)
- Expert Witness Testimony (Municipal Permitting, Legal testimony for TCA cases)
- Third Party Siting Application review
- AM station analysis (MoM modeling and field strength readings) and detuning services
- Passive Intermodulation Testing (PIM).
- Emissions Compliance Solutions: Barriers, Signage plans, Striping, Design alternatives
- Sales oversight for all technical services for service offerings, pricing and client presentation

**RELEVANT EXPERIENCE**

**National RF Engineering Director, EBI Consulting, Burlington, MA January 2012 to April 2016**

Management of a team consisting of 45 RF personnel focused on Turnkey RF Design, optimization and Federal compliance solutions for FCC licensed carriers and government agencies. Tasks include the execution and oversight of all client deliverables for the RF Engineering group. Responsible for RF department budgets and business plans to ensure continued revenue increase per service type year over year. In charge of employee hiring and organizational structure requirements to ensure that adequate headcount is available across varied levels of technical expertise.

**President / Principal Engineer, Transcom Engineering Inc. / Telesite, LLC, Sterling, MA**
**July 2000 to January 2012**
Involved in major wireless design and optimization projects in both commercial and government settings. Projects include GSM/UMTS, iDEN, LTE network rollouts including site design and network performance for Nextel, Verizon Wireless, AT&T Wireless / Cingular and T-mobile, UMTS upgrade projects for Cingular, design, optimization and frequency planning for Nextel / Sprint as well as LMR systems for Government and Municipal agencies including several military branches, Department of Homeland Security and the Department of Justice. Wi-Fi network design, deployment and optimization for Time Warner Cable (Southern California).

- Responsible for all phases of cellular/PCS/LMR system design and implementation as well as determining RF coverage, capacity and interference designs and Link budget analysis
- Spectrum allocation based on traffic and interference statistics, including channel pool creations to handle traffic in multi-layer systems (macro, micro, pico site designs)
- Spectrum coordination between commercial carriers and government, military and law enforcement organizations to ensure interference-free radio environments
- Design, optimization and deployment experience utilizing Ericsson, Nokia, Nortel, Lucent and Motorola BTS equipment
- Design, deployment and optimization of Wi-Fi networks for Time Warner Cable.
- Microwave backhaul analysis and design using Pathloss 5.0
- LoS path surveys
- Regulatory filings including Radio Frequency emissions testing and safety plan creation for compliance verification with applicable FCC, OSHA and local regulations.
- Coverage analysis to determine viability of new technology progressions including UMTS and LTE
- Network performance management through network statistics and network drive data analysis
- Candidate evaluation including propagation analysis, site visits / surveys and drive tests
- Experience with software such as Planet, Planet EV, Wizard, Asset, Radio Soft, Comsite design, RCC Commsite Pro Interference predictor, ADTI Htz Warfare, Actix Analyzer, Comarco Workbench and, Grayson WMI
- Extensive experience with Map Info
- Frequency planning and optimization
- Interference mitigation Techniques
- Vast experience as a Zoning / permitting expert witness in many states, including the designation as sole representative for Connecticut Siting Council proceedings for T-Mobile.
- Daily System traffic and statistical trending to target system faults including interference, resource blocking and switch/BSC parameter adjustment requirements
- Special projects – In building/tunnel design, 802.xx Mesh networks, Distributed Antenna Systems (DAS) – Fiber optic and coaxial
- New technology testing
- Data session testing
- Managed day-to-day engineering operations, customer relationships, and set financial objectives for the engineering department.
- Ensure quality performance on all aspects of the program/project for all Commercial and government Wireless projects.

**RF Engineer, NEXTEL Communications, Lexington, Massachusetts**
**April 1996 to July 2000**

Design, deployment and optimization of an 850 MHz iDEN network for the Central New England area.

- Responsible for all phases of system design and optimization of regional proposed and existing coverage and capacity sites
- Supervision of daily activities for field technicians and Engineers
- Design of dispatch location areas (PTT) and configuring of Cisco Switches for dispatch traffic.
- System wide Frequency planning and spectrum allocation
- Design of Microwave backhaul solutions
- In-building coverage solutions

**United States Army Reserves / National Guard, Worcester, Massachusetts – 1995 to 1999**
Platoon Leader – Combat Communications

- Supervision of a 15 person Communications Platoon
- Frequency Planning and assignment for a frequency hopping network
- Transmission relay design and construction for terrain burdened areas
- Antenna selection and placement for company level communications

## EDUCATION

**Bachelor of Science**, Biology / Physics – May 1994
Clark University, Worcester, Massachusetts

**MSC**, Telecommunications Technology – May 1997
Northeastern University, Boston, Massachusetts

**United States Army Signal / Communications School,** Fort Gordon, GA – October 1995
Signal System Security (Honor Grad)

## CERTIFICATIONS / TRAINING

**iBwave Levels 1, 2 & 3 Certification**
**Spider Cloud Certified designer / integrator**
**JMA Certified designer (iBwave)**
**ADRF Certified designer (iBwave)**
**ADTI – HTZ Warfare Propagation Software (Military Applications)**
**HP Spectrum Analyzer operation and analysis**
**ASSET Propagation analysis**
**MapInfo Layout and Planning**
**UNIX Programming (Northeastern University)**
**Planet EV Propagation Software**
**ComSite Pro Interference analysis Software**
**PathLoss 5.0 – Microwave Path Design Software**
**ATOLL – Propagation Software**
**Odyssey – Propagation Software**
**ACTIX Analyzer – Data Post Processing Analysis Software**
**Anritsu – Site / BTS Master, PIM Master, Spectrum Master, LMR Master**
**JDSU / TEMS / PCTel Benchmarking and scanning**

# Brian M. Frazier

802-373-5384 | bfrazier@gmavt.net | LinkedIn URL

**SENIOR RF WIRELESS DESIGN ENGINEER**

Creative and well-rounded radio frequency engineering professional with over 25 years of progressive experience across a broad range of engineering functions and diverse industry segments. Proven ability to combine vision, creativity, and strong business acumen with well-developed project management and leadership qualities to support market and various client efforts, along with the field experience to train and mentor associates and collogues.

Areas of expertise include:

**MACRO/MICRO/Small Cell Design**
**iDAS Design and Integration**
**oDAS Design and Integration**
**Microwave Point-to-Point Analysis and Reporting**
**Propagation Comparative Analysis and Reporting**
**Site Acquisition Candidate Propagation Analysis**
**EMF Analysis and Reporting**
**Network Drive/Walk Testing and Post Analysis**

## PROFESSIONAL EXPERIENCE

**Centerline Communications, LLC, Rayhnam, MA** 06-2016 to Present

***Senior RF Engineer-National (Employee)***

RF Design solutions for various clients, and managing those large projects in an RF Engineering capacity.
Key Contributions:

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**ExteNet Systems, Inc.** 08-2013 to 02-2014

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***RF Wireless Network Design Engineer (Employee)***

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- Assist in the Preparation and Review of Client RFP Documentation
- Prepare and Present Documentation for Various Town Officials and Meetings
- Prepare Information for State and Town Meetings as an Engineering Expert
- Coordinate All Contract and Legal Personnel as Related to the Various Projects

**MyROW International, Winooski, VT** 06-2010 to 02-2011

***Senior RF Engineer (Contractor)***

LTE and WiMAX Network Designs. Microwave Point to Point Network Design.

# Brian M. Frazier

802-373-5384 | bfrazier@gmavt.net | LinkedIn URL

Key Contributions:

- Selection and Design of WiMAX Networks for Clients Throughout North America
- Development and Design Utilizing *Atoll* and *iBwave* Software
- Utilize GIS Software for the Preparation and Development of Site Materials
- Prepare and Present Documentation for Various Town Officials and Meetings
- Prepare Materials for Vermont Environmental Permitting Requirements
- Prepare Information for State and Town Meetings as an Engineering Expert

**FairPoint Communication, South Burlington, VT** 06-2009 to 06-2010

***Senior RF Engineer (Contractor)***

Statewide Last Mile WiMAX Network Design With Microwave Point to Point Network Design.

Key Contributions:

- Redesign Entire WiMAX Network to Meet Company Goals Using *xWizard*; *Planet EV* and Atoll Software
- Utilize GIS Software for the Preparation of Site Materials
- Prepare and Present Documentation for Various Town Officials and Meetings
- Attend State and Town Meetings as Engineering Expert
- Prepare Materials for Vermont Environmental Permitting Requirements

**Verizon Wireless, Westborough, MA** 04-2008 to 05-2009

***New England-East Regional RF Engineer (Employee)***

CDMA, GSM, LTE District Wide Cellular RF Network Design.

Key Contributions:

- Selection/Design of New Cellular Sites Within GSM Network Vermont, New Hampshire and Maine
- Selection/Design of New Cellular Sites Within CDMA Network New Hampshire and Maine
- Utilized Propagation Software in the Development and Design of Potential Sites
- Redesign and Upgrades to Existing Cellular Sites
- Proficient in the Use of GIS Software for the Preparation of Site Materials
- Prepare and Present Documentation for Various Town Officials and Meetings
- Coordinate all Contract and Legal Personnel as Related to the Various Projects

**RCC/Unicel, Colchester, VT** 07-2006 to 09-2008

***Atlantic Region RF Engineer (Employee)***

GSM, UTMS District Wide Cellular RF Network Design

Key Contributions:

- Selection and Design of New Cellular Sites Within GSM Network Vermont, New Hampshire, Maine, Eastern New York and Massachusetts in Conjunction with AT&T Wireless as a Roaming Partner Within the Region
- Redesign and Upgrades to Existing Cellular Sites
- Designed Small Cell Sites and Integration into Network
- Preformed Site Walks and Site Feasibility Studies
- Prepared Search Rings and Potential Site Reports for Review

- Prepare and Present Documentation for Various Town Officials and Meetings
- Coordinate all Contract and Legal Personnel as Related to the Various Projects

**Cox Communication, Inc., West Warwick, RI** 07-1998 to 07-2006

***New England Telecommunication Center Support Engineer (Employee)***

Special Projects Engineer, Telecommunications Center equipment installation supervising Engineer.
Broadband RF Engineer
Key Contributions:

- Design of 1GHz HFC Network Throughout RI and CT Systems
- Oversaw Design and Construction of 25 Telecomm Centers in RI and CT
- Responsible for the Infrastructure and Equipment Placement in all Telecomm Centers
- Integrated Products (Video; Telephony; HSD; VOD) Within Telecomm Centers
- Responsible for Complete RF Combining Designs Within Telecomm Centers
- Documented all RF Combining Designs Utilizing *AutoCAD* and *VISIO*
- Maintained Complete Engineering Project(s) Budget
- Oversaw Daily Operations within Telecomm Center and Contract Personnel
- Responsible for Design and Maintenance of AC; Generator and -48VDC Power Plants
- Worked with Telecomm Center Supervisors and Technicians on a Daily Basis
- Wrote all Technical Service Bulletins Regarding Telecomm Center Systems
- Designed Internal Web Site on Telecomm Systems and Equipment Training
- Managed Employees and Contract Personnel for Division “Special Projects” Group
- Recommended Equipment for all Various Projects
- Designed Technician Training Programs That Were Utilized Within the Cox Learning Center
- 1st Place Recipient of SCTE Field Operations Award 2000

**Full Channel Television, Inc., Warren, RI** 03-1987 to 07-1998

***Engineering Manager / Chief System Engineer (Employee)***

Company Engineering Manager and Lead System Engineer
Key Contributions:

- Complete Design and Construction of 450 MHz Coaxial Plant
- Reviewed and Approved all Contractor Invoicing
- Directly Responsible for all Headend/Earth Station Daily Operations
- Worked with other Cable Operators in RI on State Wide Microwave Interconnect
- Oversaw and Maintained all Outside Plant Operations
- Interviewed and Provided Training for all Technical and Office Personnel
- Maintained all FCC Required Documentation
- Managed a Group of Technicians and Related Office Personnel

# Brian M. Frazier

802-373-5384 | bfrazier@gmavt.net | LinkedIn URL


- Coordinated with Electric Utility and Telephone Company with Outside Plant Operations

**Augat Technical Ceramics, Inc., N. Attenborough, MA** 01-1986 to 02-1987

***Manufacturing Process Engineer (Employee)***

Manufacture of ceramic computer chip carriers for the aerospace industry

Key Contributions:

- Process Control
- Reviewed and Set Process Deployments Within Division

## EDUCATION AND TECHNICIAL PROFICIENCIES

**Masters Degree - Electrical Engineering / Computer Science** 1986

Massachusetts Institute of Technology - NOMAD Program

**Bachelor of Science - Degree Engineering** 1984

Boston University, Boston MA

**Associate Degree - Electronic Engineering** 1980

Franklin Institute of Technology, Boston MA

## PROFESSIONAL SOFTWARE RESOURCES

AutoCAD 2000-2004 Certified
Autodesk Architectural Desktop 2004
AutoCAD LT 2014
MapInfo Professional v12.5 +
ESRI 9.1 Desktop
Global Mapper v16.0+
Delorme X-Map v6.3+
Odyssey Propagation Software
Planet EV (Mentum) Propagation Software
Opitmi-xWizard Propagation Software
GeoPlan Propagation Software
Forsk-Atoll Propagation Software
EDX® SignalPro v8.x
iBwave v7.x
RoofView / TowerView
PathLoss
TEMS Software Suite
Microsoft Office 2013 Suite (Access: Excel: Word: Power Point: VISIO: Outlook)

## CERTIFICATIONS

# Brian M. Frazier

802-373-5384 | bfrazier@gmavt.net | LinkedIn URL


iBwave Design Certification Program
Level 1 (10-2015)
Level 2 (11-2015)
JMA/TEKO RF Design
ADRF
SOLiD

## INTERESTS

Societies and Organizations

- Society of Cable and Telecommunications Engineers (SCTE)
- Institute of Electrical and Electronics Engineers (IEEE)
- Scot's Charitable Society of Boston

# RYAN B. MCMANUS

RMcManus@centerlinecommunications.com ~ 978-273-4689

53 Hasell Street, Apt. A ~ Charleston, SC ~ 29401

## OBJECTIVE

Project management position in consulting or industry, focusing upon telecommunications or environmental, health and safety services, products and business practices

## EXPERIENCE

July 2016-Present Centerline Communications Raynham, MA

***EME Compliance Manager, RF Engineering***

- Managing day to day scheduling and staffing of jobs.
- Writing and reviewing RF-EME Reports for major telecom clients nationwide.
- Conducting site visits to take RF measurements and/or install recommended mitigation measures.
- Attending sales visits and calls with potential future clients to discuss EME Compliance services offered.
- Developing various Scopes of Work and assisting with pricing matrices for multiple clients to be used within RF Engineering Services group.
- Managing client relationships, ensuring deadlines can be met and reports are delivered on time.
- Developing and maintaining upkeep of report templates to meet client and FCC regulatory requirements.
- Training of other Centerline employees within the RF Engineering Group on EME Compliance scopes and services.

2008-May 2016 EBI Consulting Burlington, MA

***RF Technical Director***

- Management of 8-10 employees.
- Client management for 50-60 clients nationwide, including Verizon, AT&T, Sprint, T-Mobile and other turnkey companies.
- Conducting training sessions for EBI employees to be involved in RF-EME program.
- Development of Scopes of Work to be used within RF-EME department.
- Management of major nationwide telecom clients.
- Development and implementation of report templates to meet client and FCC regulatory requirements, used within EBI's RF-EME program.

2008-2011 EBI Consulting Burlington., MA

***Project Scientist***

- Writing and reviewing RF-EME compliance reports for telecom clients.
- Conducting training sessions for EBI employees to be involved in RF-EME program.
- On-site RF monitoring and installation of FCC compliance/mitigation signage and barriers.
- Management of major nationwide telecom clients
- Development and implementation of report templates used in RF-EME program
- On site services for EH&S department at biotech/life science facilities

## EDUCATION

2004-2008 Connecticut College New London, CT

BS Environmental Studies

RESOLUTION

AWARDING BID FOR RADIO FREQUENCY REVIEW PROFESIONAL SERVICES RFP #2016-08

On motion of Trustee , seconded by Trustee ,

the following resolution was adopted by the Board of Trustees of the Village of Port Chester, New York:

WHEREAS, the Village of Port Chester solicited bids for radio frequency review professional services through a Request for Proposals process (RFP #2016-08); and

WHEREAS, the Village received one response, which was deemed complete; and

WHEREAS, after evaluating and interviewing the responding firm, Village Staff and the Planning Commission recommends Centerline Communications a qualified respondent.

NOW, THEREFORE, be it

RESOLVED, that the Board of Trustees hereby awards the bid to Centerline Communications, 95 Ryan Drive, Suite 1, Raynham, MA 02767 to provide radio frequency review professional services to the Village of Port Chester; and be it further

RESOLVED, that such services shall be for a period of five years, starting from the date of this resolution; and be it further

RESOLVED, that such services shall be provided with compensation of $175/hour, to be confirmed on a yearly basis, with costs to be charged back to applicants, or to be paid by the Village when services are rendered for projects generated by the municipality; and be it finally

RESOLVED, that the Village Manager is hereby authorized to enter into a contract with Centerline Communications and that the form and content of said contract shall be subject to the approval of the Village Attorney.

Approved as to Form:

_____

Village Attorney, Anthony Cerreto

**AGREEMENT FOR RADIO FREQUENCY (RF) REVIEW SERVICES**

THIS AGREEMENT FOR RADIO FREQUENCY (RF) REVIEW SERVICES ("Agreement") is made by and between the following:

| | |
|---|---|
| Village of Port Chester | Centerline Communications, LLC |
| 222 Grace Church Street, Suite 150 | 95 Ryan Drive, Suite 1 |
| Port Chester, NY 10573 | Raynham, MA 02767 |
| "Port Chester" and | "Contractor" |

1. SCOPE OF AGREEMENT. Contractor agrees to provide certain consulting and analytic services relating to radio frequency of wireless telecommunications facilities (each, a "Site") as stated in its proposal dated September 26, 2016A description of the types of services and pricing therefor is attached hereto and incorporated herein at Exhibit A. The terms and conditions of this Agreement shall apply to all Work performed by Contractor.

2. TERM. This Agreement shall be effective upon execution by both parties and shall continue in effect for three years, unless sooner terminated pursuant to this Agreement (such period of time, the "Term").

3. PRICE AND PAYMENTS. Port Chester agrees to pay Contractor, on an as needed basis at the rate of $175/hour (the "Contract Price"). Contractor shall submit an invoice, in form and substance reasonable acceptable to Port Chester and reasonably sufficient evidencing proper completion of the Work and any expenses.

4. GENERAL DUTIES AND RESPONSIBILITIES.

(a) Contractor shall, in addition to the duties described in its proposal dated September 26, 2016: (i) provide or cause to be provided the services, labor, materials, equipment, tools, and machinery, and any and all other facilities and services necessary for proper execution and completion of the Work; (ii) obtain all required licenses required in connection with the performance and completion of the Work; (iii) cause the Work to be performed in a safe and good and workmanlike manner in accordance with applicable laws and in compliance with the provisions of this Agreement; and (iv) deliver the services in a format acceptable to Port Chester. Contractor shall: (i) conduct its operations in compliance with applicable laws and executive orders relating to equal opportunity and non-discrimination in employment; and (ii) ensure that neither it, nor any of its subcontractors discriminates in its employment practices against any person by reason of race, religion, color, sex or national origin and that each of them complies with the provisions of said laws and orders, as well as all laws and orders relating to the employment of the handicapped, the employment of veterans and the use of minority and women's business enterprises.

(b) Contractor will promptly correct all Work that does not comply with the requirements of the Scope of Work and this Agreement for any reason ("Defective Work").

(c) Port Chester represents and warrants to Contractor that it (i) is a duly incorporated municipal corporation in good standing; (ii) has full authority to enter into this Agreement and perform its obligations hereunder; and (iii) at all times during the Term and any extension periods thereof, shall comply with all laws, rules and regulations, as in effect from time to time, that are applicable to Port Chester's performance of its obligations hereunder.

5. SUBCONTRACTORS. Contractor shall not utilize any subcontractors without first obtaining Port Chester's written consent. Nothing in this Agreement shall create any contractual relationship between Port Chester and any subcontractor, or any obligation on the part of Port Chester to pay or to see the payment of any monies due any subcontractor.

6. CHANGE ORDERS. Changes in the Work shall be made only pursuant to a Change Order, approved in writing by both parties, containing: (i) a description of the change in or addition to the Work; (ii) the amount of adjustment, if any, in the Contract Price; and (iii) the extent of adjustment, if any, in the time for performance of the Work.

7. TIME. Contractor shall undertake the Work as expeditiously as is consistent with reasonable skill and care and orderly progress of the Work. If the Work is delayed by an act, omission, or neglect of Port Chester or any separate contractor or third party Port Chester, or by changes ordered in the Work, and not caused by an act or omission of Contractor or any of its subcontractors, any dates specified for performance by Contractor shall be reasonably extended. . If Contractor is unable to satisfactorily complete the Work on or before such date, Port Chester may, at its option, terminate this agreement without any recourse or liability in connection therewith, upon written notice to the Contractor within ten (10) days of such failure to deliver, or Port Chester may extend the time in which Contractor may satisfactorily complete the Work. In the event of such termination, neither party shall be liable for damages arising out of the failure to perform, other than any accrued amounts owed, and any non-recurring charges paid by Port Chester shall be refunded to Port Chester. The termination or expiration of a Purchase Order will not affect Work being completed under one or more separate Purchase Orders.

8. OWNERSHIP AND USE OF DOCUMENTS AND INFORMATION. Drawings and other written documents and electronic data furnished by Port Chester to Contractor or created by Contractor in the course of performing the Work are and shall remain the property of Port Chester and, upon completion of the Work, shall be delivered by Contractor to Port Chester.

9. WARRANTY. Contractor warrants to Port Chester all services included in the Work will be free from defects and in conformance with the Scope of Work for a period of one year from the date of completion of the Work.

10. GOVERNING LAW/DISPUTE RESOLUTION. This Agreement shall be governed by the laws of the State of New York. Any dispute between the parties shall be resolved through adjudication in a court of competent jurisdiction in the State of New York.

11. INDEMNITY. Contractor shall hold fully defend, indemnify and hold harmless Port Chester, its affiliates, officers, representatives, and employees (collectively, the "Indemnitees" and singly, an "Indemnitee") from and against all suits or actions, claims, liens, demands, damages, settlements, penalties, fines, costs and expenses (collectively, a "Claim" or "Claims") to which any or all of the Indemnitees may be subjected by reason of or arising out of or related to (a) any breach of any representation or warranty of Contractor contained in this Agreement; (b) any breach or violation of any covenant or other obligation or duty of Contractor under this Agreement or under applicable law; and (c) any bodily injury, sickness, disease or death or injury to or destruction of tangible property, including loss of use, solely resulting from gross negligence on the part of Contractor in the performance of the Work. The indemnification obligations of Contractor shall survive termination of this Agreement and shall not be limited to or affected by the type or limits of insurance maintained by Contractor.

12. INSURANCE; RISK OF LOSS.

(a) Contractor shall obtain and maintain, at its own cost and expense, the following insurance in full force and effect during the term of this Agreement:

(i) Commercial general liability insurance providing coverage, with limits of not less than $1,000,000 for bodily injury and $1,000,000 for property damage.

(ii) Professional Liability (Errors & Omissions) insurance with limits of at least $1,000,000 each claim or wrongful act and in the aggregate.

(iii) Comprehensive automobile liability insurance covering the use and maintenance of owned, non-owned, hired and rented vehicles with limits of coverage of not less than a combined single limit of $1,000,000 or not less than $500,000 per person and $1,000,000 per occurrence for bodily injury and not less than $500,000 per occurrence for property damage.

(iv) Worker's Compensation insurance with statutory limits of coverage.

(v) Excess liability insurance in the umbrella form with a combined single limit of $1,000,000.

(b) **Port Chester shall be named as additional insured on all of the above stated policies, except for Worker's Compensation insurance.** Prior to performing any Work or entering a job-site, Contractor shall provide Port Chester with an endorsement to Contractor's policies, or at a minimum, certificates of insurance, together with relevant portions of the policies providing for (i) Port Chester and its affiliates named as an additional insured; (ii) the policy will not be canceled or materially changed without at least thirty (30) days' prior written notice to Port Chester by certified mail; (iii) a declaration that the Contractor assumes complete responsibility for satisfying any SIR or deductible that may apply to the policy; and (iv) Products and Completed Operations coverage for a period of not less than three (3) years after completion of the Work. **The certificate of insurance to be provided by Contractor hereunder shall be in the form of the certificate of insurance attached hereto as Exhibit B.**

(c) Contractor shall require any of its subcontractors to provide insurance in accordance with the limits and terms as required of Contractor.

(d) All Contractor insurance required under this Agreement shall be underwritten by a carrier rated A- (or higher).

13. TERMINATION: Either party may terminate this Agreement by written notice to the other party: (a) if the other party materially breaches this Agreement and fails to cure such breach within fifteen (15) days of receiving a written notice of breach from the non-breaching party; (b) the other party suspends, or threatens to suspend, payment of its debts or is unable to pay its debts as they fall due or admits inability to pay its debts or is deemed unable to pay its debts within the meaning of any applicable laws; (c) a bankruptcy or other petition is filed, a notice is given, or an order is made, for the winding up of that other party; (d) an application is made to court, or an order is made, for the appointment of an administrator, receiver or trustee, or if an administrator, receiver or trustee is appointed over the other party; (e) a creditor of the other party attaches or takes possession of, the whole or any part of its assets and such attachment or process is not discharged within fourteen (14) days; or (f) the other party suspends or ceases, or threatens to suspend or cease, to carry on all or a substantial part of its business; or (g) for convenience upon thirty (30) days notice.

14. INDEPENDENT CONTRACTOR. Neither Contractor nor its subcontractors, nor the employees or agents of any of them, shall be deemed to be Port Chester employees or agents, it being understood that Contractor and its subcontractors are independent for all purposes and at all times, and Contractor shall be wholly responsible for withholding and payment of all Federal, state and local income and other payroll taxes with respect to its employees, including contributions from them and as required by law. Contractor further acknowledges and agrees that it retains full right of control and supervision over the performance of the Work and the full right of control over the employment, direction, means, methods, assignment, compensation and discharge of all of its employees and agents.

15. CONFIDENTIALITY. Contractor agrees, for itself and its directors, officers, employees, consultants, representatives, subcontractors and agents to maintain in confidence, the terms and provisions of this Agreement and anything related to Contractor's Work hereunder, except on a need-to-know basis in connection with the performance of Work under this Agreement, and otherwise to reveal the same to other persons or entities only at the written direction of Port Chester or as required by law.

16. MISCELLANEOUS. This Agreement contains the entire agreement of the parties and shall not be amended or modified without specific written provision to that effect signed by both parties. No oral statement of any person whosoever shall modify the terms of this Agreement. The invalidity or unenforceability of any particular provision of this Agreement shall not affect the other provisions hereof, and the Agreement shall be construed in all respects as if such invalid or unenforceable provisions were omitted. It is understood and agreed that this Agreement and all of the rights and obligations of the parties hereunder shall be governed by the laws of the State of New York. No provision of this Agreement shall be deemed waived, amended or modified by either party, unless such waiver, amendment or modification is in writing and signed by the party against whom it is sought to enforce the waiver, amendment or modification. Delay in the enforcement by either party of any term or condition hereof or in the exercise of any right hereunder shall not be construed as a waiver. Any notice to be given under this Agreement by any party to the other shall be deemed to have been duly given if given in writing and personally delivered, sent by nationally recognized overnight courier, or sent by U.S. mail, certified, postage prepaid, to the

address specified in the first sentence of this Agreement. Contractor may not assign this Agreement, in whole or in part. This Agreement shall inure to the benefit of, and shall be binding upon, the parties hereto and their respective successors and permitted assigns. The parties hereto do not intend that any other person or entity be considered to be a third-party beneficiary to this Agreement. This Agreement may be executed in several counterparts, each of which shall be deemed an original, and all such counterparts together shall constitute but one and the same instrument. The exchange of copies of this Agreement and of signature pages by facsimile or electronic mail in ".pdf" form, shall constitute effective execution and delivery of this Agreement and may be used in lieu of the original Agreement for all purposes. Signatures of the Parties so transmitted shall be deemed to be their original signatures for all purposes.

17. FORCE MAJEURE. Neither party to this Agreement shall be responsible for any delays, losses, damages or failures of performance of any obligations under this Agreement where such delays, losses, damages, or failures are beyond the control of either party and are due to an act of God, act of public enemy, riot, disorder, epidemic, landslide, lightning, earthquake, fire, storm, flood, civil disturbance, explosion, interference by civil or military authorities, strike, statute, ordinance, governmental order or ruling or similar cause beyond the control of either party. In the event of any force majeure, the party relying on this provision shall give prompt notice to the other party of the force majeure event or other circumstance causing the delay and shall take all reasonable steps to resume performance at the earliest possible date. The time for performance shall be extended by the number of days from the date notice is given until performance can be resumed.

IN WITNESS WHEREOF, the parties have executed this Agreement as of the date last written below.

| PORT CHESTER VILLAGE | CENTERLINE COMMUNICATIONS, LLC |
|---|---|
| By:_____ | By:_____ |
| Name:_____ (Please Print) | Name:_____ (Please Print) |
| Title_____ | Title_____ |
| Date: _____ | Date: _____ |

EXHIBIT A

Scope of Services/Pricing:

- Review and verify radio frequency (RF) reports and determine coverage needs and saturation
- Assist the Village in maintaining an inventory of the Village's wireless telecommunications facilities
- Appear at meeting of the Board of Trustees and Planning Commission on an as needed basis to discuss applications, projects and creative solutions
- Testify in court, if needed, as an expert witness

Pricing: All services to be billed at a rate of $175.00 per hour. . Overnight stays and additional third party costs and expenses to be pre-approved by Port Chester and reimbursed at actual cost, after Port Chester receives supplemental information displaying the actual cost of such expenses.

Exhibit B

Certificate of Insurance

RES - 07
BOT12-19-2016

VILLAGE OF
# PORT CHESTER
222 Grace Church Street, Port Chester, New York 10573

## AGENDA MEMO

**Department:** Office of the Village Attorney

**BOT Meeting Date:** 12/19/2016

**Item Type:** Resolution

**Sponsor's Name:** BOT Member

| Description | Yes | No | Description | Yes | No |
|---|---|---|---|---|---|
| Fiscal Impact | ☐ | ☒ | Public Hearing Required | ☐ | ☒ |
| Funding Source: | | | BID # | | |
| Account #: | | | **Strategic Plan Priority Area** | | |
| | **Yes** | **No** | N/A | | |
| Agreement | ☐ | ☒ | **Manager Priorities** | | |
| Strategic Plan Related | ☐ | ☒ | N/A | | |

## Agenda Heading Title
*(Will appear on the Agenda as indicated below)*

REAPPOINTMENT OF JANUSZ RICHARDS TO THE TOWN OF RYE BOARD OF ASSESSMENT REVIEW

## Summary

**Background:**

The inter-municipal agreement (IMA) between the Town of Rye, the Village of Rye Brook and the Village of Port Chester dated December 31, 2004 provides a process for appointing members to the Town of Rye Board of Assessment Review ("BAR").

The BAR consists of five members, with two Port Chester residents and two Rye Brook residents.

The seat held by Dr. Janusz Richards expired on September 30, 2016.

Pursuant to Real Property Tax Law, Section 532, the term of office for members on a board of assessment review is five years which commences on October lst and expires on September 30th.

The proposed resolution would reappoint Dr. Richards to the BAR with a term to expire on September 30, 2021.

| Proposed Action |
| --- |

That the Board of Trustees adopt the Resolution

| Attachments |
| --- |
| |

REAPPOINTMENT OF JANUSZ RICHARDS TO THE TOWN OF RYE BOARD OF ASSESSMENT REVIEW

On motion of TRUSTEE , seconded by TRUSTEE

, the following resolution was adopted by the Board of Trustees of the Village of Port Chester, New York:

WHEREAS, the inter-municipal agreement between the Town of Rye, the Village of Rye Brook and the Village of Port Chester dated December 31, 2004 provides for a process of appointing members to the Town of Rye Board of Assessment Review; and

WHEREAS, with the expiration of Dr. Janusz Richards' term on September 30, 2016, the Town has proposed his reappointment for an additional five year term; and

WHEREAS, the Board has duly considered same. Now, therefore, be it

RESOLVED, that the Board of Trustees hereby consents to the proposed reappointment of Dr. Janusz Richards to the Town of Rye Board of Assessment Review with a term to expire on September 30, 2021.

Approved as to Form:

_____

Anthony M. Cerreto, Village Attorney

GARY J. ZUCKERMAN, ESQ.
SUPERVISOR

DEBORAH A. REISNER
CHIEF-OF-STAFF/CONFIDENTIAL
SECRETARY TO THE SUPERVISOR

TOWN OF RYE
222 GRACE CHURCH STREET
PORT CHESTER, NY 10573
TEL: 914-939-3075 • FAX: 914-939-1465

TOWN COUNCIL
WILLIAM J. VILLANOVA
DEPUTY SUPERVISOR
ANTHONY BAXTER
LINDSAY A. JACKSON
THOMAS F. NARDI

December 14, 2016

**To:** Mayor Pilla and Board of Trustees, Village of Port Chester

**From:** Gary J. Zuckerman, Supervisor, Town of Rye

**Re:** Appointment to the Board of Assessment Review

Pursuant to the IMA between and among the Town of Rye and the Villages of Rye Brook and Port Chester, I hereby refer the re-appointment of Dr. Janusz Richards to the Town of Rye Board of Assessment Review as the "Rye Town Designated Member."

Upon receipt of consent of such proposed appointment by Resolution of the Port Chester Board of Trustees, the reappointment of Dr. Richards will be placed on the Agenda for final appointment by Resolution of the Rye Town Council.

RES - 08
BOT12-19-2016

VILLAGE OF
# PORT CHESTER
222 Grace Church Street, Port Chester, New York 1057

## AGENDA MEMO

Department: Board of Trustees

BOT Meeting Date: 12/19/2016

Item Type: 03 Resolution

Sponsor's Name: BOT

| Description | | Description | |
|---|---|---|---|
| Fiscal Impact | ☐ | Public Hearing Required | ☐ |
| Funding Source | N/A | Bid | N/A |
| Account | N/A | Strategic Plan Priority Area | N/A |
| Agreement | ☐ | Manager Priorities | N/A |
| Stategic Plan Related | ☐ | | |

# Agenda Heading Title

**ACCEPTANCE AND APPROVAL OF MARTIN VARGAS AS AN ACTIVE MEMBER OF HARRY HOWARD HOOK & LADDER CO. NO. 1**

## Summary

ACCEPTANCE AND APPROVAL OF MARTIN VARGAS AS AN ACTIVE MEMBER OF HARRY HOWARD HOOK & LADDER CO. NO. 1

## Proposed Action

That the Board of Trustees adopt the Resolution

## Attachment

**RESOLUTION**

ACCEPTANCE AND APPROVAL OF MARTIN VARGAS AS AN ACTIVE MEMBER OF HARRY HOWARD HOOK & LADDER CO. NO. 1

On motion of TRUSTEE , seconded by TRUSTEE , the following resolution was adopted by the Board of Trustees of the Village of Port Chester, New York:

WHEREAS, at the Wednesday, December 7, 2016 meeting of Harry Howard Hook & Ladder Co. No. 1 the company held an election for a new active member; and

WHEREAS, Martin Vargas has been elected to be a new active member.

Now, therefore, be it

RESOLVED, that the Board of Trustees hereby accepts and approves the election of Martin Vargas to Harry Howard Hook & Ladder Co. No. 1, as an active member of the Port Chester Fire Department, conditioned upon passing the required medical examination.

Approved as to Form:

_____

Anthony M. Cerreto, Village Attorney

RES - 09
BOT12-19-2016

VILLAGE OF
# PORT CHESTER
222 Grace Church Street, Port Chester, New York 1057

## AGENDA MEMO

Department: Board of Trustees

BOT Meeting Date: 12/19/2016

Item Type: 03 Resolution

Sponsor's Name: BOT

| Description | | Description | |
|---|---|---|---|
| Fiscal Impact | ☐ | Public Hearing Required | ☐ |
| Funding Source | N/A | Bid | N/A |
| Account | N/A | Strategic Plan Priority Area | N/A |
| Agreement | ☐ | Manager Priorities | N/A |
| Stategic Plan Related | ☐ | | |

# Agenda Heading Title

**ACCEPTANCE AND APPROVAL OF BRANDON GONZALEZ AS AN ACTIVE MEMBER OF HARRY HOWARD HOOK & LADDER CO. NO.1**

## Summary

ACCEPTANCE AND APPROVAL OF BRANDON GONZALEZ AS AN ACTIVE MEMBER OF HARRY HOWARD HOOK & LADDER CO. NO.1

## Proposed Action

That the Board of Trustees adopt the Resolution

## Attachment

**RESOLUTION**

ACCEPTANCE AND APPROVAL OF BRANDON GONZALEZ AS AN ACTIVE MEMBER OF HARRY HOWARD HOOK & LADDER CO. NO.1

On motion of TRUSTEE , seconded by TRUSTEE , the following resolution was adopted by the Board of Trustees of the Village of Port Chester, New York:

WHEREAS, at the Wednesday, December 7, 2016 meeting of Harry Howard Hook & Ladder Co. No. 1 the company held an election for a new active member; and

WHEREAS, Brandon Gonzalez has been elected to be a new active member.

Now, therefore, be it

RESOLVED, that the Board of Trustees hereby accepts and approves the election of Brandon Gonzalez to Harry Howard Hook & Ladder Co. No. 1, as an active member of the Port Chester Fire Department, conditioned upon passing the required medical examination.

Approved as to Form:

_____

Anthony M. Cerreto, Village Attorney

RES - 10
BOT12-19-2016

VILLAGE OF

# PORT CHESTER

222 Grace Church Street, Port Chester, New York 1057

## AGENDA MEMO

Department: Board of Trustees

BOT Meeting Date: 12/19/2016

Item Type: 03 Resolution

Sponsor's Name: BOT

| Description | | Description | |
|---|---|---|---|
| Fiscal Impact | ☐ | Public Hearing Required | ☐ |
| Funding Source | N/A | Bid | N/A |
| Account | N/A | Strategic Plan Priority Area | N/A |
| Agreement | ☐ | Manager Priorities | N/A |
| Stategic Plan Related | ☐ | | |

# Agenda Heading Title

**ACCEPTANCE AND APPROVAL OF DAVID PENA AS AN ACTIVE MEMBER OF HARRY HOWARD HOOK & LADDER CO. NO.1**

## Summary

ACCEPTANCE AND APPROVAL OF DAVID PENA AS AN ACTIVE MEMBER OF HARRY HOWARD HOOK & LADDER CO. NO.1

## Proposed Action

That the Board of Trustees adopt the Resolution

## Attachment

**RESOLUTION**

ACCEPTANCE AND APPROVAL OF DAVID PENA AS AN ACTIVE MEMBER OF HARRY HOWARD HOOK & LADDER CO. NO.1

On motion of TRUSTEE , seconded by TRUSTEE , the following resolution was adopted by the Board of Trustees of the Village of Port Chester, New York:

WHEREAS, at the Wednesday, December 7, 2016 meeting of Harry Howard Hook & Ladder Co. No. 1 the company held an election for a new active member; and

WHEREAS, David Pena has been elected to be a new active member. Now,

therefore, be it

RESOLVED, that the Board of Trustees hereby accepts and approves the election of David Pena to Harry Howard Hook & Ladder Co. No. 1, as an active member of the Port Chester Fire Department, conditioned upon passing the required medical examination.

Approved as to Form:

_____

Anthony M. Cerreto, Village Attorney

RES - 11
BOT12-19-2016

VILLAGE OF
# PORT CHESTER
222 Grace Church Street, Port Chester, New York 1057

## AGENDA MEMO

Department: Board of Trustees

BOT Meeting Date: 12/19/2016

Item Type: 03 Resolution

Sponsor's Name: BOT

| Description | | Description | |
|---|---|---|---|
| Fiscal Impact | ☐ | Public Hearing Required | ☐ |
| Funding Source | N/A | Bid | N/A |
| Account | N/A | Strategic Plan Priority Area | N/A |
| Agreement | ☐ | Manager Priorities | N/A |
| Stategic Plan Related | ☐ | | |

# Agenda Heading Title

**ACCEPTANCE AND APPROVAL OF THE REINSTATEMENT OF MARCOS DEMELO AS AN ACTIVE MEMBER OF HARRY HOWARD HOOK & LADDER CO. NO. 1**

## Summary

ACCEPTANCE AND APPROVAL OF THE REINSTATEMENT OF MARCOS DEMELO AS AN ACTIVE MEMBER OF HARRY HOWARD HOOK & LADDER CO. NO. 1

## Proposed Action

That the Board of Trustees adopt the Resolution

## Attachment

**RESOLUTION**

ACCEPTANCE AND APPROVAL OF THE REINSTATEMENT OF MARCOS DEMELO AS AN ACTIVE MEMBER OF HARRY HOWARD HOOK & LADDER CO. NO. 1

On motion of TRUSTEE , seconded by TRUSTEE , the following resolution was adopted by the Board of Trustees of the Village of Port Chester, New York:

WHEREAS, at the Wednesday, December 7, 2016 meeting of Harry Howard Hook & Ladder Co. No. 1 the company held an election to reinstate a member; and

WHEREAS, Marcos DeMelo has been elected to be a new active member.

Now, therefore, be it

RESOLVED, that the Board of Trustees hereby accepts and approves the election of Marcos DeMelo to Harry Howard Hook & Ladder Co. No. 1, as an active member of the Port Chester Fire Department, conditioned upon passing the required medical examination.

Approved as to Form:

_____

Anthony M. Cerreto, Village Attorney

RES - 12
BOT12-19-2016

VILLAGE OF
# PORT CHESTER
222 Grace Church Street, Port Chester, New York 1057

## AGENDA MEMO

Department: Board of Trustees

BOT Meeting Date: 12/19/2016

Item Type: 03 Resolution

Sponsor's Name: BOT

| Description | | Description | |
|---|---|---|---|
| Fiscal Impact | ☐ | Public Hearing Required | ☐ |
| Funding Source | N/A | Bid | N/A |
| Account | N/A | Strategic Plan Priority Area | N/A |
| Agreement | ☐ | Manager Priorities | N/A |
| Stategic Plan Related | ☐ | | |

# Agenda Heading Title

**ACCEPTANCE AND APPROVAL OF THE REINSTATEMENT OF RONALD GEORGIO AS AN ACTIVE MEMBER OF HARRY HOWARD HOOK & LADDER CO. NO. 1**

## Summary

ACCEPTANCE AND APPROVAL OF THE REINSTATEMENT OF RONALD GEORGIO AS AN ACTIVE MEMBER OF HARRY HOWARD HOOK & LADDER CO. NO. 1

## Proposed Action

That the Board of Trustees adopt the Resolution

## Attachment

**RESOLUTION**

ACCEPTANCE AND APPROVAL OF THE REINSTATEMENT OF RONALD GEORGIO AS AN ACTIVE MEMBER OF HARRY HOWARD HOOK & LADDER CO. NO. 1

On motion of TRUSTEE , seconded by TRUSTEE , the following resolution was adopted by the Board of Trustees of the Village of Port Chester, New York:

WHEREAS, at the Wednesday, December 7, 2016 meeting of Harry Howard Hook & Ladder Co. No. 1 the company held an election to reinstate a member; and

WHEREAS, Ronald Georgio has been elected to be a new active member.

Now, therefore, be it

RESOLVED, that the Board of Trustees hereby accepts and approves the election of Ronald Georgio to Harry Howard Hook & Ladder Co. No. 1, as an active member of the Port Chester Fire Department, conditioned upon passing the required medical examination.

Approved as to Form:

_____

Anthony M. Cerreto, Village Attorney

RES - 13
BOT12-19-2016

VILLAGE OF
# PORT CHESTER
222 Grace Church Street, Port Chester, New York 10573

## AGENDA MEMO

**Department:** Office of the Village Attorney

**BOT Meeting Date:** 12/19/2016

**Item Type:** Resolution

**Sponsor's Name:** BOT Member

| Description | Yes | No | Description | Yes | No |
|---|---|---|---|---|---|
| Fiscal Impact | ☐ | ☒ | Public Hearing Required | ☐ | ☒ |
| Funding Source: | | | BID # | | |
| Account #: | | | **Strategic Plan Priority Area** | | |
| | **Yes** | **No** | N/A | | |
| Agreement | ☐ | ☒ | **Manager Priorities** | | |
| Strategic Plan Related | ☐ | ☒ | N/A | | |

## Agenda Heading Title
*(Will appear on the Agenda as indicated below)*

REAPPOINTMENT OF JANUSZ RICHARDS TO THE TOWN OF RYE BOARD OF ASSESSMENT REVIEW

## Summary

**Background:**

The inter-municipal agreement (IMA) between the Town of Rye, the Village of Rye Brook and the Village of Port Chester dated December 31, 2004 provides a process for appointing members to the Town of Rye Board of Assessment Review ("BAR").

The BAR consists of five members, with two Port Chester residents and two Rye Brook residents. One of the two members are appointed on a recommendation from each respective village (Port Chester Member) and the other is appointed on a referral from the Town with consent by each respective village (Rye Town PC or RB Member")

The term of office held by Janusz Richards, Rye Town Designated PC Member, expired on September 30, 2016. Pursuant to Real Property Tax Law, Section 532, the term of office is five years and commences on October Ist and expires on September 30th.

The proposed resolution would reappoint Dr. Richards to the BAR.

| Proposed Action |
| --- |

That the Board of Trustees adopt the Resolution

| Attachments |
| --- |
| |

SETTING A PUBLIC HEARING TO CONSIDER THE ADVISABILITY OF A LOCAL LAW AMENDING THE CODE OF THE VILLAGE OF PORT CHESTER WITH REGARD TO FEES IN THE RECREATION DEPARTMENT

On motion of TRUSTEE , seconded by TRUSTEE

, the following resolution was adopted by the Board of Trustees of the Village of Port Chester, New York:

RESOLVED, that the Board of Trustees hereby sets a public hearing for January 3, 2016 to consider the advisability of a local law to amend the Code of the Village of Port Chester by adding a new chapter, Chapter 104, "Recreation Department", with regard to recreation activities administered by the Village.

Approved as to Form:

_____
Anthony M. Cerreto, Village Attorney

**Local Law Filing** **NEW YORK STATE DEPARTMENT OF STATE**
**41 STATE STREET, ALBANY, NY 12231**

**Village of Port Chester, New York**

**Local Law No. I-11 of the year 2016**

**Be it enacted by the Board of Trustees of the Village of Port Chester, New York**

A LOCAL LAW AMENDING THE CODE OF THE VILLAGE OF PORT CHESTER, BY ADDING A NEW CHAPTER, CHAPTER 104 "RECREATION DEPARTMENT", WITH REGARD TO RECREATION ACTIVITIES ADMINISTERED BY THE VILLAGE

SECTION 1: Purpose and Intent

The Village of Port Chester has a comprehensive recreation program promoting multi-generational recreational, cultural and play activities. The Recreation Department administers such program through a system of user fees. This local law provides the requisite support to set and adjust these fees.

SECTION 2: The Code of the Village of Port Chester, is hereby amended by adding a new chapter, Chapter 104, previously reserved, to be entitled "Recreation Department, to read as follows:

Article 1

§104-1 User Fees.

The Recreation Department shall administer certain recreational programs and provide that the cost for same shall be defrayed by a system of user fees. Such fees shall be set forth by resolution in Chapter 175, "Fees."

SECTION 3: Severability

If any provision of this local law is held to be invalid or unenforceable in whole or in part, such invalidity or unenforceability shall attach only to such provision or part thereof and the remaining part of such provision and all other provisions shall continue in full force and effect.

SECTION 4: Effective Date

This local law shall be effective immediately upon filing with the Secretary of State.

RES - 14
BOT12-19-2016

VILLAGE OF
# PORT CHESTER
222 Grace Church Street, Port Chester, New York 10573

## AGENDA MEMO

**Department:** Police Department

**BOT Meeting Date:** 12/19/2016

**Item Type:** Resolution

**Sponsor's Name:** Richard F. Conway, Chief of Police

| Description | Yes | No | Description | Yes | No |
|---|---|---|---|---|---|
| Fiscal Impact | ☒ | ☐ | Public Hearing Required | ☐ | ☒ |
| Funding Source: | | | BID # | | |
| Account #: | | | **Strategic Plan Priority Area** | | |
| | **Yes** | **No** | N/A | | |
| Agreement | ☐ | ☒ | **Manager Priorities** | | |
| Strategic Plan Related | ☐ | ☒ | N/A | | |

## Agenda Heading Title
*(Will appear on the Agenda as indicated below)*

REQUESTING STATE LEGISLATIVE DELEGATION TO SUPPORT POLICE OFFICER'S TRANSFER IN ENROLLMENT IN THE NEW YORK STATE POLICE AND FIRE RETIREMENT SYSTEM

## Summary

**Background:**

The Village of Port Chester has adopted coverage for the optional 20-year retirement plan for members of the Police Department pursuant to Section 384-d of the Retirement and Social Security Law.

Police Officer Michael Sprague was appointed by the Village of Port Chester on January 7, 2013. Due to a clerical error on the officer's application and miscommunication with the New York State Police and Fire Retirement System, he was not enrolled in the 384-d Plan. Officer Sprague desires to transfer his enrollment to join such Plan. This would require special state legislation to reopen the provisions of Section 384-d. Should such legislation be enacted, the Village would be responsible for the past service cost. The

Chief of Police recommends that the Board act so that Officer Sprague may be put into the proper retirement plan.

The Village Treasurer has provided a spread-sheet setting forth the cost of the transfer in enrollment should the legislation be enacted (see attached).

The proposed resolution makes request on the Village's state representatives to propose bills in the upcoming legislative session.

| **Proposed Action** |
| --- |

That the Board of Trustees adopt the Resolution

| **Attachments** |
| --- |
| |

REQUESTING STATE LEGISLATIVE DELEGATION TO SUPPORT POLICE OFFICER'S TRANSFER IN ENROLLMENT IN THE NEW YORK STATE POLICE AND FIRE RETIREMENT SYSTEM

On motion of TRUSTEE , seconded by TRUSTEE

, the following resolution was adopted by the Board of Trustees of the Village of Port Chester, New York:

WHEREAS, the Village of Port Chester has adopted coverage for the optional 20-year retirement plan for members of the Police Department pursuant to Section 384-d of the Retirement and Social Security Law; and

WHEREAS, Police Officer Michael Sprague ("Sprague") was appointed by the Village of Port Chester on January 7, 2013; and

WHEREAS, due to a clerical error on Sprague's application and miscommunication with the New York Police and Fire State Retirement System, he was not enrolled in the 384-d Plan; and

WHEREAS, Sprague desires to transfer his enrollment to join such Plan; and

WHEREAS, special state legislation is required to reopen the provisions of Section 384-d to allow Sprague to change his enrollment to the 384-d Plan; and

WHEREAS, should such legislation be enacted, the Village would be required to incur thel past service cost which estimated expense has been provided to the Board; and

WHEREAS, the Village will be responsible for its annual contribution on behalf of Sprague in the usual course. Now, therefore, be it

RESOLVED, that the Board of Trustees authorizes the Mayor on its behalf to request State Senator George Latimer and Assemblyman Steven Otis to propose bills in their respective chambers that would accomplish Police Officer Michael Sprague's transfer of enrollment to New York State Police and Fire Retirement Plan 384-d.

Approved as to Form:

_____

Anthony M. Cerreto

RES - 15
BOT12-19-2016

VILLAGE OF
# PORT CHESTER
222 Grace Church Street, Port Chester, New York 10573

## AGENDA MEMO

**Department:** Office of the Village Manager

**BOT Meeting Date:** 12/19/2016

**Item Type:** Resolution

**Sponsor's Name:** Christopher D. Steers, Village Manager

| | Yes | No | Description | Yes | No |
|---|---|---|---|---|---|
| Fiscal Impact | ☐ | ☒ | Public Hearing Required | ☐ | ☒ |
| Funding Source: | | | BID # | | |
| Account #: | | | **Strategic Plan Priority Area** | | |
| | **Yes** | **No** | N/A | | |
| Agreement | ☐ | ☒ | **Manager Priorities** | | |
| Strategic Plan Related | ☐ | ☒ | N/A | | |

## Agenda Heading Title
*(Will appear on the Agenda as indicated below)*

RESOLUTION
APPROVAL OF THE PORT CHESTER FIRE DEPARTMENT ELECTION OF CHIEF ENGINEER AND FIRST AND SECOND ASSISTANT ENGINEERS

## Summary

**Background:**

On December 15, 2016, the Port Chester Fire Department held the Election of Chief Engineer and First and Second Assistant Engineers.

The Board of Trustees is required to approve of the results of said election.

## Proposed Action

That the Board of Trustees adopt the Resolution

## Attachments

Resolution

RESOLUTION

APPROVAL OF THE PORT CHESTER FIRE DEPARTMENT ELECTION OF CHIEF ENGINEER AND FIRST AND SECOND ASSISTANT ENGINEERS

On motion of TRUSTEE seconded by TRUSTEE

, the following resolution was adopted by the Board of Trustees of the Village of Port Chester, New York:

WHEREAS, on December 15, 2016, the Port Chester Fire Department held the Election of Chief Engineer and First and Second Assistant Engineers; and

WHEREAS, the Secretaries of the Fire Companies of the Village of Port Chester have certified to the Board of Trustees the results of that election; and

WHEREAS, the results of said election held, Michael Devittorio for Chief Engineer, Enrico Casterella for First Assistant Engineer and Herbert Bocchino for Second Assistant Engineer;

WHEREAS, each office shall be for a term of two years.

Now, therefore, be it

RESOLVED, that the Board of Trustees hereby approves of the results of the Election of Chief Engineer and First and Second Assistant Engineers.

APPROVED AS TO FORM:

_____
Village Attorney

VM - 01
BOT12-19-2016

# Village of Port Chester

## Office of the Village Manager

## MEMORANDUM

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**TO**: Mayor and the Board of Trustees

**FROM**: Christopher D. Steers, Village Manager

**DATE**: December 19th, 2016

**RE**: Updates

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**INITIATIVES/PRIORITIES:**

- **Economic Development: Strategic Actions** *(Opportunity Areas #1 Downtown TOD, #2 Downtown: Municipal Center, #3 Waterfront Redevelopment/Revitalization, #4 Fox Island, #5 United Hospital Site Redevelopment). We continue to move forward with various strategic planning initiatives (see Planning and Economic Development activities report for more detail).*

1) **Opportunity Area #1:**

- **Retail D (Background & Status): (PENDING)** Redevelopment proposal to amend the Marina Urban Redevelopment (MUR) Plan and Section 345-67 of the Village Code to create a mixed use project. Zoning text amendments were adopted at the April 4, 2016 BOT meeting. The next step would be site plan approval at the BOT once the Applicant submits a proposal (pending). Note an application for IDA assistance is pending as well.

- **MUR Restaurant Pad: (PENDING)** Proposal to construct an approximate 5,500 s.f. restaurant in the Marina Redevelopment Project Urban Renewal District (MUR). The Applicant intends on submitting a site plan application for review by the BOT. Staff is working with the Applicant to answer questions related to the construction of the building and its potential impact on the bulkhead and parking lot. The project appeared before the Planning Commission at its September meeting and scheduled for a public hearing at the Planning Commission on October 24, 2016. The Waterfront Commission found the project to be consistent with the LWRP at its October 27, 2016 meeting.

- **Micro Alcohol Establishments: (PENDING)** Zoning text amendments to possibly permit non-bar, alcohol-related establishments within particular districts within the Village. The Board adopted the zoning at its September 19, 2016 meeting. Per Board direction, staff is investigating adding such uses to the MUR District and will report back to the Board.

- **Parking and Mobility Management Action Plan**: See attached report from the RBA Group.

2) **Opportunity Area #2:**

**Police and Court Facility**: **(PENDING)** Trustee Brakewood has asked for cash flow analysis to be folded into a new proforma for clearer understanding of the projects affordability. I am working with staff to produce same. More time is needed however and I expect to present something to the subcommittee in January. Again NDC provided two work sheets with the following discussion from Mr. Matthew B. Wexler, Director; National Development Council (in sum):

- *The purpose of the worksheets is to show you the order of magnitude of the lease payments that the Village would have to pay in different scenarios. To get more accurate numbers, our team would need to re-visit program, design and cost estimating depending on which kind of building the Village decides to* pursue.
- *NDC encourages us to consider the various revenue options it may have available whether those be changes in parking, the sale of real estate such as the existing police/courts building and/or the building on Grace Church Street, or some other item(s). We may then apply these revenues against the cost of the various building that are being considered to arrive at a net cost to the Village.*

Mr. Wexler remains available to assist as needed.

3) **Opportunity Area #3:**

- **Bulkhead**: Next steps are:
  - Boswell is developing detailed design plans (60%) to submit to NYSDOS for review – anticipated by the end of December.
  - NYSDOS would then review/approve for permitting. NYSDOS then distributes to NYSDEC, Army Corps of Engineers, and Connecticut DEEP for permitting review/approval – They have a maximum of 6 months.
  - Boswell is currently working on the environmental component of the permitting in advance of that review cycle.
  - Staff will continue to coordinate with Boswell in advancing the project.

- **Local Waterfront Revitalization Program** (LWRP): (Pending NYSDOS review).

**4) Opportunity Area #4:**

- **Fox Island**: (Pending further discussion during Strategic Planning).

**5) Opportunity Area #5:** Redevelopment of the former United Hospital Site (Starwood).

- A revised version of the pFEIS was submitted on November 14, 2016. Staff and the Village consultants presented the status of the project at a November 29, 2017 special meeting. Staff and the Village consultants will be present at the December 19, 2016 Board meeting to discuss FEIS completeness. Next steps would include a public hearing, Environmental Findings, and eventually a determination on the proposed zoning.

- A resolution to accept the Preliminary Final Environmental Impact Statement is on this agenda, however the applicant has requested an adornment to a date certain (see memorandum from the Planning and Economic Development Director and correspondence from the applicant.)

**ACTIONS:**

- **Columbus Park Lighting:** the Consulting Village Engineer is in contact with the lighting manufacturer to review the specs for further efficiencies and alternative pricing. Anticipating an answer this week.

- **LED Lighting Project:** The Inventory / field verification and mapping is complete. The Village's review and modifications to the mapping/lighting plan/standards and the final lighting conversion plan will be completed this week. Installations have been completed on Westchester Avenue and Grace Church Street. Total project completion estimated by the end of January to Second week of February.

- **Strategic Planning:** The strategic planning workshop is scheduled for two – four hour sessions: at the Senior Center on **Friday February 3rd and Saturday February 4th** (early morning respectively). Please place on your calendar. The survey has been distributed to stakeholders including employees, board and commission members and community stakeholders. All are encouraged to complete the survey and submit it.

- **Operations**: We are currently recruiting for the IT position requested (***Technical Support Specialist***) and I have also requested that the Board approve an ***Administrative Assistant*** position that is desperately needed in the Finance Department. As discussed we also need the following additional positions ASAP: Two Police Officers & Two DPW Highway Workers. Again, manning within the police department is potentially putting our officers at risk as they respond to various calls. Further, DPW is constantly reshuffling its staff to try to meet demands and utilizing seasonal staff to cover gaps. This situation has led to burnout and injuries and I remain concerned that we are at potentially at risk of exposing our officers and our workers to serious injuries.

The BOT asked for me to further review the costs associated with these requests and the status of the contingency line as I cautioned that even though we desperately need the staffing there is a current and future cost to same. The analysis is as follows:

**New Employer Cost Analysis**
**Effective 1/2/16**

| | | # of positions | Salary | Amount |
|---|---|---|---|---|
| **Department** | | | | |
| Police Officer | Police | 2 | $ 56,976 | $113,952 |
| Laborer | Highway | 2 | $ 44,359 | $88,718 |
| Tech Support Specialist | IT | 1 | $70,000 | $ 70,000 |
| Administrative Aide | Finance | 1 | $ 45,000 | $45,000 |
| | | | | $317,670 |
| Salary January - May | | | | $132,363 |
| Benefits (50%) | | | | $66,181 |
| **Total Cost** | | | | **$198,544** |

**Contingency Analysis**
**FY 2016-17**

| | *ROB* | *Amount* |
|---|---|---|
| Budgeted | | $1,057,145 |
| Mobility & Parking Management study | 8/1/2016 | $ (36,500) |
| East Coast Abstract-Land records & title search-Fox Is. Peninsula & Waterfront | 9/6/2016 | $ (28,725) |
| Strategic Planning Facilitating Services with Management Partners | 10/5/2016 | $ (20,900) |
| Acting Judge Castaneda Salary Increase | 11/21/2016 | $ (13,110) |
| CSEA Contract Ratification FY 2015-16 & FY 2016-17 | 11/21/2016 | $ (167,291) |
| Police Pension Liability | 11/21/2016 | $ (118,925) |
| Police Overtime | 11/21/2016 | $ (200,000) |
| **Total** | | **$ 471,694** |

The IT Services position can be funded through the existing IT line which has funds available within the line. So if we were to fill the remaining positions from the Contingency line they would cost $154,793 (backing out the IT position). This would leave $316, 901 in the Contingency line. All things considered if we fill the additional positions no further use of contingency funds is recommended.

- **Parking and Mobility Management Action Plan**: Staff continues to coordinate stakeholder interviews. Reviewed draft memorandum on marina parking lot, which is to be submitted to Marina Parking Lot Sub-Committee; Marina Parking Lot Sub-Committee to meet next week. See update from RBA Group attached to Planning and Economic Development report.
  - Supplemental Information:
    - Completion of the six new meter enclosures is anticipated by this year end. Three out of six have been completed including pouring of concrete pads, relocation and installation of additional meters, and hardwiring of said meters for better reliability.
    - Overall 10 meters have been relocated to improve utilization.
    - After a detailed review of signage around the Parking System staff identified a need for 297 additional signs. All signs have been ordered and received. Installation is 90% complete. Anticipated completion expected by year end to first of the year.
    - The Village Parking System is still reviewing the roll out of the Pay by phone system. Last spring we completed a full update of the Master Operating System for the Meters

which paved the way for the upgrade. We also repainted the parking space numbers which will be required for the system. The system requires users to download an app and create an account complete with Credit Card information. Once complete a user can make parking system purchases any time from Wi-Fi anywhere. The system roll out requires many moving parts to be coordinated and staff is still evaluating the implementation of same.

- **Attended PERB Hearings:** Participated in ongoing PERB hearings on December 6th and 13th. Further hearings are scheduled for **March 1st, April 4th, and April 5th, 2017.** For all intents and purposes the hearings are going well. Labor counsel will be asked to update the BOT more formally when appropriate.

- **Tree Removals/Planting (For Informational Purposes Only):** DPW inspects trees during the summer as is routine. We remove trees if they are dead, diseased, dying, or hazardous. If any tree fits some or all of these categories they are scheduled for removal and replacement according to a pre-planned schedule. To date in 2016 DPW has replaced approximately **40 trees** in various locations (within parks and on Village ROW).

**DEPARTMENT UPDATES:**

- **Justice Court:**
  - Assist the Judge on the Bench during court sessions on Mondays, Thursdays and Fridays
  - Processed Criminal Disposition Reports (CDRs) after court
  - Traffic Night Court 12/6/16
  - Count daily cash taken in by every clerk
  - Take deposit to drop box at the bank
  - Completed court paperwork after court sessions
  - Update excel spreadsheets with Bail disbursements from court
  - Electronically transmitted 298 Criminal Dispositions Reports (CDRs) to New York State Division of Criminal Justices Services as of December 7, 2016
  - Reconciled Judge Troy Justice Account. Ending Bank Balance as of 11/30/16 - $76,583.03
  - Prepared November 2016 Monthly Report to the N.Y. State Comptroller's Office- Justice Court Fund for Judge Troy - $78,798.00 to be reviewed and electronically submitted by Judge Troy
  - Reconciled Judge Castaneda Account. Ending Bank Balance as of 11/30/16 – $70,867.00
  - Prepared November 2016 Monthly Report to the N.Y. State Comptroller's Office- Justice Court Fund for Judge Castaneda $72,738.00 to be reviewed and electronically submitted by Judge Castaneda

- Reconciled Judge Sisca Justice Account. Ending Bank Balance as of 11/30/16 – $83,602.06
- Prepared November 2016 Monthly Report to the N.Y. State Comptroller's Office- Justice Court Fund for Judge Sisca - $83,032.70 to be reviewed and electronically submitted by Judge Sisca
- Reconciled the Bail Account. Ending bank balance as of 11/30/16 - $312,333.42
- Reconciled Tow Account. Ending Bank Balance as of 11/30/16 - $880
- Prepared vouchers and Payroll to be sent to the Finance Department

➢ **Treasurer's Office:**

- **Payroll Conversion**: The remaining Payroll implementation schedule has been modified as follows:

  - Week of 1/16/17: initial data conversion from KVS
  - Week of 2/6/17: onsite setup session
  - Week of 3/6/17: first onsite parallel
  - Week of 4/3/17: second onsite parallel
  - Week of 4/24/17: onsite go live

- Finalizing all entries year end entries.

➢ **HR/Risk Management (**Information Only**)**:

- Recruitment Efforts:

  - We are interviewing for the Office Assistant (Automated Systems) for Code Enforcement.
  - Interviews for the vacant Police Officer position of individuals from the civil service eligible list were not fruitful as those we could consider were not acceptable for various reasons. The Police Department will consider possible candidates for resignation/reinstatement from other department.
  - We are sending a candidate for the part-time Intermediate Clerk for the Court to be fingerprinted.
  - To meet the Village's information technology needs we have created a Technical Support Specialist position, canvassed the appropriate eligible list and scheduled interviews. If all goes well it is possible to select a candidate by year's end.

- Workers Compensation:

  - Recorded job related injuries (2) as they occurred.
  - Responded to questions and provided information as requested by PERMA.
  - Provide information to department heads on the status of injured workers.

- PESH:

  - Met with PESH on November 15, 2016 at their White Plains Offices to discuss their findings requiring corrective action on Village Hall and the DPW Garage. Most of the matters requiring abatement have been handled and documentation was presented at the conference by our consultant from Pro Safety, William Helmstead.
  - As a result of the conference we have adopted a HAZ MAT Awareness Policy for DPW and have scheduled required training to be held on December 13, 2016 at the Sr. Center.
  - We have updated the Risk Assessment as required by the Work Place Violence Policy and scheduled all required training for employees on December 5 and 6, 2016.
  - We continue preparation with labor counsel for the February 7, 2017 administrative hearing regarding the 40 Cottage Street Fire.

- Labor Relations:

  - Reached an understanding with CSEA on a five year agreement and initialed a Memorandum of Agreement. The salary increases were moderate and a change to overtime provisions was realized. In addition a concern raised by the Village's outside auditors regarding some time and leave issues were corrected by this agreement. The CSEA has ratified the agreement by a vote of their membership. The Board of Trustees approved the settlement at its meeting of November 29, 2016.
  - November is the month where CSEA members are permitted to submit individual requests for reclassification/reallocation. A number have been received and the review process is underway.
  - A Labor Management Meeting was held with the PBA on November 10 to discuss a variety of issues including overtime and vacation leave contract language versus vacation leave practice.

- Insurance: A meeting with Steve Curlen of NYMIR occurred on November 29 to review facilities and practices regarding Village liability. We are awaiting his report.

- **Building Department:** See attached memorandum from the Building Inspector.

- **Code Enforcement Department:** See attached memorandum from the Code Enforcement Director.

- **Department of Public Works:** See attached memorandum from the General Foreman.

- **Engineering:** See attached memorandum from the Village Engineer.

- **Planning and Economic Development:** See attached memorandum from the Planning and Economic Development Director.

- **Police Department:** See attached memorandum from the Police Chief.

- **Recreation:** See attached memorandum from the Recreation Program.

- **Senior Center:** See attached memorandum from the Nutrition Program.

- **Village Attorney**: See attached memorandum from Tony Cerreto.

Attachments.

CC: Senior / Executive Staff
Maryanne Veltri, Office Assistant File

# Building Department
# Monthly Report

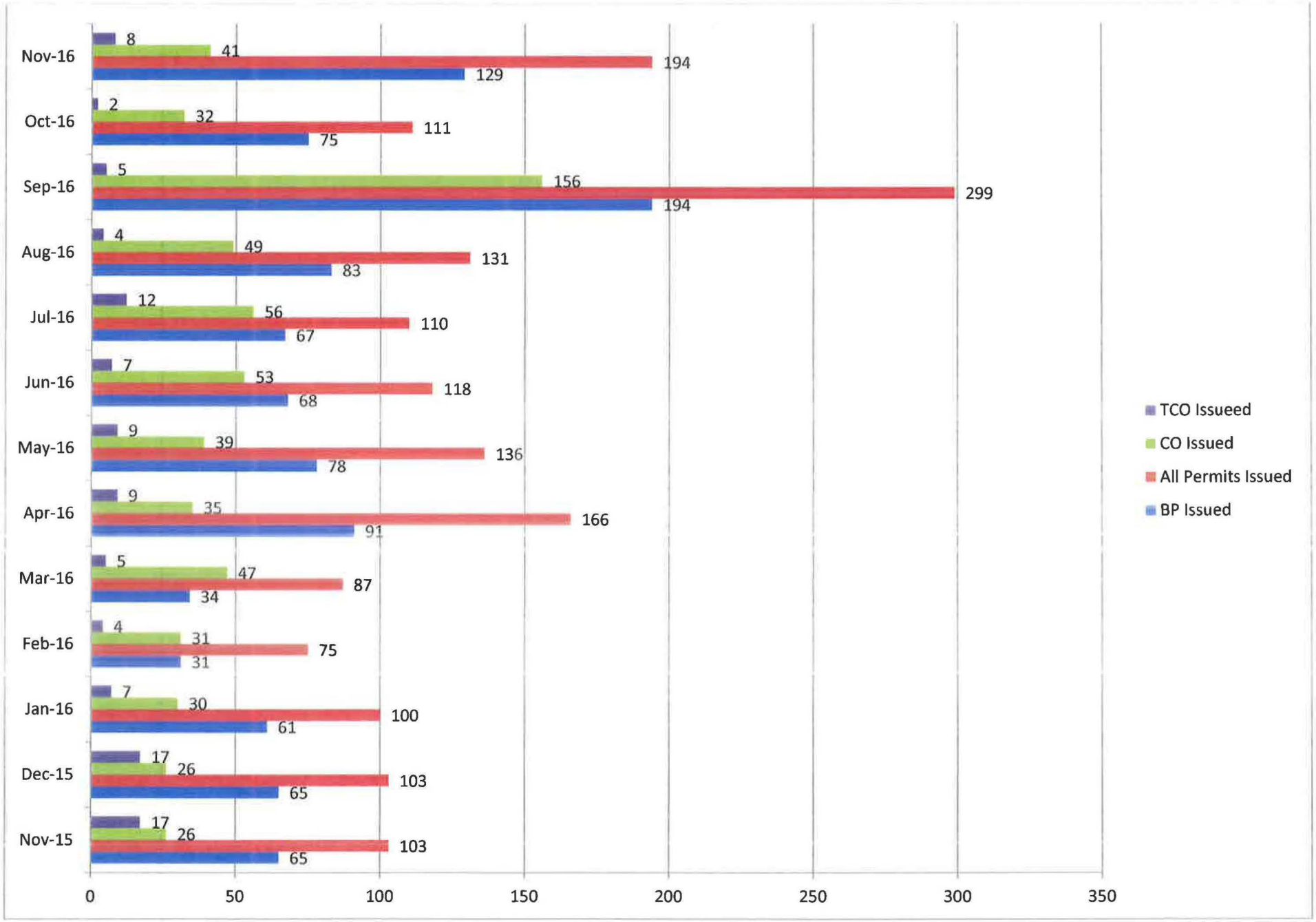
# November 2016

# Building Department Monthly Report November 30, 2016

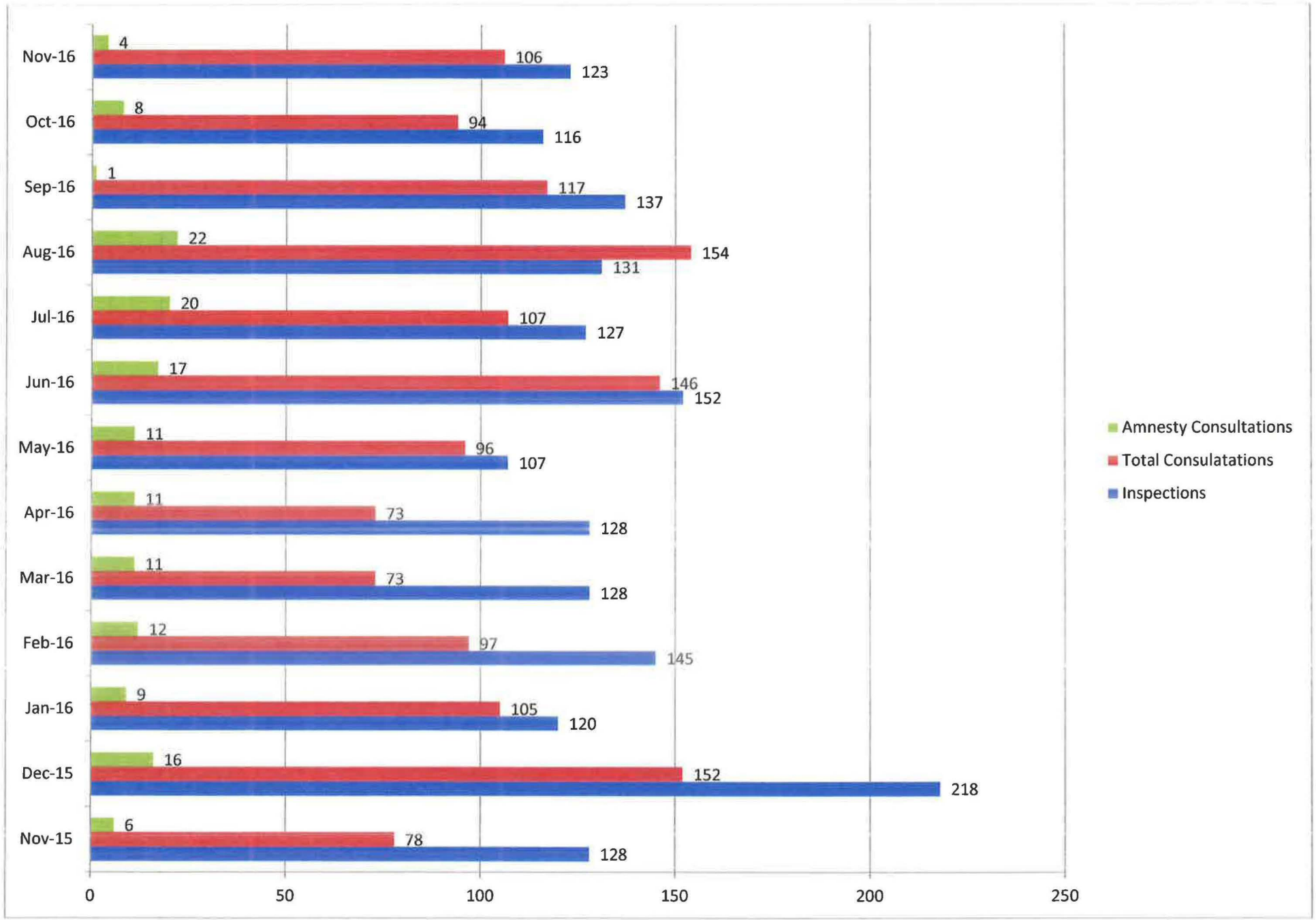
| | | | | |
|---|---|---|---|---|
| | STOP WORK ORDERS | | 2 | |
| | CERTIFICATES OF OCCUPANCY | | 41 | $7,150.00 |
| | BUILDING PERMITS | | 129 | $23,911.00 |
| | PLUMBING PERMITS | | 30 | $3,775.00 |
| | ELECTRICAL PERMITS | | 35 | $3,250.00 |
| | SIGN PERMITS | | 9 | $900.00 |
| | NOTICE OF INTENT REVOKE | | 0 | |
| | NOTICES OF VIOLATIONS | | 0 | |
| | NOTICE OF DISAPPROVAL OF PERMIT APPLICATION | | 0 | |
| | TANK PERMIT | | 12 | $550.00 |
| | PERMIT TO OCCUPY SIDEWALK | | 3 | $460.00 |
| | BUILDING PERMIT EXTENSIONS | | 0 | |
| | TEMPORARY CERTIFICATE OF OCCUPANCY | | 8 | $36,200.00 |
| | APPLICATION FOR AMENDMENT | | 0 | |
| | TOTAL | | 269 | **$76,196.00** |

| | **CO Searches and Foils** | | |
|---|---|---|---|
| | | | |
| | Searches-Standard = 1 $35.00/ Searches-Expedited 39 $7,200.00 | 42 | $7,235.00 |
| | Searches-Permit Amnesty = 2 $00.00 | 0 | $00.00 |
| | Foils=26 $80.25 | 33 | $80.25 |
| | **TOTAL** | **93** | **$7,315.25** |

# BUILDING PERMITS AND CERTIFICATES OF OCCUPANCIES ISSUED– NOVEMBER - 2015 TO NOVEMBER - 2016



# IN OFFICE CONSULTATIONS AND FIELD INSPECTIONS - NOVEMBER - 2015 TO NOVEMBER - 2016



# Monthly Report

November

2016

Code Enforcement

Monthly Performance Report
November 2016

# Village of
# Port Chester, New York

## Department of Code Enforcement
## Monthly Report for November 2016

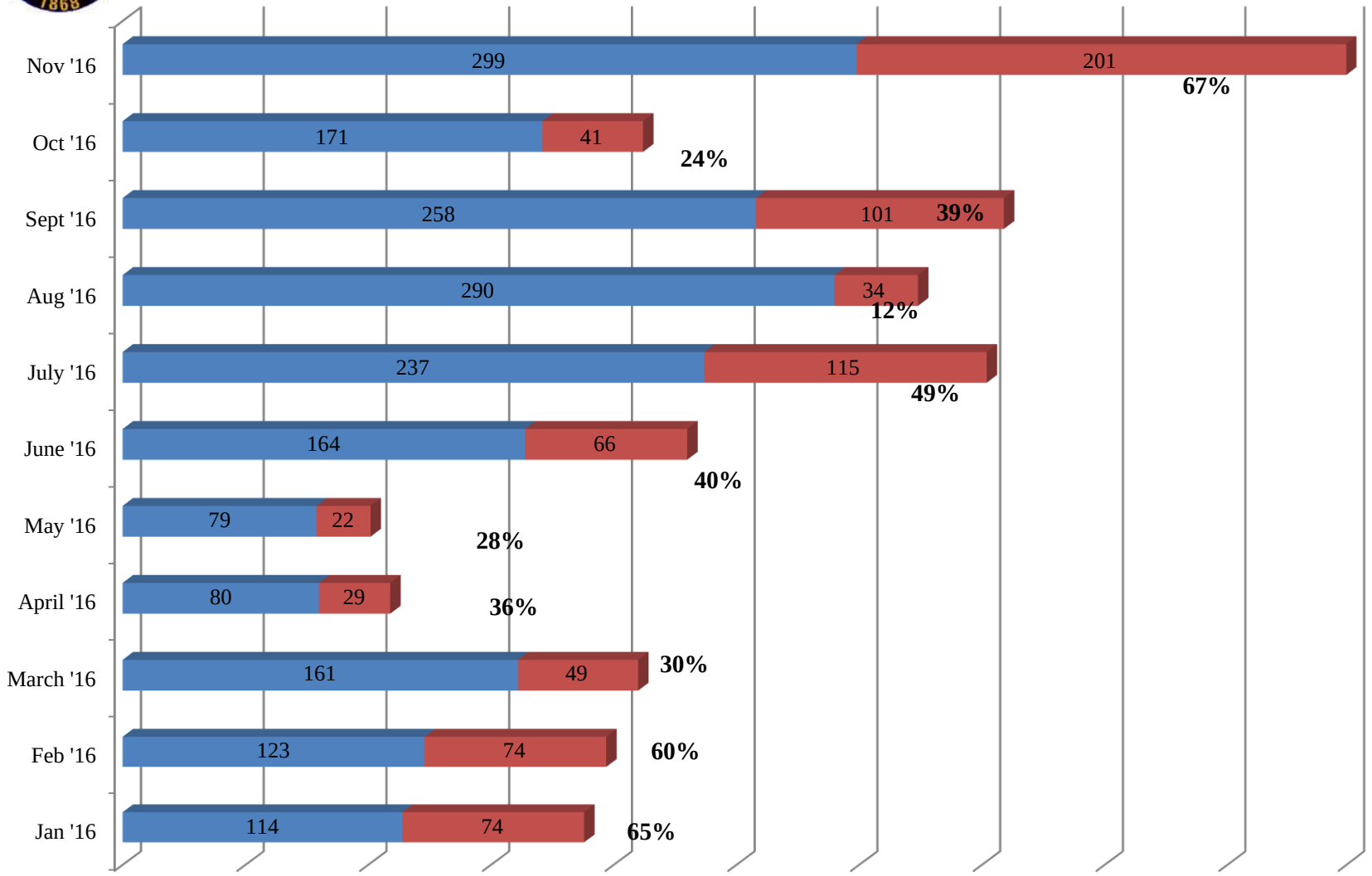
# Department of Code Enforcement

## Report Contents

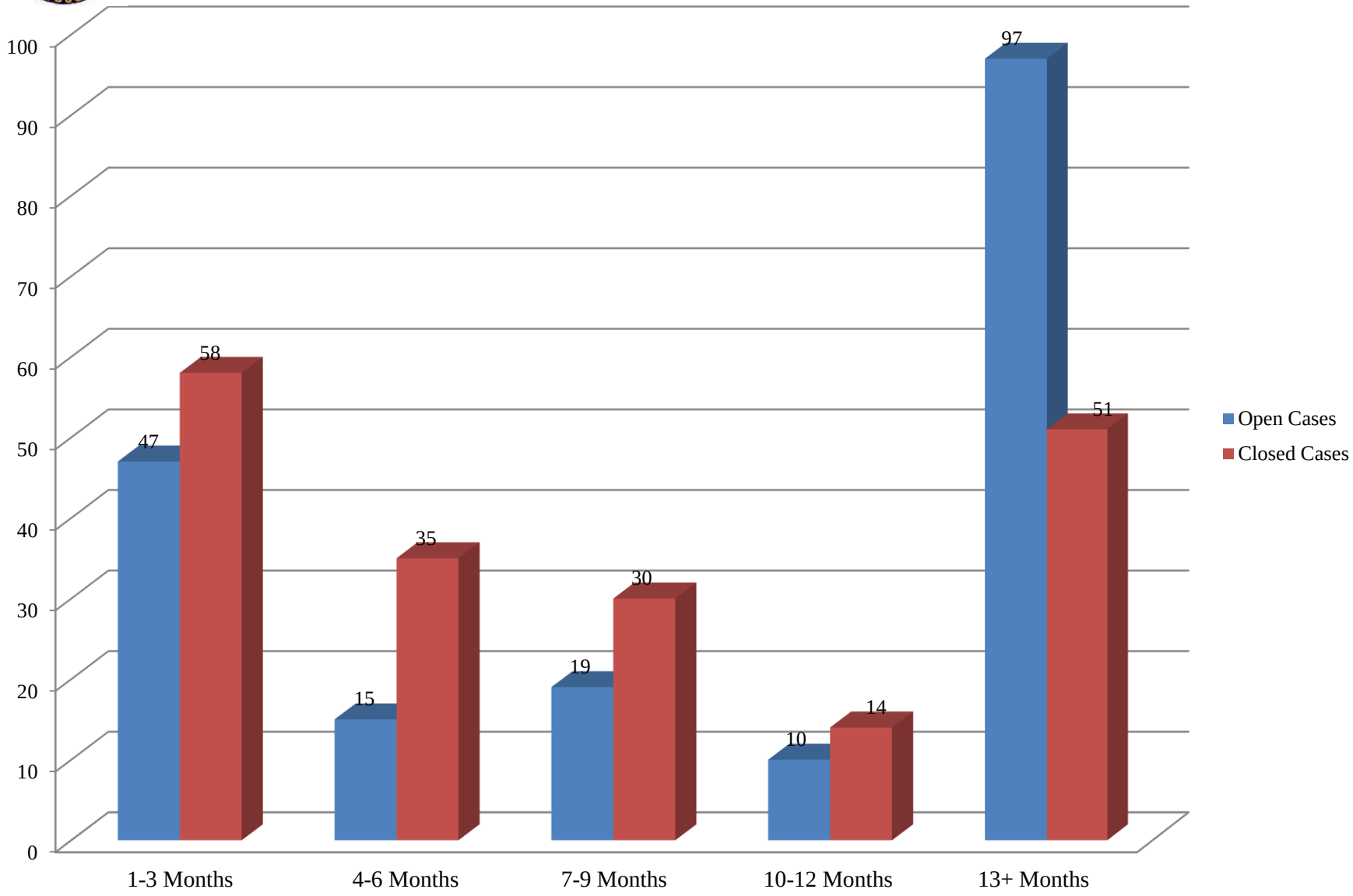
- Code Enforcement Statistics & Trends
- Fire Safety & Statistics
- Court Case Tracking/Aging
- Vacant/Distressed (Zombie) Properties
- Illegal Dwelling/Overcrowding
- Initiatives
- Administrative Notes

| November 2016-Code Enforcement | |
|---|---|
| Complaints Received | 299 |
| Inspections Conducted (as a result of complaints) | 642 |
| Right of Entry Requests | 3 |
| Notice of Violations Issued | 207 |
| Illegal Dwelling, Overcrowding Complaints (IDW & OC) | 1 |
| Notice of Violations Issued re: (IDW & OC) | 0 |
| Appearance Tickets Issued | 7 |
| Stop Work Orders | 1 |
| Compliance Case Closed | 201 |
| Unfounded | 18 |
| Referred to Building Department | 7 |
| Referred to Police Department | 2 |
| Fire Safety Referral (from PCCE to FS) | 0 |
| Referred to DPW | 3 |
| Referred to Westchester County Department of Health | 0 |
| Referred to Village Engineer | 15 |
| Referred to HUD | 0 |
| Referred to PCHA | 1 |
| Referred to Planning & Zoning | 0 |
| Lack of Permit | |
| NOVs issued for lack of permits referred to PCBD | 9 |
| Total number of Vacant Properties | |
| Vacant/Distressed (Zombie) Properties | 41 |
| Total number of Current Vacant Properties | 27 |
| Total number of Vacant Properties now Occupied | 13 |
| November 2016 Court Cases | |
| Number of New Court Cases Filed this Month | 8 |
| Total Number of Open Court Cases | 190 |
| Number of Current Court Cases Closed this Month | 4 |
| Total Fines Received this Month | $17,575 |

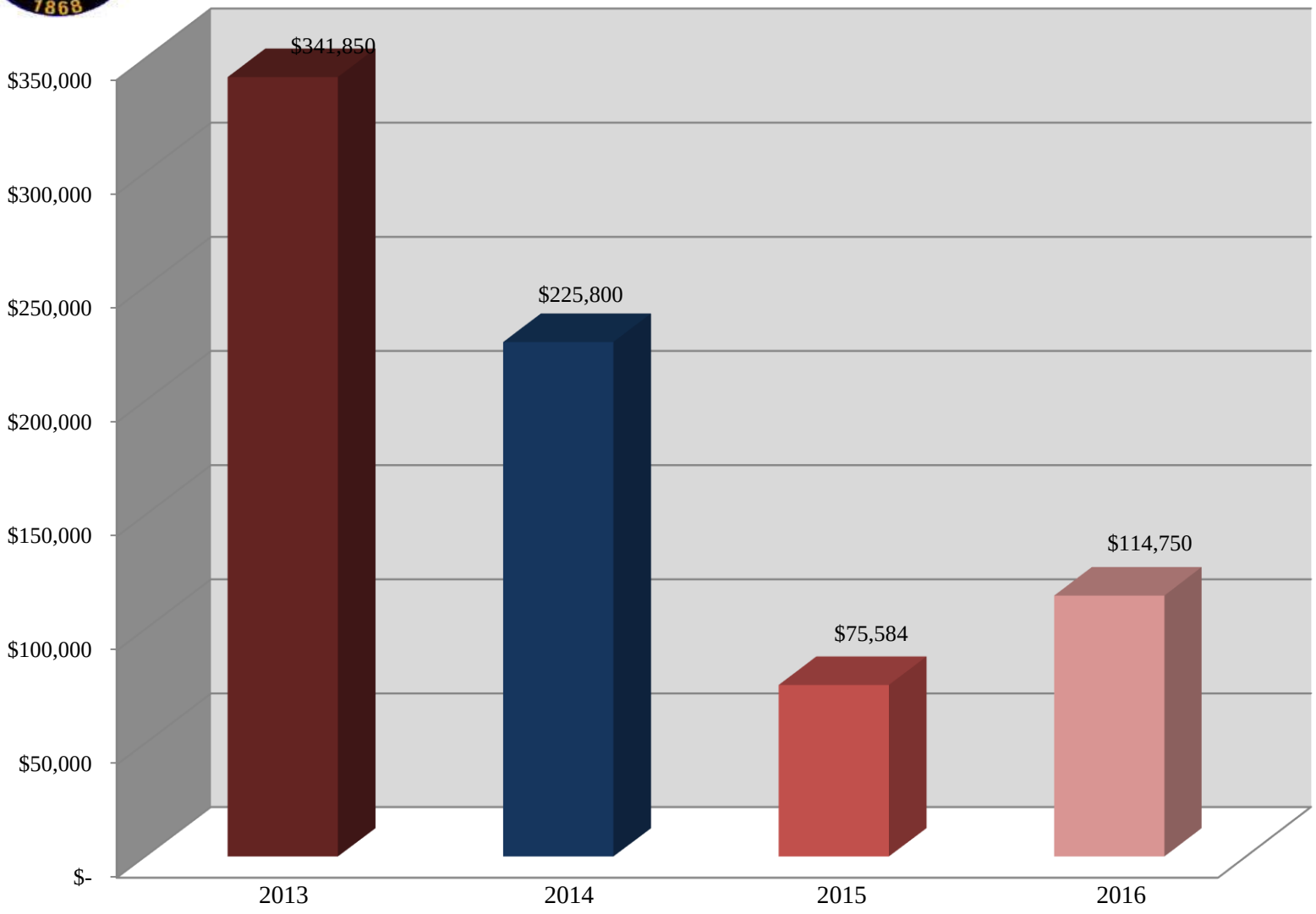
# Department of Code Enforcement
## Complaints Received
## Janurary - November 2016



# Court Case Life Cycle
# November 2016



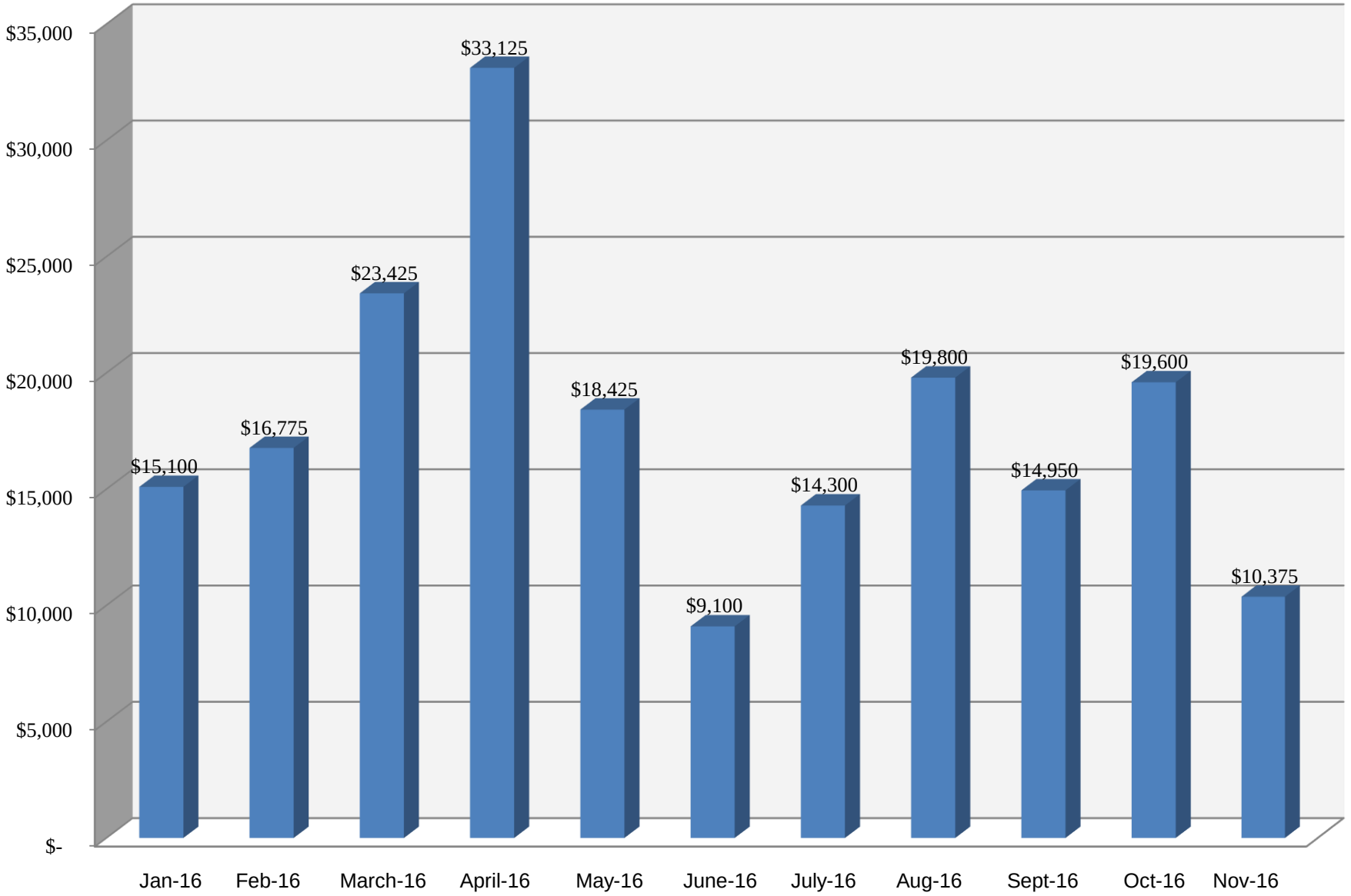
# Court Fines


$341,850
$225,800
$75,584
$114,750
$350,000
$300,000
$250,000
$200,000
$150,000
$100,000
$50,000
$-
2013
2014
2015
2016

# Fire Safety Program – November

| | |
|---|---|
| Scheduled Fire Inspections Conducted | **65** |
| Fire Inspections Failed – NOV issued | ***22*** |
| Re-inspections Conducted | **44** |
| Certificates of Compliance Issued | **10** |
| Fees Collected | **$10,375** |
| Request to Conduct Fire Inspection Notices Sent Out | **67** |
| NOV's for Failure to Respond to Fire Safety Renewal Notice | **26** |
| Appearance Tickets issued | **1** |
| Additional Inspections | |
| Sprinkler/Flow Inspections | 2 |
| Sprinklers – Hydrostatic Inspections | **3** |
| Fire Alarm Inspections | **1** |
| Kitchen Fire Suppression System Inspections | **1** |
| Court Inspections | **3** |
| Stop Work Order Issued | **0** |
| Fire/Police Referral Inspections | **12** |
| Unsafe/Unfit Structure Inspections | **4** |
| Knox Box Inspections | **3** |
| Lack of Permits | |
| NOV's Issued for Lack of Permits | **5** |
| NOV's Issued for (IDW & OC) | **3** |
| Totals | |
| Fire Inspections | **50** |
| Re-inspections | **44** |
| Total Fire Inspections | **94** |
| Additional Inspections | **15** |
| Grand Total | **109** |

# Fire Safety Fees Collected
# January 1, 2016 – November 30, 2016



# Department of Code Enforcement

## Life Cycle of an Illegal Dwelling Use/Overcrowding Case

**Summary:** Each case dealing with illegal dwelling use and or overcrowding quite simply will continue until full compliance is gained. The complexity, legal issues, and expenses associated with these types of complaints lend them to a greater life span. The initial processing of such complaints from intake, investigation, issuance of an Notice of Violation, and issuance of an appearance ticket alone can consume from 1-30 man hours; and 30-90 days, depending upon the number and severity of the violations cited.

- A total of 306 Notice of Violations issued for Illegal Dwelling/Overcrowding were referred to the Building Department
- There are currently 74 such cases working their way through the court system.
- The timeliness of the disposition of the cases depends largely upon the violators willingness to comply.

# Department of Code Enforcement
## Initiatives

- **Municity Implementation:**
  - Code Enforcement has been the Lead Department with the integration and use of Municity.
  - All 2016 Code complaints have been entered into the system for tracking.
  - Fire Safety Inspections are being managed and tracked through the system.
  - Municity is being utilized for complaint/case investigations including and not limited to permitting, Right of Entries, Notice of Violations, Stop Work Orders, and Court Appearance Tickets.
- **Illegal Dwelling Overcrowding**
  - Code Enforcement to intergrade additional enforcement procedures to advance enforcement and compliance
- **Vacant/Distressed (Zombie) Properties:**
  - PCCE continues to be in the forefront enforcing vacant properties.
  - **Successful Execution of a Newly Developed Failure to Comply Program**
  - All cases monitored weekly.
  - All complaints are recorded in Municity.
  - Enforcement by issuing Notice of Violations, Court Appearance Tickets and Justice Court actions.
  - Implementation of the NYS Zombie Law to assist with enforcement.
  - Code Enforcement will continue to pursue the best way to enforce compliance.

# Department of Code Enforcement

## Administrative Notes

## January 2016 to November 30, 2016.

- Code Enforcement has handled a total of **1,968** complaints.
- Total Inspections conducted were **4,347**
- Total of **$115,000** Court Fines levied.
- Collected **$194,425** in Fire Inspection fees.
- Fire Safety Inspections conducted were a total of **1,747**
- Fire Inspection remain consistent on a monthly basis, fees continue to be collected monthly, response to the program continues to improve.
- Departmental transition period due to the loss of staffing to other Municipalities.
  - Employee Retention Program needs to be developed.
  - Currently training newly hired Full Time Code Enforcement Officer.
  - Currently recruiting for one full time Office Assistant
  - Training of replacement Staff.

# DEPARTMENT OF PUBLIC WORKS MONTHLY REPORT
## NOVEMBER 2016

| NOVEMBER | | | | | |
|---|---|---|---|---|---|
| **COMPLAINT TYPES:** | **TOTAL** | TOTAL CLOSED | TOTAL OPEN | TOTAL UNFOUNDED | TOTAL CLOSED FROM PREVIOUS MONTH/MONTHS |
| Household/trash/Sanitation | 69 | 50 | 18 | 1 | 0 |
| Signs | 8 | 1 | 7 | 0 | 3 |
| Lights | 8 | 4 | 4 | 0 | 2 |
| Storm Drain | 4 | 2 | 2 | 0 | 0 |
| Street/pothole | 3 | 2 | 1 | 0 | 0 |
| Dead Animal/Carcass | 2 | 2 | 0 | 0 | 0 |
| Trees | 7 | 2 | 5 | 0 | 1 |
| Sewer | 0 | 0 | 0 | 0 | 0 |
| Sidewalk Repairs | 0 | 0 | 0 | 0 | 0 |
| Miscell | 1 | 1 | 0 | 0 | 0 |
| Leaves (Leaf loader) | 22 | 15 | 7 | 0 | 0 |
| Snow | 0 | 0 | 0 | 0 | 0 |
| Street Cleaner | 1 | 1 | 0 | 0 | 0 |
| **Total # of Active Cases:** | **125** | | | | |
| **CLOSED** | **80** | | | | |
| **OPEN** | **44** | | | | |
| **Total CLOSED from previous month/months** | **6** | | | | |
| **UNFOUNDED** | **1** | | | | |
| **PROACTIVE: Wed (BULK TRASH)** Uncollectable per Westchester County Guidelines referred to Code Enforcement weekly for compliance considered CLOSED | **35** | 35 | 0 | 0 | 0 |
| **TOTAL COMPLAINTS** | | | | | |
| **HIGHWAY** | | | | | |
| Sewer Jobs | | | | | |
| Sewer Repairs | | | | | |
| Storm Drain Jobs | | | | | |
| Storm Drain Repairs | 2 | | | | |
| Emergency Repairs | | | | | |
| Sidewalk Repairs | | | | | |
| Curb/Mason Repairs | | | | | |
| Street Repair | 2 | | | | |
| Trees | 3 | | | | |
| Light Repairs | 4 | | | | |
| Parks | | | | | |
| Street Mark outs (DIG Requests) | 36 | | | | |
| *Highway stats also include work performed/completed | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |

# ENGINEERING DEPARTMENT

# Monthly Reports: December 2016

**Contracts:**

1. PROJECTS CLOSED:
   a. 201 Grace Church Street: Completed 08/26/2016.
   b. 1 Betsey Brown: Work completed 10/27/2016.
   c. Police Station Roof Parapet Repair: Completed 08/09/2016.
   d. Edgewood Parking Parking Lot – Completed 10/06/2016.
2. WORK IN PROGRESS:
   a. Fire House Apron Replacements:
      i. Fire Headquarters: 08/29/2016 Contract signed by contractor, Schedule developed. 08/30/2016 work began for reinforcing bars. 08/31 Concrete being poured, photos taken. Samples (4) taken for testing. Request sent out 09/19/2016 for results of concrete. 09/29/2016 Okayed for use. 10/17/2016 Last apron on HQ being prepared for concrete pour. 11/13/2016 Approval to use last bay. (Work Completed for Fire HQ)
      ii. Fire Station #4: Issue over underground oil tank under drive. 08/27/2016 Fire Chief informed me about oil tank in ground under one driveway. 08/29/2016 Law Dept. involved. Sent notice to Dolph for request to have three bids for environmental testing of soil for contamination. 09/08/2016 received estimate from NorthEast Envrionemental, Inc. for removal of one 550 gallon No. 2 Oil UST and testing. 09/19 sent email for procedure on the one bid and funding source. 10/13/2016 contract agreement sent out to Northeastern Environmental. Purchase orders prepared. 09/30/2016 Northeastern Environmental was only one to offer quote. Checked with two other companies and both refused to apply due to paperwork with municipality. Due to emergency and specialization for possible remedial work, one quote is sufficient. Week of 10/10th law dept. prepared agreement to send out to contractor. Northeastern filed for permit, question on collection of fee raised. Time is of the essence, Building Dept. issued permit 11/17/2016 and contractor schedule inspection for 11/28.
      11/28/2016 Site work for removal of tank indicated that tank was filled with water with some perforations. Some indication of black soil under.

Samples taken and sent to lab (two week wait for results). DEC notified by Danny.

b. Columbus Sport Lighting - 07/11/2016 - Preparing resolution for; however, lowest bidder came in well over budget line for project. 08/03/2016 Dolph feels that cost is high due to location of poles on rock and fill. Resolution prepared for contract award. Resolution approved 10/17/2016 for additional funding. Chris working with contractor on bid. Resolution to be prepared for awarding contract.

c. Broad Street and North Main Street Sewer Improvement: 07/25/2016 Sent email to Dolph about receipt of plans and specs through mail, but specs are for Buchanan. Mix up in mailing. 07/28/2016 prepared resolution, agenda memo for next meeting. 08/01 resolution adopted by BOT. 08/03/2016 sent Dolph email for electronic copies of plans to be sent to Kevin Roseman in County. Must schedule work between MTA project for traffic control. 08/17/2016 sent email to Ken at Joken for scheduling. Need performance bond and insurance, must file with County DPW and to be aware of traffic issues due to MTA. Meeting scheduled for Thursday 08/25/2016. Work on hold till CDBG funds approved. 09/06/2016 BOT approved environmental report for project. Planning placed notice in paper and project may proceed on 09/27/2016. Funding from Leonie and grant will reimburse Village. 08/01/2016 Resolution passed by BOT to award contract, 09/06/2016 BOT exempts environmental review for project. 10/19/2016 Contract signed by Joken.

d. Street Resurfacing: Bid Notice 06/14/2016 Bid Notice accepting bids 08/04/2016. 08/15/2016 resolution to BOT. 08/29 schedule requested from ELQ. 09/13/2016 meeting held with Dolph and Joe and Sam from ELQ. Preliminary schedule set up for ADA ramps and street restorations. Contractor to update and resubmit. Dolph will be in charge of inspections and as agent for Village and report progress to my office directly. 9/15 Joe Monteiro; be advised as follows. No milling/paving has been scheduled at this time. ELQ is waiting for a curb construction schedule and will be doing that in some streets. A schedule will be forthcoming. Stay tuned. Dolph. 10/17/2016 complaints from George Ford, etc. on work going on. Dolph attended BOT meeting, No issues brought up. Ford wants curbing ($160,000 for Quintard Dr.). Quintard being addresses for widened area near pillars facing King St. Curbing installed and area filled in. All complaints from residents were addressed. Waiting for final walk through to be scheduled.

3. Projects Pending:
   a. Village Bulkhead: Several meetings were held with Boswell Engineering with a presentation being made on June 7th to the committee showing alternatives and costs for bulkhead replacement. Also the center park area was addressed and suggestions were made to making it a focal point for visibility to the public via a gazebo and flag mast with a nautical theme and to incorporate the 150th anniversary. 07/05/2016: BOT was updated by Eric on Boswell Engineering and their intent to make a presentation before them. In process with Planning and BOT. 10/13-14/2016 G&S performing exploratory work for deadmen locations. Approximately 33 feet back from bulkhead. Concrete anchors 12 - 18 inches wide by 10 ft. length. Visited site three times for photos. Langan Engineer present with G&S Rick and Dan. Notified Boswell, they will send engineer. 11/15/2016 held meeting with Boswell regarding Colony Grille proposal. They will review and comment to us shortly. 12/05/2016 BOT agreed to set Public Hearing for G&S. Must get Boswell to next meeting with solution to engineering issues. Boswell contacted 12/09/2016. McLaren changing plans to conform to our position. Will have revised plans next week.
   b. Lumen: Project: Resolution being prepared by Law Dept. 07/05/2016 Resolution being prepared for next July BOT. Monies set aside will piggy back on New Rochelle contract. BOT wants presentation for lighting effect. 07/18/2016 Resolution for contract with Lumen. Law dept. handled contract. 07/5/2016 BOT wants presentation on light intensity. 07/18/2016 Approved by BOT. 10/27/2016 sent email to Heather for update on project and request for a site inspection. 11/22/2016 meeting scheduled with Heather. Work beginning on 12/05/2016 for Westchester Ave and Grace Church Street. Meeting to be held on 12/12 with LUMEN.
   c. 50/50 Program: 07/06/2016 Resolution prepared for BOT. Plan rev. 06/08/2016 07/12/2016 - Met with Tony and he is updating resolution format and has to check k with Bond expert through Leonie. 07/13/2016 Tony has package for BOT. Waiting for update from Tony. 07/27 Update from Tony received, letters updated and filed in I drive under Village Engineer along with Dolph's map and mailing labels for Clerk's Office. 07/29/2016 Dave sent letters out. 08/09/2016 went to site and photographed damage to sidewalks. Preparing Slide presentation. 08/15/2016 Presentation for BOT. 09/06 BOT adopted resolution for local improvement area.07/18 Approved by BOT 07/27 Update from Tony received, letters updated and filed in I drive under Village Engineer along with Dolph's map and mailing labels for Clerk's Office. 07/29/2016 Dave sent letters out. 08/09/2016 went to site and photographed damage to sidewalks. Preparing Slide presentation. 7/8/2016

Resolution prepared and forwarded to Tony for review. 09/06/2016 BOT approved resolution for local improvement targeted area. Bids and specs to be drawn up. Copy to be obtained from Dolph and/or Clerk's Office for past packages.

d. DPW Trailer: Since contract from vendor, they are looking into it. Tony to see if County contract is acceptable for us to use purchase order or may have to be bid. 08/03/2016 Requested contract from vendor, they are looking into it. 08/9 the notice of contract was only paperwork. Tony is reviewing whether okay to purchase order or bid new. 08/24/2016 Tony gave green light for purchase order. Purchase order prepared. 09/8/2016 Rocky gave okay for trailer. 10/24 met with Rocco at site for location of trailer, requested plans of trailer from supplier. Extra costs for relocation of equipment for weight station; footing supports, plumbing connection for sewer and water; electrical connection feed with pole; security cameras and poles to look into truck dumpster, etc. About $8,000 left from budget. Rocco to get quotes for plumbing, electrical, etc. Leonie has funds for additional field work. Original quote from Cassone was over a year ago, had to research and request updates for temporary office trailer. 07/11/2016 – Cassone sent update for cost of trailer that was not code compliant ($31,180 plus $1,500 for ADA stairs plus $1,075 for delivery and block and level charges) and ($39,242 plus $1,500 for ADA stairs plus $1,075 for delivery and block and level charges) for one that was code compliant. I checked with other companies and Cassone has the best price. Must check for State Contract before putting in a Purchase Order. 08/01 preparing bid notice for since purchase must be bid out. 08/02 looked up County of Suffolk contract. Sent to Tony to see if okay to pursue purchase order or new bid package. 08/24/2016 Tony gave green light for purchase order. Purchase order prepared. 09/8/2016 Rocky gave okay for trailer.10/24 met with Rocko at site for location of trailer, requested plans of trailer from supplier. Extra costs for relocation of equipment for weight station; footing supports, plumbing connection for sewer and water; electrical connection feed with pole; security cameras and poles to look into truck dumpster, etc. About 8000 left from budget. Rocko to get quotes for plumbing, electrical, etc. 11/02/2016 Cassone indicates that they did not receive order form. Check files with Leonie.

**Traffic Studies:**

07/28/2016 Purchase order signed for Adler. Adler notified Heather for events that would be planned for summer. Traffic Study for Parkway Drive: 07/11/2016: Preparing Purchase Order for Traffic Study with Adler for Parkway Drive. Informed Joe G. on progress. 07/20 agenda meeting, Tony checked proposal, must alter to be consistent with meeting charges of Adler. Chris wants project performed by Traffic engineer and only wants report at this time. Sent

emails to five traffic engineering firms for est. costs. Adler appears to be within reason at $2,950.00. Engineering funds indicate $20,000.00 from which costs are charged from planning in some instances, etc. Prepare purchase order for Chris. 07/25/2016 Adler resubmitted proposal with changes per Tony. Tony to review and inform me of approval. 07/27 Okay from Tony. 07/28/2016 Purchase order signed for Adler. 08/10/2016 email: We received authorization to proceed on August 3rd. Coordination of data collection then began. Automatic Traffic Recorders are being installed tomorrow and turning-movement traffic counts will be collected on Saturday, August 13. We will then reduce the data, look for nuances of the data, interpret the results, come to conclusions about the possibility of changing Parkway Drive from a two-way to a one-way street and prepare a draft report for the Village's review by the end of August /first week in September, depending on the complexity of the analyses. Bernie 9/16/2016 Traffic Study submitted from Bernie. Meeting to be held with Mike and Joe G. 9/20/2016. 10/05/2016 Presentation made to BOT. Get police reports from Chief. Get email from Mike from Fire Dept. 10/17/2016 BOT meeting. Hearing to be scheduled again at next meeting 11/07 after Martello and Gianfrancesco states reasons for change. BOT wants letters sent out to neighbors. 11/07/2016 meeting, Joe G. made presentation to Board regarding safety of pedestrians. Gene objected and wanted a FULL TRAFFIC ENG. Report throughout entire Village. NO ACTION TAKEN.

**Grants:**

1. Clean Water Grant: Engineering section complete for Eric and proposal submitted by the June 20th deadline.
2. Long Island Sound Fund: Eric has been working with Lenny for additional funding for our sewer improvements. 11/14/2016 Village awarded grant.

**Other Projects:**

**MTA:** Elevator Installation at Westchester Ave. 06/17/2016 Met in Field with MTA, County for Preparations and traffic control. Bus Company present. Discussion centered on relocation of Bus Stop and traffic control. Matter sent to Kevin of the Westchester County DPW for recommendations. 07/26/2016 Kevin sent plan for traffic control. Good Morning: On behalf of Metro North Railroad we will be performing the Upgrades to Port Chester Train Station. AD-Tech kindly requests an email copy of the Permit Application & any other corresponding documents that will be required to obtain the Work Permit.

We had our Kickoff Meeting with the contractor, Ad-Tech Enterprises, who will be performing the work on the Port Chester Station Elevator Project.

The first phase of the project will be to demolish the Auto School Building at 127 Westchester Ave. Included in this work is to disconnect and cap the gas, sewer, and water lines to the

building. The locations of the utilities are very close to the sewer line work at Westchester Ave and Broad Street. Our contractor is responsible for requesting the permits required for the work. They are looking to start demolition in early September. Attached DWG MPT-002 shows the MPT plan for the work.

The next phase of the work is to excavate and install the elevator for the station. This work should begin in approximately November 2016. Attached DWG MPT-001 shows the MPT plan for the work. I do not believe that this work will interfere with the sewer line work.

Additional information on the schedule for the sewer line work is greatly appreciated. 06/17/2016 Met in Field with MTA, County for Preparations and traffic control. Bus Company present. Discussion centered on relocation of Bus Stop and traffic control. Matter sent to Kevin of the Westchester County DPW for recommendations. 07/26/2016 Kevin sent plan for traffic control. Good Morning: On behalf of Metro North Railroad we will be performing the Upgrades to Port Chester Train Station. AD-Tech kindly requests an email copy of the Permit Application & any other corresponding documents that will be required to obtain the Work Permit.

In addition, here's the latest update on the capital work taking place at Port Chester:

1. East Broadway Temporary Ramp to the outbound (to CT) platform was placed in service on Friday, October 7th. This ramp was required so customers could have another access point to/from the outbound platform while the elevator is under construction.
2. We completed the demolition of the old Port Chester Auto School building on Friday, October 14, and in place of this structure we are adding a new ADA ramp on our property which will improve access to/from the station and Westchester Avenue. The ADA ramp construction is now underway and will continue concurrently with the elevator construction. (Ramp construction is anticipated to be completed in December.)
3. Our contractor received County permit approval on October 13 for installation of detour measures on Westchester Avenue in preparation for the elevator construction. Yesterday, the contractor began to install the detour measures and will be completed by Friday October 28. They include installation of the following:
    - Temporary crosswalk with handicap accessible curb cuts.
    - Temporary roadway lane striping on Westchester Avenue to accommodate the elevator construction work zone.
    - Temporary pedestrian and remote controlled RRFB's (Rectangular Rapid Flashing Beacon).

- Temporary pedestrian detour signage.
- Temporary sidewalk closure barricades to establish elevator construction work zone.
- Temporary closure of the Westchester Avenue staircase to the outbound platform.

4. Temporary bus stop relocation for the Westchester Bee-Line Bus No. 13 to the corner of Westchester Avenue and North Pearl Street will be in service on Monday, October 24.
5. Construction for the new elevator will commence on Monday, October 31, starting with the demolition of the existing Westchester Avenue staircase and continuing through June 2017.
6. New Port Chester station outbound elevator anticipated to be in service in July 2017.

**Complaints:**

1. Fox Island Issue: 102 Fox Island Rd whether public or private road: Police concerned over parking of vehicles. Tax map shows public ROW however, court case of Juan Carlos vs Port Chester was in Harrison Court where courts may have stated that property is not Port Chester. 7/22/2016 Recent Court decision that property belongs to the Village.
2. Complaints on Roadwork resurfacing on several sites Quintard, etc. Meetings with ELQ and Dolph on projects. Issues resolved.

**Planning Reviews (Applications referred to my office for review and comments):**

1. 601 North Main Street
2. 531 North Main Street
3. 115 Pearl Street
4. 999 High Street
5. 314 & 316 Boston Post Rd
6. 82 Fox Island Rd.
7. 139 South Main Street
8. 202 South Regent Street
9. 167 Irving Ave.
10. 136-194 South Main Street
11. 169 Terrace Ave.
12. 316 Westchester Ave.
13. 21 Willett Ave.
14. Abendroth Ave. Colony Grille
15. 16-18 North Main Street
16. 531 North Main Street

17. 138 South Main Street - Auto Zone construction. 09/14/2016 Meetings held for sidewalk safety with Building and Police Dept. Demolition on State Road. Permit 20160858508 obtained from State DOT. 09/06/2016.
18. 66 Exchange Place - 11/2016
19. 520 North Main Street – 11/2016

**Planning Dept. Meetings with issues:**

1. 06/2016 Location on Main Street and Westchester Ave Retail D. Robert Martin Developer and associates came in to discuss issue regarding an underground drain cutting across their parcel known as the Bulkley Drain for Bulkley Brook. Developer wants Village to take responsibility for drain and determine condition. Records are being researched to determine if the drain is private or public domain and if any easements are in existence. Discussed issue with Tony and referred to Clerk's Office for any past records. So far, nothing relevant. Tony recommends that a title search be done. Responsibility to determine what exists and how to structurally remedy the situation. All facts must be obtained prior to meeting for a solution and position respecting the Village.
2. Colony Grille: Issues respecting location of Bulkhead tie-backs respecting building foundation and method of installation of piles.
3. G&S Vacant Lot on Westchester Ave. and Abendroth: 08/08/2016 A review of the approved site plan dated 02/09/2005 prepared by Langan Engineering and Environmental Services for the Drawing Title "Overall Grading and Drainage Plan" for the Modified Marina Redevelopment Project. Drawing No. 21.01 indicates the following notation respecting the existing underground culvert located within the footprint of the proposed building on the site between North Main Street and Abendroth Avenue and bordering Westchester Avenue: ***"Any portion of the culvert which is found to be damaged as a result of the development project will be qualified by video inspection and repaired by G&S Port Chester as necessary.*** "In my opinion, it is the responsibility of the developer to determine the culvert's condition and affect any damage repairs resulting from construction activity on this site.
4. The Marina: Researching utility lines with Con Ed for underground vs. applicant's request to relocate across the street. 7/11/2016 - Spoke with Mr. Luigi Vingo (Public Affairs Manager) who is familiar with the project and their position is that both proposals for either underground or relocated poling across the street are both acceptable. The person who originally managed the layout is no longer in the area. Luigi was present at the meetings and the alternate layout was requested since going underground was too expensive. Regarding safety Con Ed has no objections to either

plan. Both are acceptable and the choice remains with between the contractor and Village. Preparing analysis as the Village Engineer and Con Edison's position for Planning. 07/12/2016 – Received slide point presentation from Cuddy and Fedder showing both proposals and costs. 07/13/2016 prepared comments for Planning Commission.
08/02/2016 Planning requested additional information regarding Con Edison's position. Tried contacting Con Ed and they are not willing to take a position in this matter. Chapter 312 was found in the Village Code which indicates BOT's position of underground utilities that was approved back in 1987. Documents also indicate that G&S would be responsible for culvert.

5. Pre-Meeting scheduled for concept review of Westchester and Main Street project 11/17/2016.

**Building Dept. Reviews (Applications referred to my office for review and comments):**

1. 54 Haines Ave
2. 2 Barrett Lane
3. 217 Westchester Ave.
4. 474 Westchester Ave.
5. 142 Grandview Ave.
6. 2 Rockledge Abe
7. 62 Breckenridge Ave.
8. 33 New Broad Street
9. 45-47 Eldridge Street
10. 1 Shore Road
11. 2 Rockland Ave.
12. 211 Irving Ave.
13. 152 King Street
14. 2 Rockland Ave. Revision
15. 1 Shore Road Revision
16. 211 Irving Ave. (Outdoor Seating)
17. 152 King Street
18. 138 South Main Street (Demolition Plan)
19. 169 Terrace Ave
20. 316 Westchester Ave.
21. 21 Willett Ave. The Mariner report
22. 152 North Main Street
23. 155 North Main Street Inspection
24. 142 Grandview Ave.
25. 474 Westchester Ave wall

26. 2 Barrett Lane
27. 54 Haines Ave drainage
28. 217 Madison Ave.
29. 315-325 King Street
30. 155 North Main Street
31. 120 North Pearl Street
32. 82 Putnam Ave.

**Street Opening Permits:**

DPW - Street Opening Permits: 212 permits issued for street openings, sidewalk repairs, etc. including Con Ed and Suez Water.

**Dolph Rotfeld Engineering, P.C. (Village's Consultant):**

Locust Ave bid for catch basin. Issue of where funding should come from and why this was not a change order for PCI instead of hiring Joken for work.

2 Putnam Rd: Emergency Force Main Repair by Peter Landi in June 2016. Meeting with Village Manager to discuss approval for work completed and payments to contractor for this and Edgewood Park on 10/25.

Pre-construction meetings with numerous capital projects for road resurfacing, sewer replacements, site work during operations, etc.

September and October: Road resurfacing work underway for 2016. ELQ.

09/27/2016 ADA ramps: Several sites had to be redone due to poor workmanship by ELQ. DPW and I reviewed sites and notified Dolph and ELQ that work was not acceptable. Dolph ordered ramps replaced.

**Administrative and Legislation updates:**

Preparing updates to street opening permit applications and to revise fee schedules for reviews from Planning and Building. Also, to update and modify fees for work within the right of way. Preparation of revisions to Fee Schedule to be completed week of 08/01/2016. Revisions proposed to several chapters of the code to authorize fees. Changes to Chapters 151-4F Building Code Admin.; 345-79; 281-6B (1) Stormwater Management; and 175 Fees and preparation of Low Impact Development and Stormwater Management.

09/06/2016 BOT approved resolution for public hearing to amend local laws for Village Engineer. Law preparing for BOT amendments to Sections 49, 345 and 175 for Engineering Permits.

Meeting scheduled with Law Dept. on Street Fees 11/18/2016.

Meeting to be scheduled for Municity, preparing Engineering Permit and Street Opening Permits for programs.

Meetings held with Kevin to prepare Engineering Permit Form to be added to Municity.

# VILLAGE OF PORT CHESTER
**DEPARTMENT OF PLANNING & ECONOMIC DEVELOPMENT**

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## ACTIVE PLANNING AND DEVELOPMENT INITIATIVES (December 2016)

### PLANNING

| INITIATIVE | SUMMARY | STATUS |
|---|---|---|
| ***G&S – Redevelopment of Retail "D"*** | Redevelopment proposal to amend the Marina Urban Redevelopment (MUR) Plan and Section 345-67 of the Village Code to create a mixed use project. | Zoning text amendments were adopted at the April 4, 2016 BOT meeting. The next step would be site plan review at the BOT once the Applicant submits a proposal. |
| ***G&S – Restaurant Pad*** | Proposal to construct an approximate 5,500 s.f. restaurant in the Marina Redevelopment Project Urban Renewal District (MUR). | The Applicant provided plans for informal review on July 15, 2016. The Applicant presented the project at the August 15, 2016 meeting. At the September 6, 2016 meeting, the Board accepted the project as complete for review, referred it to the Planning Commission, Waterfront Commission, and Westchester County Board. Staff and Boswell Engineering are working with the Applicant to answer questions related to the construction of the building and its potential impact on the bulkhead and parking lot. The project appeared before the Planning Commission at its September meeting, with a public hearing at the Planning Commission on October 24, 2016. The Waterfront Commission found the project to be consistent with the LWRP at its October 27, 2016 meeting. The Board set a public hearing for January 17, 2017. |

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| ***Redevelopment of the former United Hospital Site (Starwood)*** | Mixed-use redevelopment proposal for the former United Hospital site located within the Village's PMU Planned Mixed Use District to permit: 500 "Millennial" housing units, 240 age-restricted housing units, an approx. 138-key limited service hotel, 100,000-200,000 square feet of medical office, approx. 90,000 square feet of retail, ample public and green space, and improved access to Abendroth Park. | A public hearing was held on the April 2016 pFEIS and proposed zoning on May 24/ June 1, 2016. The project was discussed at the May 23, 2016 Planning Commission meeting, as well as the June 2, 2016 Westchester County Planning Board meeting. A revised version of the pFEIS was submitted on July 25, 2016. Staff, AKRF, SPR, Adler, and Dolph have provided comments and will continue to review towards completeness. Staff has been discussing the project with AKRF and SPR on a routine basis to keep forward progress and to answer specific questions of the Board. In addition, Staff has been coordinating with NYSDOT on their review of the project. Staff, AKRF, and SPR provided a memorandum highlighting the outstanding issues related to completeness on October 13, 2016, with a corresponding memorandum from Dolph from October 11, 2016. Staff met with its consultant, the City of Rye, Village of Rye Brook, NYSDOT, and the Applicant on October 20, 2016 to discuss traffic issues. A revised version of the pFEIS was submitted on November 14, 2016. Staff and its consultants presented the status of the project at a November 29, 2017 special meeting. Staff and its consultants will be present at the December 19, 2016 Board meeting to discuss FEIS completeness. Next steps would include a public hearing, Environmental Findings, and eventually a determination on the proposed zoning. |

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| ***Project Proposal Forms*** | Intake and processing of proposals which may require review by the Planning Commission, Zoning Board, and Waterfront Commission. | On-going. Allow for tracking market trends relative to zoning provisions. Staff continues to intake PPFs, schedule pre-submission conferences, and generally discuss potential projects with prospective applicants. |
| ***LWRP Coastal Assessment Forms*** | Intake and processing of proposals that require review by the Waterfront Commission. | On-going as part of the site plan approval process. |
| ***Lot Line Adjustment Forms*** | Intake and processing of proposals that require a lot line adjustment. | On-going. First application with the new forms and procedures was processed in April 2016. Met with applicant in November 2016 regarding potential second lot line adjustment. |
| ***Planning Workshops*** | Workshop meetings with the Planning Commission to discuss various topics regarding the implementation of Comprehensive Plan recommendations and zoning amendments for BOT review. | On-going. A workshop on the post-Planning Commission approval process and site plan triggers is scheduled for January 9, 2017. |
| ***Wireless Code*** | Update the Village's Wireless Code to reflect Federal Regulations and recent changes in technology. | On-going. Short-term zoning amendments were adopted at the August 1, 2016 BOT meeting. Staff is drafting proposed amendments to the remainder of the wireless code. |
| ***Micro-Alcohol Establishments*** | Zoning text amendments to possibly permit non-bar, alcohol-related establishments within particular districts within the Village. | The Board adopted the zoning at its September 19, 2016 meeting. Per Board direction, staff is investigating adding such uses to the MUR District and will report back to the Board. |
| ***Westchester County Route 7/13 Transit Analyses*** | Study by Westchester County Department of Transportation and Public Works regarding potential changes to Routes 7 and 13. | Staff has attended three stakeholder meetings/public workshops held by the County and will continue to provide input when necessary. |
| ***Pace Land Use Leadership Alliance Training Program*** | The Village has been selected to participate in Pace University's Land Use Leadership Alliance Training Program (LULA), which will be held in the Fall of 2016. | 5 individuals were part of the LULA Program, which began on September 13, 2016 and culminated on November 4, 2016. |

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| ***Coordination with Village Engineer and Building Inspector*** | Streamlining process to review development applications. | On-going. A meeting between the Director of Planning, Village Engineer, and Building Inspector is planned on a monthly basis. |
| ***Form-Based Code*** | Preparation of Village Form-Based Code, Build Out Scenario, and GEIS. | Awaiting funding source and go-ahead. |
| ***Census Re-Evaluation*** | Apply to the U.S. Census Bureau to recount population and other census units. | Staff discussing with Village Manager. |
| ***Village Consulting Services RFP*** | Preparation of RFPs for specific consulting services to the Village: Traffic engineering and radio frequency | RFPs issued on September 9, 2016. Responses were received on September 30, 2016. A review committee reviewed all responses and interviewed a short list of respondents during the week of October 24, 2016. Additional fee information was requested and a recommendation was made to the BOT at the November 21, 2016 BOT meeting. Contracts have been drafted and will be presented to the BOT at the December 5, 2016 for potential selection and approval. |
| ***General Inquiries*** | Coordination with private developers and other interested parties on development opportunities within the Village. | On-going. Staff meets with developers and other interested parties regarding development opportunities in the Village on a regular basis. This coordination is both as the Department of Planning & Economic Development and in support particularly of the IDA. In addition, staff coordinates with such agencies as MTA/MNR and Westchester County to facilitate development opportunities. |

## GRANTS

| INITIATIVE | SUMMARY | STATUS |
|---|---|---|
| ***Grant Writing Services: Millennium Strategies, LLC*** | A major priority of the village continues to be grant application submissions throughout local, state and federal sources. A professional grant writing firm to augment services provided by village staff bolsters successful applications. | Millennium and staff continue to assess upcoming grant opportunities. The Department is currently working with Millennium Strategies on a number of applications due in 2017. This coordination will include a meeting with Millennium Strategies on December 13, 2016 to discuss the status of 2016 applications and upcoming 2017 applications. |
| ***Dept. of State Grant: Local Waterfront Redevelopment Plan (LWRP) Update*** | Application, management and oversight of awarded 2013 Department of State Local Waterfront Revitalization Program grant for LWRP document updates. The most recent version of the LWRP was adopted in 1992 with amendments adopted in 1999. | Staff is working with the Department of State to update the LWRP document to reflect current zoning, development patterns, and waterfront priorities. Based upon input from the State, staff has drafted changes and will be forwarding them to the State after the December 14, 2016 Waterfront Commission meeting. Once they are satisfied, a draft of the LWRP will be made available for a 60-day public comment period. After that 60-day period, the Village would be able to adopt the LWRP locally; the State and Federal adoption of the LWRP would take longer, but would not impact our ability to utilize the document to evaluate projects. |
| ***New York State Community Development Block Grant (CDBG) Funding*** | State funding through the Office of Homes and Community Renewal (OHCR) including housing, public infrastructure, public facilities, economic development, etc. Total funding allocated for Westchester Communities is $4.1 million. | Awarded. Staff working with OHCR and Dolph to ensure that work performed for the Senior Center and on the sewers is reported correctly under the CDBG program. |

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| ***Dept. of State Grant: Bulkhead Design and Construction Documentation + Permits*** | Application, management and oversight of awarded 2013 Department of State Local Waterfront Revitalization Program grant for the repair of the collapsed bulkhead with new public activity platform: implementation of final design and construction documentations plus all applicable permits for the collapsed bulkhead. Application, management and oversight of other applicable local, state and federal grant opportunities. | The BOT established a project advisory committee per DOS contract agreement. A kick-off meeting was held in January 2016. A meeting with the Steering Committee occurred on June 7, 2016 to discuss alternatives for the bulkhead itself, the promenade, and the creation of active, open space. An open house/charrette was held on June 28, 2016. Boswell presented their alternatives at the July 18, 2016 BOT meeting and at an August 3, 2016 Steering Committee meeting. The Steering Committee presented 3 design alternatives to the Board at the August 15, 2016 BOT meeting. Boswell forwarded the 3 design options to the NYSDOS. NYSDOS had a conference call with staff and Boswell on September 21, 2016 and indicated that the third option (the Village's preferred option) would be the easiest to permit and provided additional suggestions. Next steps are:<br>• Boswell is developing detailed design plans (60%) to submit to NYSDOS for review – anticipated by the end of December.<br>• NYSDOS would then review/approve for permitting. NYSDOS then distributes to NYSDEC, Army Corps of Engineers, and Connecticut DEEP for permitting review/approval – maximum of 6 months.<br>• Boswell is working on the environmental component of the permitting in advance of that review cycle.<br>Staff is working with Boswell in submitting detailed design plans for NYSDOS review by the end of the month. |

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| ***New York State Regional Economic Development Council (REDC) Grant Funding*** | The Regional Economic Development Council initiative (REDC) is a key component of Governor Andrew M. Cuomo's transformative approach to State investment and economic development. In 2011, Governor Cuomo established 10 Regional Councils to develop long-term strategic plans for economic growth for their regions. The Councils are public-private partnerships made up of local experts and stakeholders from business, academia, local government, and non-governmental organizations. The Regional Councils have redefined the way New York invests in jobs and economic growth by putting in place a community-based, bottom up approach and establishing a competitive process for State resources. | Village worked with Millennium Strategies on preparing for the CFA 2016 applications that were due July 29, 2016. The Village was not selected for award funding through the CFA 2016 cycle. The Village and Millennium will be getting a "debrief" from the various State agencies. |
| ***New York State Environmental Facilities Corporation (EFC) – State Revolving Fund*** | New state program to facilitate the replacement and repair of wastewater infrastructure and to fund projects that will result in the greatest reduction in risk to public health. Eligible projects include rehabilitation of wastewater treatment plants, repair/rehabilitation of sanitary sewers, and energy efficiency upgrades to wastewater treatment plants. | Staff, working with Dolph and Millennium, submitted an application on June 20, 2016. Staff worked with EFC on providing additional information. Although the Village did not receive funding during this round of awards, the Village is favorably positioned for the next round. The EFC anticipates that Round 3 applications will open in Spring, 2017. |
| ***FEMA*** | In 2012, Super Storm Sandy swept through the region and inflicted damage on many communities. FEMA provided federal funding to reimburse communities for their cleanup efforts, including material costs and labor hours. | Village has 2 open projects, one for debris clean up and one for generator operation. Staff has submitted final closeout paperwork to FEMA. |
| ***Long Island Sound Futures Fund*** | Program through the National Fish and Wildlife Foundation (NFWF) to develop and implement local planning projects that improve the health and ecosystem of the Long Island Sound. Eligible project subcategories include 'Clean Waters & Healthy Watersheds', 'Thriving Habitats and Abundant Wildlife', and 'Educating to Engage Sustainable and Resilient Communities'. | The Village received $47,000 with $47,000 in matching funds to develop a green infrastructure operations manual and prepare conceptual designs and costs for green infrastructure projects. The project will enhance the ability of the community to reduce urban stormwater runoff and flooding and environmental green infrastructure projects village-wide. |

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| ***150th Anniversary*** | Proposed formation of a steering committee to complete specific beautification projects in anticipation of the Village's150th anniversary in 2018. Possible projects include:<br>• Streetscape improvements<br>• Area branding<br>• Placemaking Charrette<br>• Historic preservation designation<br>• New/improved greenspace and/or bike and pedestrian amenities<br>• Area-wide programs/events/initiatives | Port Chester was awarded a $10,000 grant under the Empire State Development – Market New York program. The grant focuses on promotional strategies to regionally market Port Chester in light of the village's 150th anniversary in 2018. All paperwork has been provided to New York State and project can proceed. Staff has met to discuss issuing a RFP and steps moving forward. Based on discussion at the BOT, staff developed a press release calling for volunteers for a 150th Citizens Advisory Committee. The RFP is anticipated to be issued early in 2017. |

## ENVIRONMENTAL PLANNING

| INITIATIVE | SUMMARY | STATUS |
|---|---|---|
| ***FEMA Emergency Management Planning*** | The Federal Emergency Management Agency aims to build, sustain, and improve our capability to prepare for, protect against, respond to, recover from, and mitigate all hazards. The Village is currently undertaking an action plan for hazard mitigation and resiliency planning, and staff will continue working with FEMA to execute proper procedures concurrent with local, state, and federal objectives. | Staff attended a public meeting on June 7, 2016 regarding a potential upcoming FEMA study in the region. Staff will continue to work with FEMA to execute high standards for public safety as related to disaster mitigation. |
| ***Hazard Mitigation Planning (Countywide Plan)*** | Westchester County preparation county-wide hazard mitigation planning, i.e. hurricanes, blizzards, flooding, etc. Completion ensures eligibility for emergency management funding. | Village adopted the 2015 Westchester County Hazard Mitigation Plan on March 21, 2016. New York State and FEMA approved the County Hazard Plan on July 1, 2016. |
| ***MS4 Permit Management*** | Municipal separate storm sewer system (MS4) permit required by Federal Government under the Environmental Protection Agency (EPA) National Pollutant Discharge Elimination System (NPDES) program to prevent harmful pollutants from being washed or discharged into a waterbody. | Annually. NYSDEC Audit completed June 2, 2016 for compliance review. Village Staff works with Dolph to provide structure and assistance for future audits. |
| ***Local Waterfront Revitalization Program (LWRP)*** | Update to adopted 1992 village waterfront policy and vision plan. Guidelines for Waterfront Commission project consistency review. | See discussion under 'Grants'. |
| ***Green Infrastructure Design Manual*** | Village staff will develop a green infrastructure operations manual and prepare conceptual designs and costs for green infrastructure projects. | See discussion under 'Grants'. |

## VISIONING, BRANDING, AND ECONOMIC DEVELOPMENT STRATEGIES

| INITIATIVE | SUMMARY | STATUS |
|---|---|---|
| ***Economic Development Promotional Material*** | Economic development promotional materials citing Comprehensive Plan, Strategic Plan, LWRP vision. Coordination with IDA Strategic Planning efforts. | On-going. Staff continues to work with the Industrial Development Agency and provides project information where applicable. |
| ***150th Anniversary*** | Proposed formation of a steering committee to complete specific beautification projects in anticipation of the Village's150th anniversary in 2018. Possible projects include:<br>• Streetscape improvements<br>• Area branding<br>• Placemaking Charrette<br>• Historic preservation designation<br>• New/improved greenspace and/or bike and pedestrian amenities<br>• Area-wide programs/events/initiatives | See discussion under 'Grants'. |
| ***Mobility and Parking Management Action Plan*** | With a busy and vibrant downtown that is growing, the Village is concerned about mobility within and out of the downtown area and whether it has adequate parking today and in the future. Staff is preparing an RFP that for a strategic, action-based Mobility & Parking Management Plan, with a focus on the downtown area. The results of this effort will inform planning, policy, investment, and economic development decisions. The key to the effort will be the identification discreet actionable items. | RFP release on May 4, 2016. Seven responses were received by June 10, 2016. Three short-listed firms were interviewed at the July 13 IDA meeting and the RBA Group was selected by the IDA for Tasks 1-3 and 9. At the August 1, 2016 meeting, the BOT selected the RBA Group for Tasks 4-9. Staff is coordinating with the RBA Group on fieldwork and information. RBA has finished the data collection process and is currently analyzing the data in preparation of a draft report. RBA Group provided draft memorandum on the Marina Parking Lot component of the study and will be present at a December 19, 2016 Marina Parking Lot Sub-Committee meeting. See weekly status report from RBA attached. |

## ADMINISTRATION

| INITIATIVE | SUMMARY | STATUS |
|---|---|---|
| ***Records Management*** | Maintains and records all planning, zoning files including escrow accounting for active applications | On-going. |
| ***Board/Commission Management*** | Staff, professional development; professional certification | On-going. Staff serves the Planning Commission, Zoning Board of Appeals, Waterfront Commission, and Traffic Commission. |
| ***IDA Management*** | Records and maintains all IDA files; liaise between Village and IDA. | On-going. Staff has been working with the IDA counsel, Administrative Director, and Chairman on a RFQ for Appraisal services. The RFQ was released on October 21, 2016 and its due date has been extended to December 31, 2016. |
| ***Web Management*** | Maintains Planning, Zoning, IDA, LDC webpages. | On-going. Staff has been working with Village Manager and Village Clerk on new website for Village and IDA. |

# Planning Commission, Zoning Board of Appeals, and IDA Applications (December 2016)

The Department of Planning & Economic Development oversees activities for the Planning Commission, Zoning Board of Appeals (ZBA), Waterfront Commission, Industrial Development Agency, and Board of Trustees. Below are tables of both active and recently approved applications managed by the Department of Planning & Economic Development. Additional information is available through the Department's website: (*http://www.portchesterny.com/Pages/PortChesterNY_Planning/index*).

## ACTIVE PLANNING COMMISSION APPLICATIONS

| Address | Project Description | Status of Project |
|---|---|---|
| 16-18 No. Main Street | Renovation of existing building and reconstruction of adjacent building for use as restaurant and multi-family residential. | Received area variance from ZBA. Public hearing continued to December 2016. |
| 520 North Main Street | Site plan approval for additional second floor business. | Public meeting adjourned to December 2016. |
| 528 Willett Avenue | Site plan approval for site improvements and convenience store. | Public meeting scheduled for December 2016. |
| 136-194 So. Main Street | Construction of new AutoZone retail center. | Public hearing scheduled for December 2016 |

## ACTIVE ZONING BOARD OF APPEALS APPLICATIONS

| Address | Project Description | Status of Project |
|---|---|---|
| 28 Ridge Boulevard | Requesting variance to expand the rear deck. | Findings of Fact anticipated December 2016. |
| 66 Hawley Avenue | Requesting variance to expand the rear deck. | Findings of Fact anticipated December 2016. |
| 139 South Main Street | Request to extend existing granted variances. | Public hearing adjourned to December 2016. |
| 1 Shore Drive | Requesting variance to construct a 2nd curb cut, driveway, and parking area in the front yard. | Public hearing continued to December 2016. |
| 29 Tower Hill Drive | Requesting variance to construct three decks and an above ground pool. | Public hearing continued to December 2016. |
| 86 Halstead Avenue | Requesting variance to construct a deck in front of the dwelling. | New public hearing scheduled for December 2016. |
| 53 Hobart Avenue | Requesting a variance to construct a deck in the rear yard. | New public hearing scheduled for December 2016. |
| 43 Elizabeth Street | Requesting an additional curb cut for off street parking. | Application was withdrawn without prejudice in November 2016. |

## ACTIVE IDA APPLICATIONS

| Address | Project Description | Status of Project |
|---|---|---|
| 406-408 Boston Post Road and 999 High Street | Application for an exemption from all State and local sales and use taxes, mortgage recording tax exemption(s), and one or more PILOT agreements. | PCIDA discussed application at June 2016 meeting. |
| 16-18 North Main Street | Application for IDA assistance. | PCIDA to discuss application at December 2016 meeting. |
| G&S Retail "D" | Application for IDA assistance. | PCIDA to discuss application at December 2016 meeting. |

## APPROVED PLANNING/ZONING/IDA APPLICATIONS

| Address | Project Description | Date Approved |
|---|---|---|
| 74-78 Fox Island Road | Wireless facility upgrade on DPW smoke stack. | 5/25/2015 |
| 400 N. Main Street | Accessory storage structure for restaurant use. | 10/26/2015 |
| 509 Boston Post Road | New boutique health club facility. | 7/27/2015 |
| 14 University Place | New property structures, tenant storage units. | 7/27/2015 |
| 110 Westchester Ave. | New dental office. | 7/29/2013 |
| 74, 98 Fox Island Road | Relocation of existing laundry facility at 98 Fox Island Road to 74 Fox Island Road with expansion of existing warehouse at 98 Fox Island Road. | 5/28/2015 |
| 110 Westchester Ave. | New dental office. | 7/29/2013 |
| 10 Pearl Street | Demolition of existing building for new restaurant and four floors of office. | 5/28/2015 |
| 29, 37-39 N. Main Street | Expansion of existing restaurant into outdoor patio space. | 5/28/2015 |
| 10 Bulkley Avenue | Site plan approval for woodworking shop. | 5/28/2015 |
| 21 Abendroth Avenue | Shared parking approval. | 2/23/2015 |
| 141 Willett Avenue | New health club. | 5/28/2015 |
| 8 Slater Street | Warehouse expansion for vehicle storage. | 10/16/2014 |
| 120 North Pearl Street | New multi-family building (50 units) with high-end amenities & parking. | 10/27/2014 |
| 163 North Main Street | Tarry Market alleyway. | 10/27/2014 |
| 25 Willett Avenue | Creation of American Bar & Restaurant. | 5/22/2014 |
| 242 King Street | Expansion of existing office building. | 5/22/2014 |
| 264 Boston Post Road | Legalization of freezer at existing drive-thru restaurant. | 5/22/2014 |
| 411 Westchester Ave. | Modification of existing base station and renew existing special exception use permit for wireless telecomm facility (Verizon). | 1/8/2015 |
| 411 Westchester Ave. | Modification of existing base station and renew existing special exception use permit for wireless telecomm facility (Sprint). | 1/8/2015 |
| 135 S. Main Street | Site plan approval for construction of two new two-family residences. | 3/31/2014 |
| 117 N. Main Street | Open a family oriented Papa John's pizza restaurant. | 3/31/2014 |

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| 999 High Street | Renewal for special exception use permit for wireless telecomm facility (AT&T). | 1/30/2012 |
| 167-169 Terrace Ave. | Modification of existing base station and renew existing special exception use permit for wireless telecomm facility (Sprint). | 2/24/2014 |
| 999 High Street | Modification of existing base station and renew existing special exception use permit for wireless telecomm facility (Sprint). | 1/30/2012 |
| 222 Grace Church Street | Modification of existing base station and renew existing special exception use permit for wireless telecomm facility (Sprint). | 2/24/2014 |
| 45 Townsend Street | Remove an existing two family dwelling and use the parcel for open storage of materials. | 11/25/2013 |
| 126 North Main Street | Gastropub styled restaurant featuring weekend acoustic performances. | 10/28/2013 |
| 33 New Broad Street | Open micro distillery as part of larger sustainable/farming operation. | 1/7/2014 |
| 152 King Street | Proposed interior renovations to a 1-story building to convert existing repair bays to a convenience store. | 1/3/2013 |
| 96 Perry Avenue | Two-lot subdivision | 1/3/2013 |
| 145 Westchester Ave. | Expansion of use and operation of the space by annexing it into the adjacent existing overall operations of The Capitol Theatre. | 3/25/2013 |
| 149-151 Westchester Ave. | Capitol Theatre expansion of capacity use/increase occupancy from 1,835 to 2,205; add exterior walk in cooler, use of sidewalk hydraulic material lift and addition of mobile stand up bars. | 3/25/2013 |
| 36 Midland Avenue | Installation of sectional overhead doors & relocation of 3 parking spaces. | 3/25/2013 |
| 104 North Main Street | Reconfigure existing takeout restaurant & expand kitchen & dining room into existing adjacent tenant spaces, renovate existing basement for auxiliary use to restaurant on 1st floor, install new NFPA Sprinkler System throughout entire building. | 3/25/2013 |
| 110 Midland Avenue | Installation of a self-contained cosmetic spray booth within open warehouse space in accordance with Westchester County emission permit. | 4/29/2013 |
| 110 North Main Street | Raise existing roof structure to provide habitable space. Existing 2nd floor to be used as an office, storage, private dining and a service kitchen for private dining. | 7/29/2013 |
| 400 Westchester Ave. | Construct a rear handicap-accessible rear facility entrance with canopy and fence; Replace playground equipment | 3/6/2013 |
| 275 Boston Post Road | Renovate existing vacant food service establishment into a Popeye's franchise restaurant with drive-thru. | 5/30/2013 |
| 110 Westchester Ave. | Provide pedestrian access from Village owned muni parking lot to rear of common property line, install new exit door, walkway with lighting new fencing and new lawn. | 7/29/2013 |
| 26 Putnam Avenue | Site Plan approval for continued use of an existing Sign/Graphic Design Shop (2nd fl.) and approval for a change | 8/26/2013 |

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| | of use (1st fl.) for current non-conforming use as a laundromat. | |
| 21 Abendroth Avenue | Shared parking approval. | 2/23/2015 |
| 411 Westchester Ave. | Modification of existing wireless facilities. | 1/8/2015 |
| 500 North Main Street | Health club approval. | 1/8/2015 |
| 110 Midland Avenue | Amendment to approved site plan; special exception use. | 1/8/2015 |
| 70 Grove Street | Site plan approval for legally non-conforming auto body, office uses. | 4/25/2016 |
| 1-11 Willett Avenue | Site plan approval for existing restaurant. | 5/23/2016 |
| 411 Westchester Avenue | Wireless special exception permit renewal. | 5/23/2016 |
| 167-169 Terrace Avenue | Wireless special exception permit renewal. | 5/23/2016 |
| 999 High Street | Wireless special exception permit renewal. | 5/23/2016 |
| 222 Grace Church Street | Wireless special exception permit renewal. | 5/23/2016 |
| 219 Westchester Avenue | Wireless special exception permit renewal. | 5/23/2016 |
| 314-316 Boston Post | New retail and office building of approximately 20,000 sq. ft. | 6/27/2016 |
| 82 Fox Island Road | Wireless facility upgrades on DPW smokestack. | 6/27/2016 |
| 999 High Street | Rooftop wireless facility upgrades. | 7/25/2016 |
| 115 Pearl Street | New warehouse storage site for refrigerated trucks, includes office. | 8/29/2016 |
| 169 Terrace Avenue | Wireless facility upgrades. | 8/29/2016 |
| 141 Abendroth Avenue | Site plan conditions amendments | 9/26/2016 |
| 531 North Main Street | New retail use. | 9/26/2016 |
| 601 North Main Street | New retail use. | 9/26/2016 |
| 316 Westchester Avenue | Convert existing building to first floor office with two residential units, addition of on-site parking. | 10/24/2016 |
| 83 Inwood Avenue | Use variance. | 10/20/2016 |
| 65 Glendale Place | Area variance. | 11/28/2016 |
| 214 Grace Church Street | Area variance. | 11/28/2016 |

**MOBILITY AND PARKING MANAGEMENT STUDY**
**Status Update – December 9, 2016**

Contracts between the Village of Port Chester (the Village)/Port Chester Industrial Development Agency (PCIDA) and the RBA Group (the Consultant) were signed on September 21, 2016.

### *Task 1: Project Initiation*

Percent Complete: 80%
Anticipated Completion Date: 12/30/2016

Based upon existing knowledge of the community and on-going conversations between the RBA Group and Village/PCIDA staff, a kick-off meeting was foregone so that the Consultant could begin data collection (Task 2). The Consultant and Village staff continue to refine project goals, the project scope, and the overall schedule.

### *Task 2: Background and Data Collection*

Percent Complete: 70%
Anticipated Completion Date: 12/30/2016

*Task 2.1: Plan Review*
Ongoing review of past studies. Additional Studies received 12/9/2016 and under review. Plans and documents associated with the G&S properties' parking and development have been reviewed and assessed. Village Zoning Code is being reviewed, along with other Transportation and Planning studies.

*Task 2.2: Mobility and Parking Inventory*
Existing Conditions continues to be identified and summarized.

*Task 2.3: Parking Utilization*
Parking Data Collection completed and continues to be summarized.

*Task 2.4: Mobility Demand*
Traffic data received and in process of summarizing peak period conditions. Weekday Evening Peak Hour flow map completed.

### *Task 3: Input from Stakeholders*

Percent Complete: 20%
Anticipated Completion Date: 1/15/2017

Coordination with stakeholders to continue this week, specifically regarding personnel and departments responsible for parking management aspects though the Village. Chris Ameigh interviewed and sample Parking System Reports received.

Coordination with the Village continues to identify and organize stakeholders for future meetings, interviews, and site visits. Draft Stakeholder Outreach plan reviewed.

### *Task 4: Regulatory Analysis of Parking Requirements*

Percent Complete: 50%
Anticipated Completion Date: 1/9/2017

Continued review of existing zoning and regulations.

### *Task 5: Identification of Future Needs*

Percent Complete: 0%
Anticipated Completion Date: 1/30/2017

No activity was performed for Task 5 during this reporting period.

*Task 5.1: Current and Future Mobility and Parking Demands*

*Task 5.2: Suggested New, Additional, or Supplementary Facilities or Services*

### *Task 6: Mobility and Parking Management Strategies*

Percent Complete: 0%
Anticipated Completion Date: 2/30/2017

No activity was performed for Task 6 during this reporting period.

### *Task 7: Wayfinding Plan*

Percent Complete: 0%
Anticipated Completion Date: 2/30/2017

No activity was performed for Task 7 during this reporting period.

### *Task 8: Complete Streets*

Percent Complete: 0%
Anticipated Completion Date: 3/30/2017

No activity was performed for Task 8 during this reporting period.

***Task 9: Mobility and Parking Management Recommended Plan of Action***

Percent Complete: 0%
Anticipated Completion Date; 4/30/2017

*Task 9.1: Draft Mobility and Parking Management Recommended Plan of Action*

*Task 9.2: Recommended Plan of Action*

No activity was performed for Task 9 during this reporting period.

# MONTHLY REPORT NOVEMBER, 2016

## HEADQUARTERS IMPROVEMENT PROJECT

1. Work has been completed on the break room. DPW staff was able to repair the walls, and add a drop ceiling, and new Windows. The second phase involved the installation of kitchen cabinets and countertops. A full-size refrigerator freezer was added, as was a kitchen sink. The completion of the break room will mark the first time in over 30 years that the Department has had such a facility available.





**TRAINING HIGHLIGHTS**

- On November 16 2016, Police Officer Vincent Fiumara successfully completed the New York City Police Department's High Impact Drug Trafficking Area or HIDTA course. This 5 day, 40 hour course of study includes both classroom and practical instruction in such areas as legal issues, surveillance, street encounters, and search warrants. The course is conducted at the NYPD facility in Rodman's Neck in the Bronx. The practical phase utilizes a mockup of a city street and is considered one of the finest programs of its kind in the Country. All training, and facility use is being provided free of charge to the Village

- During the month of November, 53 members of the Department attended in-service training in defensive tactics, and pepper spray and baton use. The defensive tactics course is a completely upgraded version of earlier courses, with increased hands-on training. It was developed by PO Matt Chalmers, he was assisted by PO Efrain Roman. The pepper spray and baton portion was instructed by Police Officer William Krzeminski, and Detective Walter Alcivar. This eight hour training evolution was a drastic improvement on past in-house attempts.

**LETTERS OF COMMENDATION**

Letters of commendation were awarded to the following members during the Month of November for actions as diverse as designing in preparing a defensive tactics curriculum to designing and installing a 27 foot mural in the squad room.

1. PO Kenneth Manning
2. PO Matthew Chalmers
3. PO William Krzeminski
4. DET Marcello Presta

**DIRECTED PATROLS**

During the past year the Department has received numerous requests for increased police presence. Many of these requests involve quality-of-life complaints. In order to address these concerns, the Department initiated a directed patrol program aimed at quality-of-life conditions. The directed patrols, which target locations that have received numerous complaints including; public housing, Village parks, houses of worship, and transportation facilities**. During the month of November, Department personnel carried out 210 directed patrols. Of that 161 were conducted at public housing locations, the remaining 49 targeted houses of worship, Village parks, and schools.**

**YOUTH POLICE INITIATIVE**

In late October, Kevin McGuire, the Commissioner of the Westchester County Department of Social Services advised us that his agency was awarding $20,000 to conduct two sessions of Youth Police Initiative. The Department has utilized this program to great success over the past eight years. The funding is intended to cover the administration of the program which is provided through the North American Family Institute We were aided in acquiring this funding through the efforts of former trustee Joseph Kenner, and Mr. Alex Payan, of Port Chester cares. Alex is also handling the logistics, and was successful in locating a suitable site for both our sessions (Salvation Army Bush Ave. facility) and the graduation. He was also able to recruit 30 at risk youth willing to participate in the program.

**The first session began on November 28 and graduated on Dec. 2.**

**The second session will begin on December 12 and conclude on December 16 it also will be held at the Salvation Army facility and will follow the same time schedule.**

**Police Association food drive**: on Saturday, December 5, 15 members of the Department under the direction of Lieut. Salerno, and Detective Presta began a food drive in the parking lot of Cosco at 1 Westchester Avenue. Members handed out flyers to Cosco customers advising them on the types of food needed to fill Port Chester's food pantries. After four hours, approximately six truckloads of food were collected. According to Caritas, the operator of neighborhood food pantries, the drive brought in enough food to last two months. The members who participated in the drive for were;

- PO Efrain Roman
- PO Ken Manning
- PO John Bykowski
- PO Chris Bivona
- PO Nick Stella
- PO Arthur Dusenbury
- PO Mark Morales
- PO Yovani Lago
- Sgt. Mike Martello
- Lieut. Charles Nielsen
- Sgt. Drew Conetta
- Rabbi Jayme Alpert
- Chief Richard Conway

## STATISTICS

**Tickets and Arrests**

| CATEGORY | Jan. 2016 | Feb. 2016 | Mar. | April | May | June | July | Aug | Sept | Oct | Nov |
|---|---|---|---|---|---|---|---|---|---|---|---|
| PARKING TICKETS | 4550 | 4279 | 4802 | 3451 | 3819 | 4528 | **4217** | **4606** | **4454** | **4410** | **4570** |
| TRAFFIC TICKETS | 539 | 452 | 493 | 321 | 649 | 494 | **334** | **377** | **505** | **377** | **392** |
| ARRESTS | 115 | 127 | 113 | 111 | 165 | 113 | **118** | **131** | **127** | **141** | **120** |
| SCOFFLAWS | 25 | 31 | 15 | 13 | 10 | 20 | **18** | **8** | **18** | **8** | **21** |

**FBI Part 1 Crimes**

| CRIME CATEGORY | Jan. 2016 | Feb. 2016 | March | April | May | June | July | Aug | Sept | Oct | Nov |
|---|---|---|---|---|---|---|---|---|---|---|---|
| MURDER | 0 | 0 | 0 | 0 | 0 | 0 | **0** | **0** | **0** | **0** | **0** |
| | | 0 | 0 | 0 | 0 | 0 | **1** | **0** | **0** | **0** | **0** |
| RAPE | 0 | | | | | | | | | | |
| ROBBERY | 2 | 2 | 2 | 0 | 3 | 2 | **3** | **1** | **1** | **3** | **2** |
| ASSAULT | 4 | 0 | 3 | 0 | 1 | 1 | **2** | **2** | **0** | **1** | **4** |
| BURGLARY | 2 | 1 | 4 | 2 | 2 | 3 | **3** | **4** | **8** | **9** | **3** |
| LARCENY | 33 | 37 | 25 | 42 | 37 | 34 | **38** | **44** | **48** | **63** | **50** |
| MOTOR VEHICLE THEFT | 1 | 1 | 2 | 2 | 3 | 2 | **0** | **1** | **1** | **3** | **3** |

**Common Calls for Service**

| CALL FOR SERVICE | JAN | Feb | March | April | May | June | July | Aug | Sept | Oct | Nov |
|---|---|---|---|---|---|---|---|---|---|---|---|
| ACCIDENTS | 118 | 96 | 122 | 124 | 147 | 136 | **107** | **131** | **123** | **117** | **122** |
| AIDED CASES, MEDICAL | 175 | 154 | 196 | 161 | 161 | 162 | **162** | **140** | **155** | **163** | **142** |
| ALARMS | 118 | 124 | 84 | 89 | 93 | 91 | **79** | **117** | **100** | **108** | **96** |
| DISTURBANCES | 65 | 7 | 12 | 9 | 10 | 7 | **23** | **19** | **17** | **13** | **14** |
| DRIVING WHILE INTOXICATED | 16 | 12 | 21 | 12 | 29 | 14 | **20** | **18** | **20** | **28** | **34** |
| JUVINILE INCEDENTS | 5 | 6 | 5 | 10 | 4 | 13 | **6** | **5** | **3** | **4** | **1** |
| ALCOHOLIC BEVERAGE LIC CHECKS | 47 | 8 | 1 | 1 | 10 | 0 | **1** | **0** | **0** | **0** | **1** |
| WARRANT ARRESTS | 8 | 9 | 7 | 19 | 31 | 22 | **21** | **12** | **18** | **18** | **23** |
| DISORDERLY CONDUCT | 7 | 6 | 8 | 12 | 19 | 19 | **14** | **11** | **5** | **14** | **1** |
| SCHOOL CROSSINGS | 8 | 5 | 8 | 48 | 67 | 15 | **0** | **0** | **16** | **6** | **1** |

**Total Calls For Service November 2016: 2234**

# MEMORANDUM

To: Christopher D. Steers
Village Manager

From: Heather Krakowski
Recreation Supervisor

Subject: Monthly Report (November 2016 –December 2016)

Date: December 8, 2016

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Please see a list of meetings I have attended and a list of programs that are running or upcoming. This list is usually included in my monthly reports to the Recreation Commission.

**Meetings**

11/02 M. DeCarlo, R. Cambareri, Recreation Park Ballfield
11/08 US Sports Institute
11/09 Staff Meeting
11/ 09 Recreation Commission Meeting
11/14 Agenda Review
11/23 Staff Meeting
11/30 L. Douglas, Treasurer, Budget and Capitol Projects
12/01 E. Brancati, Wages, Staffing
12/06 R. Camberari, DPW Foreman, Santa in the Park
12/07 Santa in the Park Event
12/07 Staff Meeting
12/08 T. Cerrto, Village Attorney – Contracts
12/08 A. Sherman, Planning Dept.

| **Programs/Events** | **Registered/ Attended** |
|---|---|
| **Santa in the Park (December 7th)** | **1,500** |
| **Special Citizens Luncheon (December 3rd)** | **50** |
| Drop-in Basketball (Free) Starts Nov-2nd | 25 |
| **After School Reading & Art** Starts November 2016-May 2017 | **65** |
| **Karate** October 6th – May 2017 | **45** |
| **Clay Art Classes – Fall** | **10** |
| **Halloween in the Park (Oct 26th)** | **500** |
| **After School 3rd – 5th Grade basketball Starts November** | **25** |

| **UPCOMING Programs/Events** | **Registered/ Attended** |
|---|---|
| **Coat Drive (starts November)** | **200 coats collected** |
| **Winter Soccer (Jan – March)** | |
| **February Break ( Mini Camp)** | |
| **1st and 2nd grade Floor Hockey** | |

**From November 2016 – December 2016**

- **Organized and Overseeing currently running programs listed above**
- **Overseeing the After School Staff & park permits applications**
- **Upcoming contracts ( Soccer)**
- **Organizing upcoming Santa in the Park Event**
- **Organizing the Special Event programs (Examples – Coat Drive, Halloween in the Park, Santa in the Park, etc.)**
- **Working on Winter Activities Brochure**
- **Working on Spring Schedules (Tennis, Floor Hockey, Soccer, Lacrosse)**
- **Interviewed Seasonal Staff (Park Attendants and After School Programs)**
- **Coat Drive**
- **Winter Soccer Programming –secured space for programming**
- **Budget for Part-time staff – Minimum wage**
- **Coordinating work to be done at Recreation Park ballfield**
- **Working with DPW to upgrade ballfields**

# *Monthly Report - Port Chester Senior Center (Nutrition Program)*

24,828- ***Meals served to date—1/1/16-11/30/2016***

***40 Home Bound Seniors received their meals at home, per day Monday-Friday***
***60-65 seniors attend the Saturday Program.***

**Emergency meals were ordered for homebound seniors. Each senior will be given a chicken or beef stew meal to use in case of bad weather. Meals are eligible for reimbursement funding from Westchester County.**

**Senior Center Calendar:**

Every Thursday—Zumba 10:30 a.m. Every other Tuesday Tai Chi—10:30 a.m. Art Class every Friday morning at 10-12, Bingo Wed and Thurs afternoons Mah Jong played every Friday afternoon at 1 p.m. Ang Rubino singers every Friday at 1 p.m. Once a month, Ayton Alder, reading of actual court cases, Manicures once a month by Linda.

December events: 12/3—Special Citizens Holiday Party 12-3, 12/4—Trip to New York City—Christmas Show at Radio City, 12/9—Yonkers Casino Trip, 12/10,--12/10 Holiday Fair at the center, ---12/12—Afternoon holiday sing a long and hot chocolate social, --12/14—Westchester Broadway Dinner Theatre "Christmas Inn" ---12/17--Holiday Night Party 5 p.m.-9:00, 12/24—Christmas Eve Breakfast, 12/27—Hanukah luncheon, 12/29—Kwanza celebration

**Community Center Calendar: 12/14—Park/Rec commission, 12/5 & 12/6—all day training 12/13—DPW training, 12/18—PC PBA Children's Christmas party.**

***Exterminator here on 12/07/16.***

***Ansel system, cleaned and inspected on 12/2/16. New tags.***

***Bids received for replacement of pipes and grease trap in kitchen. Bid accepted was from Alvar Lee Plumbing for $3,655.00***

***DPW ordered new bus for senior center.***

***submitted—12/07/2016 Carol Nielsen***

# VILLAGE OF PORT CHESTER

## OFFICE OF THE VILLAGE ATTORNEY

# MEMORANDUM

TO: Christopher D. Steers, Village Manager

FROM: Anthony M. Cerreto

DATE: December 9, 2016

RE: Monthly Report
November 1, 2016- November 18, 2016

Board of Trustees

Attended meetings of the Board of Trustees, including special meeting with regard to SEQRA issues for Starwood application for zoning amendments. Drafted and approved agenda memos and resolutions.

Consultations with Special Counsel Brian Murphy regarding the further finalization of his investigations on behalf of the Board of Trustees.

Discussions with G & S Counsel regarding outstanding matters. Prepared Board subcommittee's response to G&S's proposal to convert the Marina Parking Lot into a paid parking lot.

Research and preparation of opinion with regard to "sanctuary cities."

Discussions with Village Prosecutor and Director of Code Enforcement regarding my research into Prosecutor's proposal to seek appointment of a receiver in code cases.

Researched local laws for "best practices" with regard to alarms in response to Fire Department's correspondence to Board as to burden of calls for service.

Attended meeting of School Lisason Subcommittee.

Elimination of the Paid Fire Fighters and Related Issues

Consultations with Labor Counsel on the fire union complaint filed with PERB.

Response to fire union counsel regarding log book and radio.

Litigation

Review of court papers and consultation with special counsel regarding reply papers with regard to appeal of proposed group home at 51 Betsy Brown Road.

Amendment to the County's Stormwater IMA executed and forwarded to the County Attorney.

With regard to Save the Sound litigation, reviewed and gathered information regarding the Village's CMOM and SSES programs for municipal defense group report to the court. Assisted group in bid to have County formally join defense group.

Prepared 2015 DEC report for General Foreman and reviewed consent order with regard to transfer station at CPW Yard. Negotiated significant reduction in fine with DEC Counsel ($5,000.00 to $800.00) for Village's failure to timely file. Advised General Foreman and Engineer of requirements for future years.

Contracts

Reviewed title report from East Coast Abstract for the title search on certain waterfront access areas near the end of Fox Island Road ("Phase 1"). Scheduled meeting to discuss the report and findings before presentation to Manager and Board. Request on Town of Harrison Justice Court for copy of court case from the early 1990's regarding relevant litigation between Village and Pearl of the Atlantic.

Drafted agreements for Radio Frequency Review Services (finalized) and Traffic Engineering Services (in negotiations).

Research as to whether electrical and plumbing requirements contracts must be competitively bid. Prepared bid packages for same.

Meetings with Lumen regarding the implementation of the LED streetlight conversion agreement.

Planning and Zoning

Attended agenda review meetings with staff and ensuing meetings of the Planning Commission and Zoning Board of Appeals. Prepared proposed findings of facts for Zoning Board.

Staff meetings with regard to G & S site plan application for Colony Grill.

Consultations and review of various Building Department applications.

Conference call with Mobilitie regarding a franchise agreement to install "gap filler" devices on telephone poles; issue is amount of compensation.

Research and compiling case-law for tutorial to be given to Zoning Board in Spring 2017.

Assistance to Other Departments/Boards and Commissions

Assisted Clerk and Treasurer in preparing responses to Freedom of Information Law (FOIL) requests. Reviewed Agenda Management Software agreement.

Meeting with Police Department, regarding applications for towing and booting licenses. Fielded near-daily phone calls from one particular applicant referred by Police Department.

Other.

Following meeting with Tav Passarelli and Department of Planning and Development over potential waterfront access point at Bar Taco, received favorable initial response.

Attended workplace safety and violence training.

Discussion with Les Barnes of Saltaire Restaurant regarding the addition of live music and the potential use of valet parking.

Obtained evidence of recorded deed for Nella Way.

Meeting with Spain Agency and PERMA with regard to review of pending workers compensation claims.

Agreement with Pace University Law School/Land Use Center to obtain intern (on a credit basis) to provide research assistance to the
office. (start date January, 2017)

# SPECIAL MEETING HELD AUGUST 2, 2016

A Special Meeting of the Board of Trustees of the Village of Port Chester, New York, was held on Tuesday, August 2, 2016 at 7:00 p.m. in the Village Hall Conference Room at 222 Grace Church Street, Port Chester, New York.

Present were Trustees Bart Didden, Francis Ferrara, Daniel Brakewood, Gene Ceccarelli, and Luis Marino.

Also present were Village Clerk David Thomas, Village Manager Christopher Steers, Village Attorney Anthony Cerreto and Assistant to the Village Attorney David Kenny.

On motion of TRUSTEE BRAKEWOOD, seconded by TRUSTEE DIDDEN, the meeting was declared opened at 7:00 p.m.

ROLL CALL

AYES: Trustees Didden, Ferrara, Brakewood, Ceccarelli, Marino
NOES: None
ABSENT: Trustee Adams and Mayor Pilla

## PROPOSED MOTION FOR EXECUTIVE SESSION

On motion of TRUSTEE BRAKEWOOD, seconded by TRUSTEE FERRARA, the Board went into Executive Session for

1. ***Consultation with Special Counsel regarding Starwood Development*** (with Staff).

ROLL CALL

AYES: Trustees Didden, Ferrara, Brakewood, Ceccarelli, Marino
NOES: None
ABSENT: Trustee Adams and Mayor Pilla

Mayor Pilla arrived in time for Executive Session.

On motion of TRUSTEE FERRARA, seconded by TRUSTEE MARINO, the Board closed the Executive Session.

ROLL CALL

AYES: Trustees Didden, Ferrara, Brakewood, Ceccarelli, Marino and Mayor Pilla

NOES: None
ABSENT: Trustee Adams

**PUBLIC COMMENTS ON STARWOOD DEVELOPMENT**

Mr. John Reavis commented on tonight's Resolution. We are not sure what the Resolution really says. It is general and not specific. People in our community should be afforded the opportunity for the jobs created by the Starwood development, and this should be included in their specs. What services do we have to give to insure that the developers who come into the community are benefiting the community?

Mr. Didden commented that the information on this Resolution is available on the website.

Ms. Blanca Lopez commented that we should be assured that there are going to be jobs, training and housing for residents.

Mrs. Doris Bailey-Reavis commented her main concern is with the housing and the number of housing units. The location of the project and the traffic are not good and the Board needs to propose some kind of alternative. You are not taking into consideration the effect on our community.

Mrs. Joan Thomas commented we have given the Board the opportunity. We are the people who elected you and we are the people responsible for giving a head's up. You should re-read the document and get the people of the Village involved in negotiations.

Mr. Stiglione of Yonkers commented to beware of policy from the developers. The developer promised a new firehouse when they built a new shopping center, and when the project was sold to a new developer the firehouse did not carry over.

Mrs. Bailey-Reavis commented you are now talking about changing zoning. If they sell the property to the Marriott Corporation they will make a lot of money.

**RESOLUTIONS**

**RESOLUTION**

RESOLUTION REGARDING BENEFIT AGREEMENTS PERTAINING TO THE PROPOSED REZONING AND REDEVELOPMENT OF THE FORMER UNITED HOSPITAL SITE BY PC406 BPR, LLC AND PC 999 HIGH STREET CORP.

On motion of TRUSTEE FERRARA, seconded by TRUSTEE CECCARELLI, this motion was tabled by the Board of Trustees of the Village of Port Chester, New York

ROLL CALL

AYES: Trustees Didden, Ferrara and Ceccarelli
NOES: Trustees Brakewood and Marino and Mayor Pilla
ABSENT: Trustee Adams

Mr. Reavis commented that you need a citizen's organization that the Board can fall back on in order to better negotiate.

**DISCUSSIONS**

1. ***BOT Rules and Procedures.***

   Village Attorney Cerreto said the rules determine how effective the Board wants to be.

   Trustee Ceccarelli commented that at the end of the night it is counter-productive. Once we identify high priority items we should get them cleared up and let the other things wait. We need to come to the meetings prepared. You should stick to a meeting schedule.

   Trustee Brakewood commented the root cause of the problem is that we don't give the Mayor the authority to control the agenda.

   Trustee Didden commented we have discussions because they lead to resolutions.

   Trustee Marino commented we don't follow the agenda. We jump all over the place.

   Trustee Ferrara suggested we change the way we do business. We don't need a third meeting each month. We need to have an agenda meeting and then follow that agenda at the second meeting of the month.

   Village Manager Steers commented there is a lot of discussion and interaction with staff. If an issue comes up we should discuss it rather than waiting for the Board meeting.

   Mayor Pilla commented that things that come up would be left undone if we only had one Board meeting a month.

2. ***Strategic Plan***

   We have budgeted two new fire trucks.

3. ***Adding a third Board of Trustees Public Meeting***

   Mayor Pilla commented it would help a lot to have a consent agenda like they use in White Plains. If we need to have a discussion for every Resolution it takes a lot of time.

Trustee Brakewood commented resolutions do not take that long. We can pass 20 resolutions in about 20 minutes. What takes long are public hearings and public comments.

Trustee Didden commented we should have, after the Pledge to the Flag, an adoption of the consent agenda.

***4. Acceptance of offer to visit project site from Streetworks***

Mayor Pilla commented you don't need Board authorization if people want to go.

Trustee Brakewood commented height and usage are important. West Hartford would be a three hour ride. Village Manager Steers will arrange a site visit. This could be done on a weekend.

5. ***Starwood/United Hospital Development Final Environmental Impact Statement and Related Items.***

Planning Director Zamft commented this is on the website for everybody to look at. It will take one month to go through the document for completeness. Once the Board notes the document as complete, it will refer it to the Planning Commission and the Westchester County Planning Board for their review and for publication. Once the document is declared complete the Board can hold a Public Hearing.

The different traffic analyses are included in the document. The DOT has received a copy.

***6. Correspondence from Gramatan Management.***

The correspondence was referred to Staff.

Trustee Ceccarelli commented he liked the idea of a consent meeting.

Mayor Pilla commented he will work with staff to come up with changes to the rules and procedures. The second meeting of the month should be for discussions. Public hearings will be at a third meeting.

Village Attorney Cerreto added on a resolution to go into Executive Session for consultation with Counsel, Human Resources Director Ed Brancati and Village Manager Steers regarding the Professional Firefighters.

On motion of TRUSTEE DIDDEN, seconded by TRUSTEE MARINO, the Board of Trustees of the Village of Port Chester, New York went into executive discussion.

ROLL CALL:

AYES: Trustees Didden, Ferrara, Brakewood, Ceccarelli, Marino and Mayor Pilla
NOES: None
ABSENT: Trustee Adams

A motion was made by TRUSTEE DIDDEN, seconded by TRUSTEE CECCARELLI, that the Board go into Executive Session to discuss the appointment of a particular person.

ROLL CALL:

AYES: Trustees Didden, Ferrara, Brakewood, Ceccarelli, Marino and Mayor Pilla
NOES: None
ABSENT: Trustee Adams

The meeting was adjourned at 9:05 p.m.

Respectfully submitted,

David Thomas
Village Clerk

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**MINUTES HELD NOVEMBER 21, 2016**

AbA Meeting of the Board of Trustees of the Village of Port Chester, New York, was held on November 21, 2016 at 6:00 p.m. in the Village Justice Courtroom of the Police Headquarters Building, 350 North Main Street, Port Chester, New York

Board Members in attendance: Trustee Ferrara has joined the meeting via videoconference from Deland, Florida

Mayor Pilla - Absent

Trustees:

Didden - Present
Ferrara – Present
Brakewood – Absent
Ceccarelli – Present
Adams – Present
Marino – Absent

Also present were Village Clerk Dave Thomas, Village Attorney Anthony Cerreto, Village Manager Christopher Steers, Village Treasurer Leonie Douglas, Planning Director Eric Zamft, Human Resources Director Ed Brancati, Police Chief Richard Conway and Fire Chief Edward Quinn,

Trustee Brakewood arrived at 6:10 PM.

On motion of TRUSTEE DIDDEN, seconded by TRUSTEE CECCARELLI, Trustee Adams was designated as the Chair for the Executive session for November 21, 2016 meeting.

**ROLL CALL**

**AYES:** TRUSTEES DIDDEN, FERRARA, BRAKEWOOD, CECCARELLI AND ADAMS
**NOES:** NONE
**ABSENT:** TRUSTEES MARINO, AND MAYOR PILLA

On motion of TRUSTEE CECCARELLI, seconded by TRUSTEE DIDDEN, the meeting was declared open for November 21, 2016

**ROLL CALL**

**AYES:** TRUSTEES DIDDEN, FERRARA, BRAKEWOOD, CECCARELLI AND ADAMS
**NOES:** NONE
**ABSENT:** TRUSTEES MARINO, AND MAYOR PILLA

## PROPOSED MOTION FOR EXECUTIVE SESSION

On motion of TRUSTEE DIDDEN, seconded by TRUSTEE BRAKEWOOD, the Executive Session was declared open.

1. Consultation with Special Counsel on 2nd Report
2. CSEA Contract Negotiations

**ROLL CALL**

**AYES:** TRUSTEES DIDDEN, FERRARA, BRAKEWOOD, CECCARELLI AND ADAMS
**NOES:** NONE
**ABSENT:** TRUSTEES MARINO, AND MAYOR PILLA

On motion of TRUSTEE ADAMS, seconded by TRUSTEE CECCARELLI, the Executive Session was declared closed.

**ROLL CALL**

**AYES:** TRUSTEES DIDDEN, FERRARA, BRAKEWOOD, CECCARELLI AND ADAMS
**NOES:** NONE
**ABSENT:** TRUSTEES MARINO, AND MAYOR PILLA

Mayor Pilla arrived at 7:04 PM

## AWARDS

Mayor Pilla presented the Mayor's Leadership Award to John Zicca.

## PRESENTATION

Audit Presentation by Drescher and Malecki LLP

## PUBLIC COMMENTS

Mr. Richard Abel commented on Resolution #6 regarding the G&S letter on parking. The Yield Sign on Willett Avenue under the railroad bridge is not very obvious. It is dangerous because people do not know who has the right of way. Also, people do not stop at the stop light on Willett; they just make the right turn without stopping.

## RESOLUTIONS

### RESOLUTION

COUNSEL TO MAYOR ARISING OUT OF A CERTAIN CORRESPONDENCE BETWEEN THE VILLAGE MANAGER AND MAYOR

On motion of TRUSTEE DIDDEN, seconded by TRUSTEE CECCARELLI, the

following resolution was not adopted by the Board of Trustees of the Village of Port Chester, New York:

WHEREAS, the Village Manager, Christopher Steers, directed correspondence dated October 5, 2015 to Mayor Dennis Pilla, and provided copies to the Board of Trustees and the Village Attorney, Anthony Cerreto; and

WHEREAS, the correspondence raised issues arising out of a procurement process with regard to the dog run at Abendroth Park, Marina bulkhead, and grant-writing services; and

WHEREAS the Village Attorney was placed in the position of being a potential witness in certain of these matters; and

WHEREAS, the Board took judicial notice that Section 77-7D of the Village Code provides that "[T]he Board of Trustees shall have the power and duty to investigate the affairs of every department or agency of Village government and the official conduct of every officer and employee."; and

WHEREAS, the Manager and Mayor are not insulated from such scrutiny; and

WHEREAS, given the unique circumstances presented, the Board elected to delegate its investigatory authority to a special, independent counsel to conduct fact-finding, make conclusions of law and recommend the proper course of action; and

WHEREAS, on November 2, 2015, the Board authorized the retainer of Brian Murphy ("Attorney Murphy") of, the Matera Law Firm, Melville, New York, who was highly qualified given his past service as an assistant district attorney and prior employment with the Village's Labor Counsel whose assignments involved several workplace investigations in the various Village Departments; and

WHEREAS; after investigation, which involved considerable time consisting of interviews, reviewing extensive records and legal research, Attorney Murphy presented the Board a written report dated April 3 2016 ("Murphy Report"); and

WHEREAS, at a meeting on April 4, 2016, the Board accepted the Murphy Report which concluded that the Mayor violated the Code of Ethics when he should have (but did not) disclose the full nature and extent of his business relationship with the Laberge Group and recuse himself from participating in the debate and vote over its bid for grant-writing services so as to avoid any appearance of impropriety; and

WHEREAS, Attorney Murphy recommended that the Board counsel the Mayor as to same and his future performance of the mayoral duties in accordance with the Code of Ethics; and

WHEREAS, Attorney Murphy further recommended that the Board counsel the Mayor as to the limited role and minimal independent authority of the office of the mayor; and

WHEREAS, as an alternative to formal action, the Board caused the delivery of a proposed letter prepared by Attorney Murphy for the Mayor to sign that would acknowledge the findings and conclusions of the Murphy report; and

WHEREAS, since that time, the Mayor has made a public statement as to his conduct and that he would not agree to sign any such acknowledgment letter; and

WHEREAS, the Board is therefore left with the recommendation of Attorney Murphy to counsel the Mayor as to his actions in the form of a resolution. Now, therefore, be it

RESOLVED, that the Board of Trustees hereby counsels the Mayor that he should have complied with the Village's Code of Ethics and proactively disclosed the full nature and extent

off his business relationship with the Laberge Group and recused himself from participating in the debate and vote over its bid for grant-writing services so as to avoid any appearance of impropriety; and be it further

RESOLVED, that the Board further counsels the Mayor of the limited role and minimal independent authority of the office of the mayor; and be it further

RESOLVED, it is the expectation of this Board that going forward that the Mayor, and indeed all members should be mindful or their obligation to conduct themselves with the highest of ethical standards to assure the confidence of the public in the discharge of their official duties, and when confronted with a potential ethical issue, all should avail themselves of the Village's Board of Ethics for guidance; and be it further

RESOLVED, that with this resolution, the Board desires that the matter be brought to a close so that it may devote its time to other Village business.

Approved as to Form:

_____

Anthony M. Cerreto, Village Attorney

**ROLL CALL**

**AYES**: TRUSTEES DIDDEN, FERRARA AND CECCARELLI,
**NOES**: TRUSTEES BRAKEWOOD, AND ADAMS
**ABSENT**: TRUSTEE MARINO
**RECUSED**: MAYOR PILLA

**DATE**: NOVEMBER 21, 2016

**DISCUSSION**

1. Establishing a Citizen's Advisory Committee for the Village's Sesquicentennial in 2018

**ADD-ON RESOLUTION**

On motion of TRUSTEE DIDDEN, seconded by TRUSTEE BRAKEWOOD, the following resolution was added on by the Board of Trustees of the Village of Port Chester, New York:

**ROLL CALL**
**AYES**: Trustees Didden, Ferrara, Brakewood, Ceccarelli, Adams and Mayor Pilla
**NOES**: None
**ABSENT**: Trustee Marino

**DATE**: November 21, 2016

On motion of TRUSTEE DIDDEN, seconded by TRUSTEE BRAKEWOOD, this Resolution was adopted by the Board of Trustees of the Village of Port Chester, NY

Resolved, that the Board of Trustees hereby establishes a Citizen's Advisory Committee for the Village's Sesquicentennial in 2018 consisting of ten (10) members to be initially comprised of Mary

Strauch, Joan DiBuono and Denise Quinn.

**ROLL CALL**
**AYES**: Trustees Didden, Ferrara, Brakewood, Ceccarelli, Adams and Mayor Pilla
**NOES**: None
**ABSENT**: Trustee Marino

**DATE**: November 21, 2016

2. Bulkhead Design Project Update
3. Police/Court Facility Update
4. Parking Study and Short Term Improvements
5. Prior Open permit fees
6. Update on FOIL Request# 2016-034

**RESOLUTIONS**

RESOLUTION
ACKNOWLEDGING THAT AN EXAMINATION OF THE JUSTICE COURT
RECORDS AND DOCKETS WAS CONDUCTED
FOR FISCAL YEAR 2015--2016

On motion of TRUSTEE DIDDEN, seconded by TRUSTEE ADAMS, the following resolution was adopted by the Board of Trustees of the Village of Port Chester, New York:

WHEREAS, Uniform Justice Court Act, Section 2019-a sets out, in pertinent part, the following:

"It shall be the duty of every justice, at least once a year and upon the last audit day of such village or town, to present his records and dockets to the auditing board of said village or town; which board shall examine said records and docket or cause same to be examined and a report submitted to the board by a certified public accountant or public accountant and enter into the minutes of its proceedings the fact that such records and docket have been duly examined and that the fines therein collected have been turned over to the proper officials of the village or town as required by law. Any such justice who shall willfully fail to make and enter in such records and docket forthwith, the entries by this section required to be made or to exhibit such records and docket when reasonably required, or present his records or docket to the auditing board as herein required, shall be guilty of a misdemeanor and shall, upon conviction, in addition to the punishment provided by law for a misdemeanor, forfeit his office."

WHEREAS, the Village retained the accounting firm of Drescher Malecki LLP, Buffalo, New York, as independent auditor to conduct an audit of the Village books, including the records and docket of the Justice Court of the Village of Port Chester; and

WHEREAS, the auditors have since presented the Village with the Village's audit its' opinion that the financial statements present fairly in all material respects the cash balances as of May 31, 2016 and the cash receipts collected and cash disbursements paid of the Justices of the Justice Court for the 2015-2016 Fiscal Year ended May 31, 2016. Now, therefore, be it

RESOLVED, that the Village Board of Trustees acknowledges that the required audit was conducted of the records and docket of the Port Chester Justice Court for Fiscal Year 2015-

2016 and that the fines therein collected have been turned over to the Village Treasurer; and be it further

RESOLVED, that a certified copy of this resolution together with a copy of the audit for the aforesaid year be provided to the New York State Office of Court Administration.
Approved as to Form:

_____
Village Attorney, Anthony Cerreto
**ROLL CALL**

**AYES:** TRUSTEES DIDDEN, FERRARA, BRAKEWOOD, CECCARELLI, ADAMS AND MAYOR PILLA
**NOES:** NONE
**ABSENT**: TRUSTEE MARINO

DATE: NOVEMBER 21, 2016

**RESOLUTION**

2016-2017 FISCAL YEAR BUDGET AMENDMENT

**AMENDED RESOLUTION**

On motion of TRUSTEE BRAKEWOOD, seconded by TRUSTEE DIDDEN, the following resolution was adopted as amended by the Board of Trustees of the Village of Port Chester, New York:

**ROLL CALL**

**AYES**: TRUSTEES DIDDEN, FERRARA, BRAKEWOOD, CECCARELLI, ADAMS AND MAYOR PILLA
**NOES**: NONE
**ABSENT**: TRUSTEE MARINO

**DATE**: NOVEMBER 21, 2016

On motion of TRUSTEE CECCARELLI, seconded by TRUSTEE DIDDEN, the following resolution was adopted by the Board of Trustees of the Village of Port Chester, New York:

WHEREAS, on May 2, 2016, the Board of Trustees adopted a budget for the 2016-2017 fiscal year; and

WHEREAS, during the budget workshop for the Port Chester Justice Court, there was comment that Acting Justice Jose O. Castaneda should receive the same amount in compensation as Acting Justice Matthew Troy; and

WHEREAS, the adopted budget did not provide for same. Now, therefore, be it

RESOLVED, that effective June 1, 2016, Acting Justice Jose O. Castaneda's annual compensation will be increased from $25,000 to $38,110, and be it further

RESOLVED, that the Board of Trustees authorizes the Village Treasurer to transfer $ 13,110 for General Fund Contingency account 1.1990.400 to Justice Court Personnel line 1.1110.100.

Approved as to Form:

_____
Anthony M. Cerreto, Village Attorney

**ROLL CALL**

**AYES**: TRUSTEES DIDDEN, FERRARA, BRAKEWOOD, CECCARELLI, ADAMS AND MAYOR PILLA
**NOES**: NONE
**ABSENT**: TRUSTEE MARINO

**DATE**: NOVEMBER 21, 2016

## RESOLUTION

On motion of TRUSTEE DIDDEN, seconded by TRUSTEE BRAKEWOOD, the following resolution was adopted as amended by the Board of Trustees of the Village of Port Chester, New York:

**ROLL CALL**

**AYES**: TRUSTEES DIDDEN, FERRARA, BRAKEWOOD, CECCARELLI, ADAMS AND MAYOR PILLA
**NOES**: NONE
**ABSENT**: TRUSTEEMARINO

**DATE**: NOVEMBER 21, 2016

## EXTENDING THE SUSPENSION OF PARKING RESTRICTIONS ON KING STREET

On motion of TRUSTEE CECCARELLI, seconded by TRUSTEE BRAKEWOOD, the following resolution was adopted by the Board of Trustees of the Village of Port Chester,

New York:

WHEREAS, the Village suspended overnight parking restrictions on King Street between Highland Street and Chestnut Street, in response to a request from Longview Owners, Inc. for the period of October 17, 2016 to November 17, 2016 to accommodate the residents during their parking lot reconstruction; and

WHEREAS, the construction on the parking lot has gone on longer than first expected, and Longview Owners Inc., have requested an extension of the suspension of overnight parking restriction to November 30, 2016 or as such later date as may be authorized by the Village Manager; and

Now, therefore, be it,

RESOLVED, that the Board of Trustees hereby extends the overnight parking restrictions on King Street between Highland Street and Chestnut Street until November 30, 2016 and ratifies such extension by and through this resolution.

Approved as to Form:

_____

Anthony M. Cerreto, Village Attorney

**ROLL CALL**

**AYES**: TRUSTEES DIDDEN, FERRARA, BRAKEWOOD, CECCARELLI, ADAMS AND MAYOR PILLA
**NOES**: NONE
**ABSENT**: TRUSTEE MARINO

**DATE**: NOVEMBER 21, 2016

**RESOLUTION**

ACCEPTANCE AND APPROVAL OF MAX GONZALEZ AS AN ACTIVE MEMBER OF HARRY HOOK & LADDER CO. NO. 1

On motion of TRUSTEE DIDDEN, seconded by TRUSTEE ADAMS, the following resolution was adopted by the Board of Trustees of the Village of Port Chester, New York:

WHEREAS, at the November 1, 2016 meeting of Harry Howard Hook & Ladder Co. No. 1 the company held an election for a new active member; and

WHEREAS, Max Gonzalez has been elected to be a new active member. Now, therefore, be it

RESOLVED, that the Board of Trustees hereby accepts and approves the election of Max Gonzalez to Harry Howard Hook & Ladder Co. No. 1, as an active member of the Port Chester Fire Department, conditioned upon passing the required medical examination.

Approved as to Form:

_____
Anthony M. Cerreto, Village Attorney

**ROLL CALL**

**AYES**: TRUSTEES DIDDEN, FERRARA, BRAKEWOOD, CECCARELLI, ADAMS AND MAYOR PILLA
**NOES**: NONE
**ABSENT**: TRUSTEE MARINO

**DATE**: NOVEMBER 21, 2016

**RESOLUTION**

ACCEPTANCE AND APPROVAL OF JOSEPH TINELLI AS AN ACTIVE MEMBER OF RELIANCE ENGINE & HOSE CO. NO. 1

On motion of TRUSTEE DIDDEN, seconded by TRUSTEE CECCARELLI, the following resolution was adopted by the Board of Trustees of the Village of Port Chester, New York:

WHEREAS, at the November 4, 2016 meeting of Reliance Engine & Hose Co. No. 1 the company held an election for a new active member; and

WHEREAS, Joseph Tinelli has been elected to be a new active member. Now, therefore, be it

RESOLVED, that the Board of Trustees hereby accepts and approves the election of Joseph Tinelli to Reliance Engine & Hose Co. No. 1, as an active member of the Port Chester Fire Department, conditioned upon passing the required medical examination.

Approved as to Form:

_____

Anthony M. Cerreto, Village Attorney

**ROLL CALL**

**AYES**: TRUSTEES DIDDEN, FERRARA, BRAKEWOOD, CECCARELLI, ADAMS AND MAYOR PILLA
**NOES**: NONE
**ABSENT**: TRUSTEE MARINO

**DATE**: NOVEMBER 21, 2016

**RESOLUTION**

2016-2017 FISCAL YEAR BUDGET AMENDMENT TO INCREASE APPROPRIATION FOR OVERTIME IN THE POLICE DEPARTMENT

On motion of TRUSTEE DIDDEN, seconded by TRUSTEE ADAMS, the following resolution was adopted by the Board of Trustees of the Village of Port Chester, New York:

WHEREAS, on May 2, 2016, the Board of Trustees adopted a budget for the 2016-2017 fiscal year; and

WHEREAS, $512,500 was appropriated for overtime in the Police Department; and

WHEREAS, the Village Treasurer has advised that the overtime account has been significantly depleted; and

WHEREAS, the contributing factors for such situation include the failure to fund three police officers requested by the department, number of members out of work due to on-the job disability and sickness, an increase in number of parades and processions, protests, protection of street paving work and training; and

WHEREAS, Board action is required to make a supplemental appropriation to this budget line. Now, therefore, be it; and.

RESOLVED, that the FY 2016-2017 General Fund Budget is hereby amended as follows:

Increase:

001.3120.0101 Police-Overtime
$200,000

Decrease:

1.990.400 Contingency
$200,000

Approved as to Form:

_____
Anthony M. Cerreto, Village Attorney

**ROLL CALL**

**AYES**: TRUSTEES DIDDEN, FERRARA, BRAKEWOOD, CECCARELLI, ADAMS AND MAYOR PILLA
**NOES**: NONE
**ABSENT**: TRUSTEE MARINO

**DATE**: NOVEMBER 21, 2016

**RESOLUTION**

2016-2017 FISCAL YEAR BUDGET AMENDMENT TO INCREASE APPROPRIATION FOR PENSION CONTRIBUTIONS ON BEHALF OF MEMBERS OF THE POLICE DEPARTMENT

On motion of TRUSTEE CECCARELLI, seconded by TRUSTEE DIDDEN, the following resolution was adopted by the Board of Trustees of the Village of Port Chester, New York:

WHEREAS, on May 2, 2016, the Board of Trustees adopted a budget for the 2016-2017 fiscal year; and

WHEREAS, $1,769,680 was appropriated for pension contributions for members of the Police Department; and

WHEREAS, the Village Treasurer has advised that the New York State Retirement System invoiced the Village $1,888,605 for members of the Department that is due by December 15, 2016; and

WHEREAS, Board action is required to make a supplemental appropriation to this budget line. Now, therefore, be it; and.

RESOLVED, that the FY 2016-2017 General Fund Budget is hereby amended as follows:

Increase:

1.9010.801
New York Police and Fire Retirement
$118,925

Decrease:

1.990.400 Contingency
$118,925

Approved as to Form:

_____
Anthony M. Cerreto, Village Attorney

**ROLL CALL**

**AYES**: TRUSTEES DIDDEN, FERRARA, BRAKEWOOD, CECCARELLI, ADAMS AND MAYOR PILLA
**NOES**: NONE
**ABSENT**: TRUSTEE MARINO

**DATE**: NOVEMBER 21, 2016

## RESOLUTION

AUTHORIZING AN INTERMUNICIPAL AGREEMENT WITH THE COUNTY OF WESTCHESTER WITH REGARD TO PARTICIPATION IN THE STOP DWI PROGRAM FOR 2016-2017

On motion of TRUSTEE DIDDEN, seconded by TRUSTEE BRAKEWOOD, the following resolution was adopted by the Board of Trustees of the Village of Port Chester, New York:

WHEREAS, the Westchester County STOP DWI Program ("Program") is an overtime, added patrol effort with participating municipal police departments to enforce the New York State Vehicle and Traffic Laws against intoxicated and impaired driving; and

WHEREAS, upon submission of documentation, the County reimburses the participating department for overtime expense not to exceed a prescribed amount; and

WHEREAS, the County has forwarded a proposed Intermunicipal Agreement (IMA) to the Village of Port Chester that would enable the Port Chester Police Department to continue its participation in the Program for the period October 1, 2015 through September 30, 2016, with reimbursement not to exceed $12,000; and

WHEREAS, the Chief of Police supports the Police Department's continued participation in the program. Now, therefore, be it

RESOLVED, that the Village Manager be and is hereby authorized to enter into an IMA with the County of Westchester to continue the Port Chester Police Department's participation in the Stop DWI Program for 2015-2016.

Approved as to Form:

_____
Anthony M. Cerreto, Village Attorney

**ROLL CALL**

**AYES**: TRUSTEES DIDDEN, FERRARA, BRAKEWOOD, CECCARELLI, ADAMS AND MAYOR PILLA
**NOES**: NONE
**ABSENT**: TRUSTEE MARINO

**DATE**: NOVEMBER 21, 2016

**Port Chester: 2016-2020-30**

**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 (hereinafter referred to as the "County") Acting by and through its Department of Public Safety Services (hereinafter referred to as the "Department")

And

**Village of Port Chester**
**350 N. Main Street**
**Port Chester, NY 10573**

_____ a municipal corporation of the State of New York having an office and place of business at _____
_____, New York _____ acting by and through the _____ Police Department, (hereinafter referred to as the "Municipality").

1. In consideration of an amount not to exceed EIGHT THOUSAND FOUR HUNDRED ($8,400.00) DOLLARS per year to be paid in the manner and at the rates set forth in Schedule "A,"

which is attached to and forms a part of this Agreement, the Municipality shall participate in the Westchester County STOP-DWI Patrol/Datamaster Project as described in Schedule "A" (hereinafter the "Work").

2. The parties recognize and acknowledge that the obligations of the County under this Agreement are subject to the County's receipt of funds from New York State to operate the Westchester County STOP-DWI Patrol/Datamaster Project.

If, for any reason, the full amount of said funds is not paid over or made available to the County by New York State, the County may terminate this Agreement immediately or reduce the amount payable to the Municipality, in the discretion of the County. The County shall give prompt notice of any such termination or reduction to the Municipality. If the County subsequently offers to pay a reduced amount to the Municipality, then the Municipality shall have the right to terminate this Agreement upon reasonable prior written notice.

**In addition, the parties recognize and acknowledge that the obligations of the County under this Agreement are subject to annual appropriations by its Board of Legislators pursuant to the Laws of Westchester County. Therefore, this Agreement shall be deemed executory only to the extent of the monies appropriated and available. The County shall have no liability under this Agreement beyond funds appropriated and available for payment pursuant to this Agreement. The parties understand and intend that the obligation of the County hereunder shall constitute a current expense of the County and shall not in any way be construed to be a debt of the County in contravention of any applicable constitutional or statutory limitations or requirements concerning the creation of indebtedness by the County, nor shall anything contained in this Agreement constitute a pledge of the general tax revenues, funds or moneys of the County. The County shall pay amounts due under this Agreement exclusively from legally available funds appropriated for this purpose. The County shall retain the right, upon the occurrence of the adoption of any County Budget by its Board of Legislators during the term of this Agreement or any amendments thereto, and for a reasonable period of time after such adoption(s), to conduct an analysis of the impacts of any such County Budget on County finances. After such analysis, the County shall retain the right to either terminate this Agreement or to renegotiate the amounts and rates set forth herein. If the County subsequently offers to pay a reduced amount to the Municipality, then the Municipality shall have the right to terminate this Agreement upon reasonable prior written notice.**

**This Agreement is also subject to further financial analysis of the impact of any New York State Budget (the "State Budget") proposed and adopted during the term of this Agreement. The County shall retain the right, upon the occurrence of any release by the Governor of a proposed State Budget and/or the adoption of a State Budget or any amendments thereto, and for a reasonable period of time after such release(s) or adoption(s), to conduct an analysis of the impacts of any such State Budget on County finances. After such analysis, the County shall retain the right to either terminate this Agreement or to renegotiate the amounts and rates approved herein. If the County subsequently offers to pay a reduced amount to the Municipality, then the Municipality shall have the right to terminate this Agreement upon reasonable prior written notice.**

3. All records or recorded data of any kind compiled by the Municipality in completing the Work described in this Agreement, including but not limited to written reports, studies, computer printouts, graphs, charts, and all other similar recorded data, shall become and remain the property of the County. The Municipality may retain copies of such records for its own use and shall not disclose any such information without the express written consent of the Stop-DWI Director or his designee ("Director"). The County shall have the right to reproduce and publish such records, if it so desires, at no additional cost to the County.

4. The Work to be performed pursuant to the terms of this Agreement shall commence January 1, 2016 and continue through December 31, 2020.

The Municipality shall issue progress reports to the County as the Director may direct and shall immediately inform the Director in writing of any cause for delay in the performance of its obligations under this Agreement.

5. The Municipality agrees and shall be subject to the insurance requirements contained in Schedule "B," which schedule is attached to and forms a part of this Agreement. In addition to and not in limitation of the insurance provisions contained in Schedule "B," the Municipality agrees:

(a) that except for the amount, if any, of damage contributed to, caused by or resulting from the negligent or intentional acts, errors and omissions or willful misconduct of the County, the Municipality 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 out of the negligent or intentional acts, errors and omissions or willful misconduct of the Municipality 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 arising out of the negligent or intentional acts, errors and omissions or willful misconduct of the Municipality or third parties under the direction and control of the Municipality and to bear all other costs and expenses related thereto.

6. The Municipality shall comply, at its own expense, with the provisions of all applicable local, state and federal laws, rules and regulations, including, but not limited to, those applicable to the Municipality as an employer of labor or otherwise.

7. Requests for payment to be made shall be submitted by the Municipality on properly executed payment vouchers of the County in accordance with Schedule "A" and paid only after approval by the Director. 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 consecutive numbering and be non-repeating. In no event shall payment be made to the Municipality prior to completion of all Work and the approval of same by the Director.

The Municipality shall, at no additional charge, furnish all labor, services, materials, tools, equipment and other appliances necessary to complete the Work, unless specific additional charges are expressly permitted under this Agreement. It is recognized and understood that even if specific additional charges are expressly permitted under this Agreement, in no event shall total payment to the Municipality exceed the not-to-exceed amount set forth in Section 1 above.

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. Municipalities 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 prior to receiving an award or purchase order. The EFT Authorization Form and related information are annexed hereto as Schedule "C." The completed Authorization Form must be returned by the Municipality to the Westchester County Department of Finance ("Finance Department") prior to execution of the contract. In rare cases, a hardship waiver may be granted. For a Hardship Waiver Request Form, please contact the Finance Department.

8. (a) The County, upon ten (10) days notice to the Municipality, may terminate this Agreement in whole or in part when the County deems it to be in its best interest. In such event, the Municipality shall be compensated and the County shall be liable only for payment for services already rendered under this Agreement prior to the effective date of termination at the rates specified in Schedule "A." Upon receipt of notice that the County is terminating this Agreement in its best interests, the Municipality shall stop work immediately and incur no further costs in furtherance of this Agreement without the express approval of the Director, and the Municipality shall direct any approved subconsultants to do the same.

**In the event of a dispute as to the value of the Work rendered by the Municipality prior to the date of termination, it is understood and agreed that the Director shall determine the value of such Work rendered by the Municipality. The Municipality 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 the Municipality of any of the terms of the Agreement and such breach remains uncured for forty-eight (48) hours after service on the Municipality 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 shall be charged to and paid by the Municipality. Without limiting the foregoing, upon written notice to the Municipality, repeated breaches by the Municipality 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.

9. All notices of any nature referred to in this Agreement shall be in writing and either sent by registered or certified mail postage pre-paid, or delivered by hand or overnight courier, or sent by facsimile (with acknowledgment received and a copy of the notice sent by registered or certified mail, postage pre-paid), as set forth below or to such other addresses as the respective parties hereto may designate in writing. Notice shall be effective on the date of receipt. Notices shall be sent to the following:

To the County:

Commissioner - Sheriff of Public Safety
1 Saw Mill River Parkway
Hawthorne, New York 10532

With a copy to:

Director, Drug Abuse Prevention & STOP-DWI
112 E. Post Road, 3rd Floor
White Plains, 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:
_____
_____
_____

10. This Agreement and its attachments constitute the entire Agreement between the parties with respect to the subject matter hereof and shall supersede all previous negotiations, commitments and writings. It shall not be released, discharged, changed or modified except by an instrument in writing signed by a duly authorized representative of each of the parties.

11. In the event of any conflict between the terms of this Agreement and the terms of any schedule or attachment hereto, it is understood that the terms of this Agreement shall be controlling with respect to any interpretation of the meaning and intent of the parties.

12. Nothing contained herein shall be construed to make either party the agent, employee or co-venturer of the other and the parties hereto expressly disclaim the existence of any such relationship between them.

13. The failure of the County to insist upon strict performance of any term, condition or covenant herein, shall not be considered a waiver of such breach or default or any subsequent breach or default of the terms, conditions and covenants herein. The remedies contained herein are cumulative and shall not limit or restrict any other remedy at law or in equity to which the County may be entitled.

14. Except as provided herein, the Municipality shall not assign, sublet, subcontract or otherwise dispose of this Agreement, or any right, duty or interest herein, without the prior express written approval of the County. Any purported delegation of duties, assignment of rights under this Agreement without the prior express written consent of the County is void. No assignment, subcontracting, subletting or other such disposition of this Agreement, either with or without such consent of the County, shall serve to relieve the Municipality of its obligations under this Agreement.

15. This Agreement shall be construed and enforced in accordance with the Laws of the State of New York.

16. This Agreement shall not be enforceable until signed by all parties and approved by the Office of the County Attorney.

**IN WITNESS WHEREOF**, the County of Westchester and the Municipality have caused this Agreement to be executed.

**THE COUNTY OF WESTCHESTER**

BY:_____
GEORGE N. LONGWORTH
Commissioner – Sheriff of Public Safety

**MUNICIPALTIY**

BY:_____
Name & Title

Approved by the Westchester County Board of Legislators on the 30th day of March, 2016 by Act No. 39-2016.

Approved by the Westchester County Board of Acquisition and Contract on the 26th day of May, 2016.

Approved as to form and manner of execution

_____
Assistant County Attorney
County of Westchester

**ACKNOWLEDGMENT**

STATE OF NEW YORK )
) ss.:
COUNTY OF WESTCHESTER )

On the _____ day of _____ in the year 201 _____ 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.

Date: _____ _____
Notary Public

RPL § 309-a; NY CPLR § 4538

**CERTIFICATE OF AUTHORITY**
(CORPORATION)

I, _____,
(Officer other than officer signing contract)

certify that I am the _____ of
(Title)
the _____
(Name of Corporation)

a corporation duly organized and in good standing under the _____ (Law under which organized, e.g., the New York Business Corporation Law) named in the foregoing agreement; that

_____
(Person executing agreement)

who signed said agreement on behalf of the _____
(Name of Corporation)

was, at the time of execution

_____
(Title of such person)

of the Corporation and that said agreement was 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 the _____ day of _____ in the year 201____ 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 officer described in and who executed the above certificate, who being by me duly sworn did depose and say that he/she resides at _____, and he/she is an officer of said corporation; that he/she is duly authorized to execute said certificate on behalf of said corporation, and that he/she signed his/her name thereto pursuant to such authority.

_____
Notary Public
Date

## *SCHEDULE A*

## *STOP-DWI PATROL PROJECT*

The STOP-DWI Patrol Project is an overtime, added, patrol effort to enforce the New York State Vehicle and Traffic Laws against intoxicated and impaired driving (DWI/DWAI) in Westchester County. Each participating municipality, through its police department, must submit the required documentation to claim reimbursement from the STOP-DWI Program. This is described below.

The Patrol Project requires that the STOP-DWI Patrol activity and assignment be in addition to the participating police department's normal and /or routine patrol activity and assignment. **It cannot be used to replace any regular, normal or routine patrol**. The additional patrol must be conducted during the critical DWI/DWAI hours of evening and nighttime as approved by the STOP-DWI Director. The STOP-DWI Patrol Project vehicle must bear the special logo and markings to increase public awareness of the enforcement effort. A police chief project director is appointed to work with the STOP-DWI Program in the operation of the patrol project. **ALL PATROLS AND SOBRIETY CHECKPOINTS MUST BE SCHEDULED AND APPROVED PRIOR TO CONDUCTING SAID OPERATION. THE MUNICIPALITIES' DWI PROJECT COORDINATOR MUST CALL THE COUNTY'S STOP-DWI OFFICE AND GET AN APPROVED CONTROL NUMBER. ONLY OPERATIONS WITH AN APPROVED CONTROL NUMBER WILL BE PROCESSED FOR PAYMENT.**

**THE MAXIMUM AMOUNT PAYABLE UNDER THIS AGREEMENT IS $8,400.00 PER YEAR.**

Sobriety Checkpoints may be conducted with the reimbursable funds and one or more quarters may be combined to fund this particular effort. Coordination with the STOP-DWI Program Director is required **before** the checkpoint is conducted.

**Patrol Project Reimbursement Documentation Packet** - The following four items are required for reimbursement under this program and **MUST** be forwarded to the STOP-DWI Office within two weeks of the end of each quarter for payment to be approved. Each Municipality is required to maintain copies of all submitted documents and have them available for examination for a minimum of two calendar years in addition to the current calendar year. This is to facilitate future audits.

A. **OFFICER Tracking Report**: This is to be completed and signed by the Police Officer assigned to a specific STOP-DWI Patrol. The form must also be signed by the Supervisor in charge for a specific STOP-DWI Patrol. All of the entries must be completed, including the date, times, number of hours, number of stops, tickets issued, arrests made before submission.
B. **PATROL Tracking Report Summary**: This is to be completed and signed by the Supervisor in charge for a specific STOP-DWI Patrol. The report summarizes the work of each officer assigned to particular STOP DWI patrol duty for a given date. The information should be a compilation of the individual Officer Tracking Report. Note – Please use this report ONLY if there is more than one officers assigned to the patrol.
C. **Payment Voucher**: A copy of the overtime report form used by the Municipality to pay each assigned officer must be included. Copy MUST show the assigned officer's name, title, number of hours, and assignment to solely to STOP-DWI Patrol. **AN AUTHORIZED INDIVIDUAL MUST SIGN THE SUBMITTED COPY AS CERTIFICATION THAT IT IS A TRUE AND ACCURATE COPY OF THE**

**ORIGINAL AND THAT THE STOP-DWI PATROL ASSIGNMENTS WERE IN ADDITION TO ROUTINE PATROLS**. The originals are to be kept by the submitting agency.

Vouchers MUST include your municipality's assigned "Vendor number." and "Account number." They must show that they are for the STOP-DWI Patrol Program and include the quarter and dates, officer's name, number of hours worked, officer's actual hourly rate and total payment for officer. The rate of reimbursement for officers assigned to STOP-DWI is the officer's actual hourly rate up to a maximum of $75.00 per hour.

D. **Quarterly Summary Report:** For reimbursement, each submission must have a Summary Report included. This Report, which indicates the activity of the Municipality for the quarter, will cover a specific period and should be submitted at the **END OF THE QUARTER**. This is a Summary of the **Patrol Tracking Report Summary** that is filled out for each STOP DWI Enforcement Patrol

Copies of the **OFFICER'S Patrol Tracking Report,** the **PATROL Tracking Report Summary**, as well as the **Payment Voucher** are to be attached to the completed **Quarterly Summary Report**. This complete reimbursement documentation packet is to be forwarded to:

**Director, STOP-DWI**
**112 E. Post Road**
**3rd Floor**
**White Plains, New York 10601**

**ANY REIMBURSEMENT DOCUMENTATION PACKET FILED MORE THAN 30 DAYS AFTER THE CLOSE OF A QUARTER WILL NOT BE PAID UNLESS SPECIAL ARRANGEMENTS HAVE BEEN MADE WITH THE STOP-DWI PROGRAM DIRECTOR IN ADVANCE.**

**SCHEDULE B**
**STANDARD INSURANCE PROVISIONS**
**(MUNICIPALITY)**

1. Prior to commencing work, the Municipality shall obtain at its own cost and expense the required insurance from insurance companies licensed in the State of New York, carrying a Best's financial rating of A or better, and shall provide evidence of such insurance to the County of Westchester, as may be required and approved by the Director of Risk Management of the County. The policies or certificates thereof shall provide that thirty days prior to cancellation or material change in the policy, notices of same shall be given to the Director of Risk Management of the County of Westchester by registered mail, return receipt requested, for all of the following stated insurance policies. All notices shall name the Municipality and identify the Agreement.

If at any time any of the policies required herein shall be or become unsatisfactory to the County, as to form or substance, or if a company issuing any such policy shall be or become unsatisfactory to the County, the Municipality shall upon notice to that effect from the County, promptly obtain a new policy, submit the same to the Department of Risk Management of the County of Westchester for approval and submit a certificate thereof. Upon failure of the Municipality to furnish, deliver and maintain such insurance, the Agreement, at the election of the County, may be declared suspended, discontinued or terminated. Failure of the Municipality to take out, maintain, or the taking out or maintenance of any required insurance, shall not relieve the Municipality from any liability under the Agreement, nor shall the insurance requirements be construed to conflict with or otherwise limit the contractual obligations of the Municipality concerning indemnification. All property losses shall be made payable to and adjusted with the County.

In the event that claims, for which the County may be liable, in excess of the insured amounts provided herein are filed by reason of any operations under the Agreement, the amount of excess of such claims or any portion thereof, may be withheld from payment due or to become due the Municipality until such time as the Municipality shall furnish such additional security covering such claims in form satisfactory to the County of Westchester.

2. The Municipality shall provide proof of the following coverage (if additional coverage is required for a specific agreement, those requirements will be described in the "Special Conditions" of the contract specifications):

(a) Workers' Compensation. Certificate form C-105.2 (9/07) or State Fund Insurance Company form U-26.3 is required for proof of compliance with the New York State Workers' Compensation Law. State Workers' Compensation Board form DB-120.1 is required for proof of compliance with the New York State Disability Benefits Law. Location of operation shall be "All locations in Westchester County, New York."

Where an applicant claims to not be required to carry either a Workers' Compensation Policy or Disability Benefits Policy, or both, the employer must complete NYS form CE-200, available to download at: www.wcb.state.ny.us (click on Employers/Businesses, then Business Permits/Licenses/Contracts to see instruction manual).

If the employer is self-insured for Worker's Compensation, he/she should present a certificate from the New York State Worker's Compensation Board evidencing that fact (Either SI-12, Certificate of Workers' Compensation Self-Insurance, or GSI-105.2, Certificate of Participation in Workers' Compensation Group Self-Insurance).

(b) Employer's Liability with minimum limit of $100,000.00.

(c) Commercial General Liability Insurance with a minimum limit of liability per occurrence of $1,000,000.00 for bodily injury and $100,000.00 for property damage or a combined single limit of $1,000,000.00 (c.s.l.), naming the County of Westchester as an additional insured. This insurance shall indicate the following coverages:

(i) Premises - Operations.
(ii) Broad Form Contractual.

(d) Automobile Liability Insurance with a minimum limit of liability per occurrence of $1,000,000.00 per occurrence for bodily injury and a minimum limit of $100,000.00 per occurrence for property damage or a combined single limit of $1,000,000.00 unless otherwise indicated in the contract specifications. This insurance shall include for bodily injury and property damage the following coverages:

(i) Owned automobiles.
(ii) Hired automobiles.
(iii) Non-owned automobiles.

3. All policies of the Municipality shall be endorsed to contain the following clauses:

(a) Insurers shall have no right to recovery or subrogation against the County of Westchester (including its employees and other agents and agencies), it being the intention of the parties that the insurance policies so effected shall protect both parties and be primary coverage for any and all losses covered by the above-described insurance.

(b) The clause "other insurance provisions" in a policy in which the County of Westchester is named as an insured, shall not apply to the County of Westchester.

(c) The insurance companies issuing the policy or policies shall have no recourse against the County of Westchester (including its agents and agencies as aforesaid) for payment of any premiums or for assessments under any form of policy.

(d) Any and all deductibles in the above described insurance polices shall be assumed by and be for the account of, and at the sole risk of, the Municipality.

**SCHEDULE "C"**
**Westchester County Vendor Direct Program Frequently Asked Questions**

**1. WHAT ARE THE BENEFITS OF THE ELECTRONIC FUNDS TRANSFER (EFT) ASSOCIATED WITH THE VENDOR DIRECT PROGRAM?**
There are several advantages to having your payments automatically deposited into your designated bank account via EFT:

Payments are secure – Paper checks can be lost in the mail or stolen, but money deposited directly into your bank account is more secure.

You save time – Money deposited into your bank account is automatic. You save the time of preparing and delivering the deposit to the bank. Additionally, the funds are immediately available to you.

**2. ARE MY PAYMENTS GOING TO BE PROCESSED ON THE SAME SCHEDULE AS THEY WERE BEFORE VENDOR DIRECT?**
Yes.

**3. HOW QUICKLY WILL A PAYMENT BE DEPOSITED INTO MY ACCOUNT?**
Payments are deposited two business days after the voucher/invoice is processed. Saturdays, Sundays, and legal holidays are not considered business days.

**4. HOW WILL I KNOW WHEN THE PAYMENT IS IN MY BANK ACCOUNT AND WHAT IT IS FOR?**
Under the Vendor Direct program you will receive an e-mail notification two days prior to the day the payment will be credited to your designated account. The e-mail notification will come in the form of a remittance advice with the same information that currently appears on your check stub, and will contain the date that the funds will be credited to your account.

**5. WHAT IF THERE IS A DISCREPANCY IN THE AMOUNT RECEIVED?**
Please contact your Westchester County representative as you would have in the past if there were a discrepancy on a check received.

**6. WHAT IF I DO NOT RECEIVE THE MONEY IN MY DESIGNATED BANK ACCOUNT ON THE DATE INDICATED IN THE E-MAIL?**
In the unlikely event that this occurs, please contact the Westchester County Accounts Payable Department at 914-995-4708.

**7. WHAT MUST I DO IF I CHANGE MY BANK OR MY ACCOUNT NUMBER?**
Whenever you change any information or close your account a new Vendor Direct Payment Authorization Form must be submitted. Please contact the Westchester County Accounts Payable Department at 914-995-4708 and we will e-mail you a new form.

**8. WHEN COMPLETING THE PAYMENT AUTHORIZATION FORM, WHY MUST I HAVE IT SIGNED BY A BANK OFFICIAL IF I DON'T INCLUDE A VOIDED CHECK?**
This is to ensure the authenticity of the account being set up to receive your payments.

Westchester gov.com

**Westchester County • Department of Finance • Treasury Division**

# Electronic Funds Transfer (EFT) Vendor Direct Payment Authorization Form

Authorization is: *(check one)*
- ☐ New
- ☐ Change

**INSTRUCTIONS:** Please complete both sections of this Authorization Form and attach a voided check. See the reverse side for more information and instructions.

**Mail to:** Westchester County, Department of Finance, Treasury Division, 148 Martine Avenue, White Plains, NY 10601
Attention: Vendor Direct

## Section I - Vendor Information

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 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.*

Authorized Signature | Print Name/Title | Date

## Section II- Financial Institution Information

7. Bank Name:

8. Bank Address:

9. Routing Transit Number:

10. Account Type: (check one) ☐ Checking ☐ Savings

11. Bank Account Number: | 12. Bank Account Title:

13. Bank Contact Person Name: | Telephone Number:

14. FINANCIAL INSTITUTION CERTIFICATION (required **ONLY** if directing funds into a Savings Account **OR** if a voided check is not attached to this form): *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.*

Authorized Signature | Print Name / Title | Date

**(Leave Blank - to be completed by Westchester County) - Vendor number assigned**

Westchester County • Department of Finance • Treasury Division

# Electronic Funds Transfer (EFT)
# Vendor Direct Payment Authorization Form

## GENERAL INSTRUCTIONS

Please complete both sections of the Vendor Direct Payment Authorization Form and forward the completed form (along with a voided check for the account to which you want your payments credited) to: Westchester County Department of Finance, 148 Martine Ave, Room 720, White Plains, NY 10601, Attention: Vendor Direct. Please see item 14 below regarding attachment of a voided check.

## Section I - VENDOR INFORMATION

1. Provide the name of the vendor as it appears on the W-9 form.
2. Enter the vendor's Taxpayer ID number or Social Security Number as it appears on the W-9 form.
3. Enter the vendor's complete primary address (not a P.O. Box).
4. Provide the name and telephone number of the vendor's contact person.
5. Enter the business e-mail address for the remittance notification. THIS IS VERY IMPORTANT. This is the e-mail address that we will use to send you notification and remittance information two days prior to the payment being credited to your bank account. We suggest that you provide a group mailbox (if applicable) for your e-mail address. You may also designate multiple e-mail addresses.
6. Please have an authorized Payee/Company official sign and date the form and include his/her title.

## Section II - FINANCIAL INSTITUTION INFORMATION

7. Provide bank's name.
8. Provide the complete address of your bank.
9. Enter your bank's 9 digit routing transit number.
10. Indicate the type of account (check one box only).
11. Enter the vendor's bank account number.
12. Enter the title of the vendor's account.
13. Provide the name and telephone number of your bank contact person.
14. If you are directing your payments to a Savings Account OR you can not attach a voided check for your checking account, this line needs to be completed and signed by an authorized bank official. IF YOU DO ATTACH A VOIDED CHECK FOR A CHECKING ACCOUNT, YOU MAY LEAVE THIS LINE BLANK.

**RESOLUTION**

ACKNOWLEDGING RECEIPT OF A REVISED PRELIMINARY FINAL ENVIRONMENTAL IMPACT STATEMENT FOR THE PROPOSED REDEVELOPMENT OF THE UNITED HOSPITAL SITE

On motion of Trustee ADAMS, seconded by Trustee DIDDEN, the following resolution was adopted by the Board of Trustees of the Village of Port Chester, New York:

WHEREAS, on April 21, 2014, the Board of Trustees (herein referred to as "Board") adopted a resolution accepting the petition of PC406 BPR, LLC and PC 999 High Street Corp. (together the "Applicant") for consideration of proposed zoning text and map amendments to the Village Code, Chapter 345 relating to a proposed Southern Gateway Mixed Use Overlay District or, in the alternative, to a text amendment modifying Article XI of the existing Zoning Regulation, Section 345-62, with respect to 406-408 Boston Post Road and 999 High Street (the "Subject Property"); and

WHEREAS, the Applicant seeks to develop the Subject Property for a mixed multi-family residential and commercial use development (the proposed zoning amendments and development are, collectively, the "Proposed Action"); and

WHEREAS, the Board of Trustees is the designated Lead Agency under the New York State Environmental Quality Review Act ("SEQRA"); and

WHEREAS, the Village Board determined that the Proposed Action is a Type I Action pursuant to the SEQRA and the regulations at 6 NYCRR Part 617 and issued a Positive Declaration that the Proposed Action may have a significant impact on the environmental, and required the Applicant to prepare an Environmental Impact Statement (EIS); and

WHEREAS, the Board accepted as complete the Draft Environmental Impact Statement ("DEIS") on July 20, 2015; and

WHEREAS, public hearings were held on the DEIS on August 27, 2015 and September 8, 2015; and

WHEREAS, the comment period for the DEIS ended on September 25, 2015; and

WHEREAS, the Board held a public workshop specific to traffic on April 6, 2016; and

WHEREAS, the Board held a public workshop specific to the economic assessment and zoning on April 26, 2016; and

WHEREAS, the Applicant prepared and submitted to the Village a preliminary Final Environmental Impact Statement ("pFEIS"), which includes additional revisions to the PMU Zoning District ("Proposed Revised Zoning") on April 27, 2016; and

WHERAS, the Board held public hearings on the pFEIS on May 24, 2016 and June 1, 2016 and held a written comment period open until June 17, 2016; and

WHEREAS, the Applicant, on July 25, 2016, submitted a revised pFEIS for consideration by the Village.

WHEREAS, Village staff and its consultants reviewed the July 25, 2016 for completeness, and noted the outstanding issues in an October 13, 2016 memorandum to the Board; and

WHEREAS, the Village has received additional comments on the pFEIS since the July 25, 2016 submittal, including those from NYSDOT, the City of Rye, and public; and

WHEREAS, in response to those reviews and comments, the Applicant has prepared and submitted a revised pFEIS to the Village on November 14, 2016.

NOW, THEREFORE, be it

RESOLVED, that the Village of Port Chester Board of Trustees acknowledges receipt of the pFEIS; and be it further

RESOLVED, that the Board directs Village staff and its consultants to review the pFEIS for completeness; and be it finally

RESOLVED, that the Board of Trustees has scheduled a special meeting to discuss the completeness of the pFEIS for November 29, 2016 at 6:00 P.M. or shortly thereafter at the Village of Port Chester Senior Center, 220 Grace Church Street, Port Chester NY 10573.

Approved as to Form:

_____
Village Attorney, Anthony Cerreto

**ROLL CALL**

**AYES**: TRUSTEES DIDDEN, FERRARA, BRAKEWOOD, CECCARELLI, ADAMS AND MAYOR PILLA
**NOES**: NONE
**ABSENT**: TRUSTEE MARINO

**DATE**: NOVEMBER 21, 2016

**APPROVAL OF MINUTES**

On motion of Trustee ADAMS, seconded by Trustee CECCARELLI, the Minutes for the

Meeting held on August 15, 2016 were accepted and approved by the Board of Trustees of the Village of

Port Chester, New York:

**ROLL CALL**

**AYES**: TRUSTEES FERRARA, BRAKEWOOD, CECCARELLI, ADAMS AND MAYOR PILLA
**NOES**: NONE

**ABSENT**: TRUSTEE MARINO
**RECUSE**: TRUSTEE DIDDEN

**DATE**: NOVEMBER 21, 2016

On motion of Trustee DIDDEN, seconded by Trustee CECCARELLI, the Minutes for the Meeting held on September 6, 2016 were accepted and approved by the Board of Trustees of the Village of Port Chester, New York:

**ROLL CALL**

**AYES**: TRUSTEES DIDDEN, FERRARA, BRAKEWOOD, CECCARELLI, ADAMS AND MAYOR PILLA
**NOES**: NONE
**ABSENT**: TRUSTEE MARINO
RECUSE: TRUSTEE

**DATE**: NOVEMBER 21, 2016

On motion of Trustee ADAMS, seconded by Trustee CECCARELLI, the Minutes for the Meeting held on September 19, 2016 were accepted and approved by the Board of Trustees of the Village of Port Chester, New York:

**ROLL CALL**

**AYES**: TRUSTEES DIDDEN, FERRARA, BRAKEWOOD, CECCARELLI, ADAMS AND MAYOR PILLA
**NOES**: NONE
**ABSENT**: TRUSTEE MARINO

**DATE**: NOVEMBER 21, 2016

On motion of Trustee ADAMS, seconded by Trustee CECCARELLI, the Minutes for the Meeting held on October 5, 2016 were accepted and approved by the Board of Trustees of the Village of Port Chester, New York:

**ROLL CALL**

**AYES**: TRUSTEES DIDDEN, FERRARA, BRAKEWOOD, CECCARELLI, ADAMS AND MAYOR PILLA
**NOES**: NONE
**ABSENT**: TRUSTEE MARINO

**DATE**: NOVEMBER 21, 2016

On motion of Trustee ADAMS, seconded by Trustee CECCARELLI, the Minutes for the Meeting held on October 17, 2016 were accepted and approved by the Board of Trustees of the Village of Port Chester, New York:

**ROLL CALL**

**AYES**: TRUSTEES DIDDEN, FERRARA, BRAKEWOOD, CECCARELLI, ADAMS AND MAYOR PILLA
**NOES**: NONE
**ABSENT**: TRUSTEE MARINO
**RECUSE**: TRUSTEE BRAKEWOOD

**DATE**: NOVEMBER 21, 2016

On motion of Trustee ADAMS, seconded by Trustee CECCARELLI, the Minutes for the Meeting held on November 7, 2016 were accepted and approved by the Board of Trustees of the Village of Port Chester, New York:

**ROLL CALL**

**AYES**: TRUSTEES DIDDEN, FERRARA, BRAKEWOOD, CECCARELLI, ADAMS AND MAYOR PILLA
**NOES**: NONE
**ABSENT**: TRUSTEE MARINO
**RECUSE**: TRUSTEE BRAKEWOOD AND MAYOR PILLA

**DATE**: NOVEMBER 21, 2016

**CORRESPONDENCE**

| | | |
|---|---|---|
| 1 | From Fire Patrol & Rescue Co. #1 on the expulsion of Augustine Diaz | Acknowledged |
| 2 | From Harry Hook & Ladder co. No. 1 on the acceptance of Max Gonzalez | Accepted |
| 3 | From Harry Howard Hook & Ladder on voting to drop Nick Summa | Acknowledged |
| 4 | From Putnam Engine & Hose Co. on the resignation of Martin Vargas | Acknowledged |
| 5 | From Reliance Engine & Hose Co. No. 1 on the election of Joseph Tinelli | Accepted |
| 6 | 11/14/16 Letter to Mayor Pilla re_ Petition to amend Chapter 345 (zoning) | Referred to Staff |
| 7 | Request for Free Holiday Parking from Chamber of Commerce | Resume to be prepared |
| 8 | Legislation Delivered to the Governor | Acknowledged |

PUBLIC COMMENTS

There were no public comments.

TRUSTEE COMMENTS

Trustee Ferrara commented on the contingency saved from the firefighters has been spoken for. He is looking forward to the strategy session in February. We have to get our property values higher.

Trustee Didden commented about the *Westmore News* article about Seaside Johnny's. He congratulated our President and Vice President elect. We will find the resources needed to support the Fire Department in their efforts.

Trustee Brakewood commented it is important to invest in the Fire Department. He commented he does not have a good feeling about how you grow the assessable with regard to the growth factor. We have to make sure we maximize the revenue. He would like an update on the title searches with regard to water access.

Trustee Ceccarelli was impressed with the fine job done by Dave Thomas for the Veteran's ceremony at the African -American cemetery. Port Chester has a fine working staff. He thanked the Board for all the work that is done.

Trustee Adams commented he appreciated all the staff does.

Mayor Pilla commented we live in a community where we care about each other.

PROPOSED MOTION FOR EXECUTIVE SESSION

On motion of TRUSTEE ADAMS, seconded by TRUSTEE DIDDEN, the Executive Session was declared open.

1. Sewer Rent – Housing Authority

**ROLL CALL**

**AYES:** TRUSTEES DIDDEN, FERRARA, BRAKEWOOD, CECCARELLI, ADAMS AND MAYOR PILLA
**NOES:** NONE
**ABSENT:** TRUSTEES MARINO

On motion of TRUSTEE ADAMS, seconded by TRUSTEE CECCARELLI, the Executive Session was declared closed.

**ROLL CALL**

**AYES:** TRUSTEES DIDDEN, FERRARA, BRAKEWOOD, CECCARELLI, ADAMS AND MAYOR PILLA
**NOES:** NONE
**ABSENT:** TRUSTEES MARINO

On motion of TRUSTEE ADAMS, seconded by TRUSTEE DIDDEN, the meeting was declared closed.

**ROLL CALL**

**AYES:** TRUSTEES DIDDEN, FERRARA, BRAKEWOOD, CECCARELLI, ADAMS AND MAYOR PILLA
**NOES:** NONE
**ABSENT:** TRUSTEES MARINO

CORR - 01
BOT12-19-2016


# GUSTAVO PASSARELLI

117 NEUTON AVENUE, PORT CHESTER, NY 10573 H: 914-937-0446 C: 914-469-8608

tavpass@gmail.com


December 5, 2017

Village of Port Chester
Board of Trustees
222 Grace Church Street
Port Chester, NY 10573

Dear Honorable Pilla, Trustees Adams, Brakewood, Ceccarelli, Didden, Ferra and Marino:

As an accomplished professional with 35 years of industry experience, I feel I'd be the perfect fit for the Village of Port Chester's Planning Commision. My skills and training would add value to the Planning Commission, and I am excited for the opportunity to be a valuable contributing member.

In my current role as a business entrepreneur and commercial property owner, I gained the knowledge and experience I need to hit the ground running and start making an immediate contribution right away. To the best of my ability, I believe, I can uphold the Planning Commission's agendas.

I would welcome the opportunity to speak with you to discuss how my background could make a major impact on the Planning Commission success. I look forward to hearing from you.

Sincerely,

Tav Passarelli

cc: David Thomas

# GUSTAVO PASSARELLI

117 NEUTON AVENUE, PORT CHESTER, NY 10573 H: 914-937-0446 | C: 914-469-8608 | tavpass@gmail.com

## *PROFESSIONAL SUMMARY*

As a lifelong resident of Rye Brook and Port Chester, I've worked along the Byram River helping to build successes along the waterfront: Ebb Tide Seafood, EOS Realty, and 112 S. Water Street. As both a property and business owner, I've been involved and instrumental in guiding the LWRP. Whereas, I currently sit on the Village of Port Chester's Waterfront Commission, I continue to play an active role in community matters, by supporting and maintaining the Village of Port Chester's visions and plans. More so, I have participated in the Smart Planning sessions with G&S Developers and The Mariner. Expressing my civic pride is a strong attribute, one exemplified by living and working in Port Chester throughout my adult life. By having a myriad of occupations gives me a unique skill set. One, that is advantageous in using them to apply to business and community solutions. I am proud to be a champion of waterfront dependent businesses and the community in which I live in.

## *SKILLS*

- Knowledgeable,self-motivated, a progressive thinker with bullet-proof integrity, with strong suits in: maximizing profits (efficiency and productivity), team leadership, and mentoring others.
- Research and Planning Skills: the search for specific knowledge and the ability to conceptualize future needs and solutions for meeting those needs.
- Organization Management and Leadership Skills: the ability to supervise direct and guide individuals and groups in the completion of tasks and fulfillment of goals.
- Communication Skills: the skillful expression transmission and interpretation of knowledge and ideas.

## *WORK HISTORY*

---

### EOS REALTY, LLC

*Owner & Property Manager | 1-11 Willett Ave. Port Chester, NY 10573 | January 2002 - Current*

Owner and property manager of waterfront commercial property in Port Chester, NY.

### MARINA OWNER & OPERATOR *Business Owner | Ebb Tide Boats, LLC | January 1995 - Current*

Marina Owner & Operator for the last 35 years. Lead a successful seafood enterprise for 10 years.

### 112 S. WATER STREET, LLC *Owner & Property Manager | 112 S. Water Street, Greenwich, CT*

Owner and property manager of waterfront commercial property in Greenwich, CT.

### CONCAVAGE MARINE *Vessel Operator/Marine Construction | Fox Island Road, Port Chester, NY 10573 | April 2011 - April 2016*

Vessel Operator and marine construction management.

### WESTCHESTER AVENUE MARINA, INC. *Marine Service Manager & Marine Mechanic | Port Chester, NY | December 1986 - December 1999*

Managed the marine service business at Westchester Avenue Marina.

### ADAMS RUSSELL CABLE

*TV Technician | Port Chester, NY | December 1982 - December 1986*

Public Access Technician.

---

***EDUCATION:*** **ASSOCIATE OF ARTS** Accounting Iona College *New Rochelle, NY | 1987*

***CERTIFICATIONS:*** Merchant Marine License & Certified Marine Mechanic *New York*

emailed Village clerk to add to next BOT Agenda

CORR - 02
BOT12-19-2016

**Tamarack Tower Foundation**
**P.O. Box 1718**
**Port Chester, NY 10573**

VILLAGE OF PORT CHESTER
DEC - 8 2016
RECEIVED VM

December 5, 2016

Mr. Christopher Steers
Village Manager
Village of Port Chester
222 Grace Church Street
Port Chester, NY 10573

Dear Mr. Steers,

Once again Tamarack Tower Foundation will be holding its 7th annual "Taste of Port Chester" on Sunday, June 4, 2017. Hard to believe this will be our 7th year holding this event and we keep growing each year.

I am again asking permission to put up 3 banners; 1 at Lyons Park on Putnam Avenue; at Main and Adee Streets and the other in front of Fire Headquarters on Westchester Avenue. We would also like permission for a sign to be put up at Messina Park, it will confirm to Village codes. These 4 items will be up from May 1, 2017 through June 5, 2017. We are also again asking permission to have two parking spaces coned off in front of Tarry Market and to hold our registration sign in at the Marina Parking Lot near Bar Taco, where we have done it the past two years. I also ask that DPW set up extra garbage bins since this is a walking tour and those participating will be going in and out of various establishments with food.

Our event will run from 12:00 to 3:00 pm with registration starting at 11:00 am and buses running until 3:30 p.m. We will also have wristbands, one color for adults 21 and over and a second color for those younger.

As always, Tamarack Tower Foundation and its board members appreciate all the help the Village of Port Chester does to help us make this a successful event each year. As we know our greatest assets are our children and they are the ones who benefit from this event.

Sincerely,

Denise M. Quinn
Event Chairperson/President

CORR - 03
BOT12-19-2016

Received
DEC 12 2016
Village Clerk
VILLAGE OF PORT CHESTER

Companies:
Reliance Chemical & Hose No. 1
Putnam Steamer & Hose No. 2

Fire Department
# Village of Port Chester
WESTCHESTER COUNTY, N. Y.
Headquarters: Westchester Avenue and Poningo Street

Harry Howard Hook & Ladder No. 1
Fire Police No. 1
Mellor Hose No. 1
Washington Engine & Hose No. 4
Brooksville Hose No. 5

TO THE HONORABLE BOARD OF TRUSTEES OF THE VILLAGE PORT CHESTER, N. Y.:

The Fire Patrol & Rescue Co #1 respectfully reports that at a meeting held on Tuesday Dec 6, 2016 favorable action was taken on the following:

Elected active members _____

Elected honorary members _____

Members resigned Dio Dato, Joseph

Members expelled _____

Members suspended _____

Members died _____

Badges returned (numbers) _____

Remarks _____

_____ Secretary.

James K Mitchell, Jr.
Secretary
Fire Patrol & Rescue Co "1

151 Fairview Ave
Port Chester N.Y.
10573

CORR - 04
BOT12-19-2016

CUDDY +FEDER LLP

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December 16, 2016

Anthony B. Gioffre III
agioffre@cuddyfeder.com

Mayor Dennis Pilla
And Members of the Board of Trustees
Village of Port Chester
222 Grace Church Street
Port Chester, NY 10573

Re: United Hospital Redevelopment
Petition to Amend Chapter 345 (Zoning)
Premises: 406 Boston Post Road and 999 High Street
(Section 141.052, Block 1, Lots 2, 2.1 and 2.4)

Dear Mayor Pilla and Members of the Board of Trustees:

We submit this letter on behalf of affiliates of Starwood Capital Group ("Starwood"), the owner of certain property located at 406 Boston Post Road and 999 High Street, more commonly referred to as the former "United Hospital Site". The Final Environmental Impact Statement ("FEIS") for the above referenced matter is currently on the Board of Trustees December 19, 2016 agenda for a Determination of Completeness. We respectfully request that this item be adjourned from Monday's meeting, and that the Board schedule a special meeting on January 10, 2017 for the purpose of a issuing a Determination of Completeness on the FEIS.

Thank you for your continued consideration in this regard.

Very truly yours,

Anthony B. Gioffre III

cc: Christopher D. Steers, Village Manager; David Thomas, Village Clerk; Anthony M. Cerreto, Esq., Village Attorney; Eric Zamft, Village Planning Director; Mark A. Chertok, Esq., Sive Paget & Riesel P.C.; Peter Feroe, AICP, AKRF, Inc.; Jonathan Ginsburg, Starwood; Lucy Wildrick, Street -Works Development; David B. Smith, Planning & Development Advisors