

LINCOLN AVENUE PROPERTY ANALYSIS AND REPORT

Village of Rye Brook, New York



Prepared for:
MAYOR LAWRENCE A. RAND &
THE VILLAGE BOARD OF TRUSTEES

Prepared by:
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January 21, 2005

**LINCOLN AVENUE PROPERTY STUDY
VILLAGE OF RYE BROOK, NEW YORK**

**PREPARED FOR MAYOR LAWRENCE A. RAND AND THE
VILLAGE OF RYE BROOK BOARD OF TRUSTEES
BY FREDERICK P. CLARK ASSOCIATES, INC., RYE, NEW YORK**

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I. INTRODUCTION

The Village of Rye Brook owns undeveloped property consisting of two contiguous parcels located on the south side of Lincoln Avenue between King Street and the municipal boundary of the Town of Harrison. The Board of Trustees desires to determine the best and highest use of the property for the good of the citizens of the Village. To that end the Board secured the services of Frederick P. Clark Associates to conduct an existing conditions survey and environmental property analysis to determine the development opportunities and constraints of the site. The following report is the result of a study conducted between August 2004 and January 2005.

The two parcels were dedicated to the Village as part of the development of the Bellefair community for recreation and general municipal use. Both parcels may allow the Village the opportunity to develop a recreation or other type of facility for the residents of the Village.

Both parcels contain environmental constraints that could affect development of the parcels. The presence of wetlands, watercourses, steep slopes and proximity to the runways of Westchester County Airport are the most obvious environmental factors that might limit the development potential of the site. These constraints and others could affect the type and intensity of development.

Since the parcel passed into the possession of the Village, various committees and resident groups have reported their findings and desires formally and informally to the Board of Trustees regarding development of the land. The study and report presented herein is the latest report on the subject. It is a comprehensive discussion of the environmental, land use, zoning and planning issues pertaining to the site and it presents recommendations for future use and development.

II. METHODOLOGY

Inventory of the site was accomplished by collection and review of available data. A field visit, review of existing data sets regarding the property, regulatory review and other research provided raw data that was recorded using written notes and GIS-based mapping.

A site visit was performed on September 13, 2004 at which time all areas of both parcels were traversed. Visual observations were noted regarding vegetation, wildlife, wetlands and watercourses, topography and site features. Notations regarding noise and existing land uses surrounding the property were made and photographs documenting various site features were taken.

Additional data was gathered from a variety of sources including previous reports to the Board of Trustees regarding the property, drawings and maps of the site created during the development of the Bellefair community, Frederick P. Clark Associates CAD and GIS data sets, aircraft noise studies performed for the Westchester County Department of Transportation, New York State Department of Environmental Conservation (NYSDEC) wetland maps and Westchester County soils, wetlands and topographic GIS data sets. The Rye Brook Village Code was reviewed regarding pertinent zoning and environmental regulations affecting the site.

A series of inventory data layers, one for each topic area of the study, were created using GIS based mapping. A series of inventory maps were created from the data layers to illustrate each topic area. Analysis of these maps and other data gathered was used to create an analysis map for the site that shows development potential and constraints.

The maps, field data, code and other research, and analysis are the basis for the report and recommendations.

III. INVENTORY

A. PROPERTY DESCRIPTION

The Village of Rye Brook owns the subject undeveloped 24.39-acre property consisting of two contiguous parcels located on the south side of Lincoln Avenue between King Street and the municipal boundary of the Town of Harrison in the

northern-most portion of the village (See Figure 1 in Appendix A). The smaller of the two parcels, located at the intersection of Lincoln Avenue and King Street is 8.45 acres. The larger parcel is 15.94 acres and is located to the west and adjacent to the smaller parcel. The western boundary of the larger parcel is adjacent to and surrounds on three sides a third, 4.69 acre Village-owned parcel, currently used as a composting facility.

The subject property is bounded on the north by Lincoln Avenue, to the east by King Street, to the south by the Bellefair residential subdivision and to the west by land owned by Purchase College of the State University of New York (SUNY Purchase). Although all of the smaller lot and most of the larger lot lie in the Village of Rye Brook, a very small portion of the southwestern corner of the larger lot is on the west side of the Blind Brook in the Town of Harrison.

There is an easement on the larger lot that gives Westchester County the right to trim trees within the easement to a height of Elevation 398.0 feet or 30 to 60 feet tall depending on location. The easement extends 200 feet south from the Lincoln Avenue property line and runs parallel to the property line approximately 600 feet to the east and 600 feet to the west of the centerline of Westchester County Airport Runway 34 (See Appendix B). A portion of the easement is on the parcel used as a composting facility.

Both parcels contain areas of wetlands and watercourses, the largest area of which is situated on the smaller lot. The Blind Brook crosses the southwestern corner of the larger lot. A secondary emergency access road for Bellefair that crosses a stream channel is also located on the smaller lot. Both lots contain some steep slopes and construction including a concrete dam and spillway, culverts, foot paths, old roads, dry rock walls and concrete foundations for a lost structure (See Figure 8 in Appendix A).

B. SOILS AND TOPOGRAPHY

Soils

The 1994 United States Department of Agriculture (USDA) Soil Survey shows the smaller lot to be composed of Ridgebury Loam (RdA and RdB), Woodbridge Loam (WdB), and Paxton Fine Sandy Loam (PnB) soils with RdA and WdB soils occupying the largest areas. Soils on the larger lot are mostly Paxton Fine Sandy Loam (PnB and PnC) but there are areas of Ridgebury Loam (RdB) and Fluvaquents and Udifluvents (Ff) soils as well (See Figure 7 in Appendix A).

Generally, the Paxton soils present on the larger parcel put the mildest limitations to construction on that portion of the property. Moderate limitations on construction of buildings, roads, lawns and landscaping due to slope, wetness and frost action of this soil type would require special planning, design or maintenance to overcome or minimize the limitations. Regarding development of outdoor recreation facilities such as playgrounds, paths, trails, or picnic areas, slight to severe limitations due to slow percolation of water and slope may be overcome by planning, design, special maintenance or in a situation where the limitations are severe by soil reclamation, special design, intensive maintenance, limited use or a combination of these measures.

Woodbridge Loam, present on approximately 40 % of the total area of the smaller lot, puts moderate to severe limitations to construction on that portion of the property where it is located. Moderate limitations on construction of buildings, roads, lawns and landscaping due to slope, wetness and frost action of this soil type would require special planning, design or maintenance to overcome or minimize the limitations. Severe limitations may require special design or feasibility studies, might increase construction costs or increase maintenance. Regarding development of outdoor recreation facilities, moderate limitations due to wetness and slope may be overcome by planning, design, or special maintenance.

Ridgebury Loam, present on a small area of the larger parcel and approximately 60 % of the smaller parcel is a poorly drained soil that puts severe limitations on construction of buildings, roads, lawns and landscaping due to wetness and frost action. Severe limitations may require special design or feasibility studies, might increase construction costs or increase maintenance. Ridgebury Loam also puts severe limitations on development of outdoor recreation facilities due to slow percolation of water and wetness. Severe limitations may be overcome by soil reclamation, special design, intensive maintenance, limited use or a combination of these measures.

Fluvaquents are present in the southwest corner of the larger parcel along the streambed and flood plain of the Blind Brook and within the watercourse buffer.

Although we can determine the general characteristics of soils present on both parcels from the USDA Soil Survey, local variations from the general character of soils are common, requiring further site-specific study for construction on slopes and in areas where soils may put limitations on construction.

Topography

Both parcels are generally sloped away from King Street and Lincoln Avenue down towards watercourse and wetland areas on each lot. Other than the portion of the smaller lot occupied by a wetland there are no large areas on either lot that could be classified as level for construction purposes.

Generally, slopes on both lots are between 10 and 15 percent. There are isolated sloped areas that would be classified as moderately steep slopes (15 to 25 percent) and very steep slopes (25 to 35 percent) pursuant to Chapter 213, Steep Slope Protection of the Village Code.

Elevations on the larger parcel range from a high point of Elevation 366 at the Lincoln Avenue property line to low point at Elevation 272 adjacent to the Blind Brook at the southwest corner of the lot. The high point of the smaller lot is Elevation 354 at the southeast corner of the lot. The low point is Elevation 310 adjacent to the south flowing stream at the western end of the lot near Lincoln Avenue.

C. WETLANDS AND FLOOD PLAIN ISSUES

Areas of wetlands and watercourses are present on both parcels (See Figure 5 in Appendix A). The watercourses flow into the property from the northeast and continue to the south west emptying into the Blind Brook. All the wetlands and streams on both parcels are currently regulated by the Village of Rye Brook and may be regulated by the United States Army Corps of Engineers. The Village of Rye Brook Code also regulates a 100-foot buffer around the wetlands and watercourses. The streams are designated Class C by the New York State Department of Environmental Conservation and are not regulated at the state level.

A field visit revealed that the wetland and watercourses remain substantially unchanged from the 1995 delineation performed for the development of the Bellefair subdivision. At that time, a functional analysis of the wetlands rated them average or above average particularly regarding storm water management capabilities.

A created pond is located upstream and behind a dam situated in proximity to the east property line on the larger parcel. The stream feeding the pond continues to flow south and west generally following the south property line to the Blind Brook. The Blind Brook itself flows across the larger parcel in the extreme southwestern corner of the parcel. A portion of the flood plain for the Blind Brook lies in this area of the lot. It is mostly within the 100-foot watercourse buffer.

A field-delineated wetland and streams are present on the smaller parcel. The wetland, streams and 100-foot locally regulated buffers occupy 85 to 90 percent of the lot.

D. VEGETATION

Most of the area of both parcels is occupied by mostly deciduous woodlands. The woodlands give way to a small open area on the larger lot. This area is located at the end of an old road leading south from the Village compost facility. On the smaller parcel the wetland has a small open area of shrub cover, but it too is mostly wooded (See Figure 6 in Appendix A and Appendix C).

E. INFRASTRUCTURE AND UTILITIES

There are structures present on both parcels (See Figure 8 in Appendix A).

A secondary emergency access road for Bellefair that crosses a stream channel is located on the western end of the smaller parcel. Both lots contain other construction including an old road, stone walls, a concrete dam and spillway on the larger parcel and stream culverts, rock walls and concrete foundations for a lost structure on the smaller parcel. Footpaths created by usage are located in various areas of both lots.

Other curious constructions are also present on the site (See Appendix C).

Utilities are available for development of the property. Electric and telephone lines are located along King Street and Lincoln Avenue. Water supply lines are located along the Connecticut side of King Street and in Bellefair, which would be where the closest connection could be made. Sewer connection could be made to the County trunk that is located just west of the larger parcel.

The site is accessed by two, two-way local roads – Lincoln Avenue, which runs east/west and King Street, which runs north/south. King Street is New York State (Route 120A). Lincoln Avenue proceeds west from the intersection with King Street past the property and the Village compost facility into SUNY Purchase where a gate to control access to the SUNY property is installed, effectively creating a dead-end street.

F. LAND USE

A variety of existing land uses surrounds the property. To the north, on the opposite side of Lincoln Avenue is Westchester County Airport and a commercial café. A United Cerebral Palsy rehabilitation facility is located on King Street as are the Greenwich Woods Healthcare facility and the Greens Assisted Living development. Other residential uses are located to the east and south and the SUNY Purchase college campus is located to the west.

G. ZONING AND FAA REGULATIONS

Zoning

The property is in a Planned Unit Development Zone (PUD) and in the Z-1 and Z-3 Airport Overlay Zones. Approximately 94% of the western parcel (17 of 18.1 acres) is in the Z-1 Instrument Approach Zone, and the remainder, a 1.1-acre section on the north of the small pond on the property, is in the Z-3 Inner Turning Zone. The smaller parcel on the corner of Lincoln Avenue and King Street is entirely within the Z-3 Zone. (See Figure 3 in Appendix A)

The Z-1 Zone requires that no structure shall have a topmost height above the elevation of a runway higher than $1/40^{\text{th}}$ the distance to the graded runway. The elevation of Runway 34, the runway that is appurtenant to the Z-1 Zone affecting the larger parcel, is approximately 381 feet above Mean Sea Level (MSL). This means that at a distance of 1000 feet from the end of the runway, the height limit would be 25 feet from a ground elevation of 381 feet.

The south side of Lincoln Avenue is approximately 900 feet from the runway, and the southern-most corner of the larger parcel is approximately 1800 feet away, which would yield height limits of 22.5 feet at Lincoln Avenue and 45 feet at the southern-most corner of the larger parcel. Both these heights would be from a ground elevation of 381 feet. Since the land slopes down to the south away from the elevation of the runway, the ground elevation of the southern-most corner of the larger parcel is approximately 280 feet, which is approximately 101 feet below the elevation of the runway. Therefore, theoretically, a structure of up to 145 feet could be situated in the southern-most corner of the larger parcel and a structure of up to 38.5 feet could be situated in proximity to the Lincoln Avenue property line.

A structure located approximately in the middle of the larger lot at a ground elevation of 315 feet would be 1300 feet from the runway. Such a building could

theoretically be 98.5 feet in height at ground elevation 315 (32.5 feet above elevation 381 plus 66 feet, the difference between elevation 381 and 315).

The Z-3 zone has a height limit of 75 feet above the elevation of a point on a straight line drawn between the midpoints of Runway 34 and Runway 29 for a structure located along a perpendicular line intersecting that point. Here too, a building located on a downward slope could be taller with maximum height at Elevation 455.

In addition to the Airport Zone restrictions, the PUD District has its own restrictions, including density and buffer areas, which must be 150 feet along existing roads, 100 feet abutting other districts. Height restrictions are 30 feet for residential, retail, and accessory uses, 35 feet for most other uses, and 40 feet for conference centers. The 35-foot maximum height could be achieved by a building located on both lots.

The Scenic Road Overlay District regulations apply to the smaller parcel fronting on King Street. The overlay district would require the PUD buffer of 150 feet to be increased by a factor of 1.5 to 225 feet.

FAA Regulations

The Federal Aviation Administration Advisory Circular 150-5300-13 regarding airport design details specifications for Runway Protection Zones (RPZ). RPZs are areas beyond the ends of airport runways and outside of airport property in which certain land uses are prohibited by the recommendations of the RPZ to insure the protection of people and property on the ground. Two uses that are specifically prohibited are residences and places of public assembly.

Most of the larger parcel and the Village composting facility are located within the RPZ for Runway 39 (See Appendix B). Therefore, the recommendations of the RPZ would apply to that portion of the parcel within the zone.

H. NOISE

The August 2002 Westchester County Airport Aircraft Noise Study shows that noise exposure levels directly south of the airport have not changed since 1988 when the findings of the last noise impact study were released. A significant portion of the larger parcel lies within the 70-decibel DNL contour. The rest of the larger parcel and most of the smaller parcel are within the 65-decibel DNL

contour. The remaining southeast portion of the smaller lot is inside the 60-decibel DNL contour (See Appendix B).

The FAA, HUD and other federal agencies have identified the 65-decibel DNL as the level below which all land uses are considered compatible, however, with proper sound insulation, projects may be built where noise exposure is higher.

FAA Noise/Land Use Compatibility Guidelines state that residential uses should not be located within 65-decibel or higher contours without incorporation of noise reduction measures into the design and construction of the houses. Parks, on the other hand, may be located within all the noise contours present on both parcels. Other public uses, such as schools, auditoriums and governmental services should be located outside the 65-decibel contour unless noise reduction measures are incorporated into the design and construction of the uses.

IV. ANALYSIS AND CONCLUSIONS

Analysis of the topic areas included in the site inventory shows that there are constraints present that would limit the development potential of both parcels. Environmental constraints of concern include topography and soils and wetland/watercourses on the property. These constraints severely limit the area of each parcel available for development and the type of uses that might be constructed.

When only wetlands and wetland buffers are considered approximately 4.5 acres on the larger parcel and .5 of an acre on the smaller lot are available for development (See Figure 11 in Appendix A). When slopes and wet soils are factored in, buildings and other site improvements may require special design to overcome the constraints. In addition to increased construction costs, special design features may increase the level and cost of maintenance of the facilities.

Westchester County Airport presents additional constraints that must be considered, especially regarding the larger parcel. While it is conceivable that a large athletic field or a swimming pool might be located on the larger parcel if the increased costs for grading and drainage of such a field or pool were acceptable, the close proximity of the larger parcel to Runway 34 of the airport and location in the RPZ would preclude development there. Such recreational facilities are places of public assembly that are uses prohibited within the RPZ for safety reasons. The above mentioned factors would also apply to an indoor facility of any kind where the public would congregate.

The smaller parcel is outside the RPZ but with only .5 of an acre of space available, it does not provide a large enough area for development of a sports or recreation facility that would require a large parking area without encroachment into the wetland buffer. Recent designation of that portion of King Street as a Scenic Road would suggest that any parking proposed should be located elsewhere on that parcel away from proximity to King Street.

Therefore, based on the inventory and analysis presented in this report it is our opinion that both subject parcels have limited potential for development due to environmental and land use constraints

V. RECOMMENDATIONS

If development of either parcel is proposed, we recommend that such development be of limited intensity and primarily “outdoor” recreational use. Geotechnical analysis should be performed during the preliminary design phase because of concerns regarding soil types found on the parcels.

We believe that sports courts, such as tennis courts, may be located on the larger parcel because large numbers of people do not use that type of facility at one time. The smaller parcel might be suitable for a small playground with limited parking.

The nature trails, walking paths, resting areas or gardens of a woodland park would be suitable development on either parcel.

VI. REFERENCES

A. Sources for GIS Data Layers

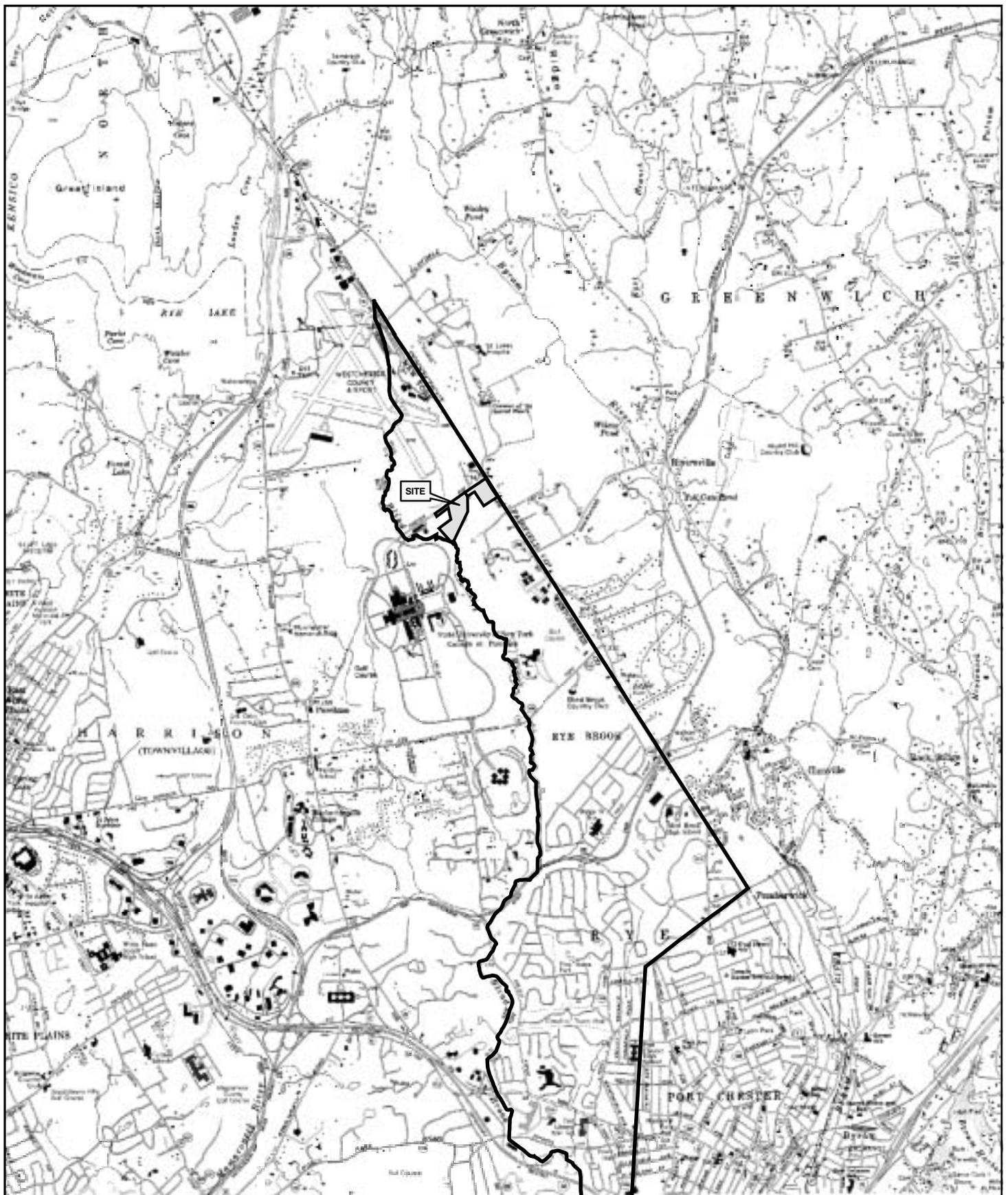
1. Existing Land Use – City of Rye, as amended by Frederick P. Clark Associates, Inc., (FPCA)
2. Lincoln Avenue Open Space Parcels – FPCA
3. Water bodies – Westchester County GIS
4. Streams - Westchester County GIS
5. Parcel Boundaries – 1999 City of Rye; revised by FPCA 10/2003
6. Zoning District Boundaries – FPCA
7. Airport Protection Zone – FPCA
8. Field Delineated Wetland Boundary – FPCA, based on Bellefair Final Plat
9. DEC Wetlands – July 2004, New York State Department of Environmental Conservation (NYSDEC)
10. NWI Wetlands – Westchester County GIS
11. 100-Foot Wetland, Stream, and Waterbody Buffer – FPCA
12. 100-Year Floodplain – Westchester County GIS
13. Hydric Soils – Westchester County GIS
14. 2-Foot Contours – City of Rye
15. Slopes between 15% and 25% - FPCA, based on 2-Foot Contours
16. Slopes between 25% and 35% - FPCA, based on 2-Foot Contours
17. Slopes greater than 35% - FPCA, based on 2-Foot Contours
18. Vegetation – FPCA, based on site visit
19. Soils – Westchester County GIS, based on 1994 NRCS Soil Survey
20. Infrastructure – CAD drawing from Dolph Rotfeld Engineering, as amended by FPCA
21. Scenic Roads Overlay District – FPCA

B. Bibliography

1. Westchester County Airport Aircraft Noise Study prepared for the Westchester Department of Transportation. TAMS Consultants, Inc. and Harris, Miller, Miller and Hanson, Inc. August 2002. On-line version at www.westchestergov.com/airport
2. NYSDEC Freshwater Wetland Map Amendments, Westchester County by Municipality, table, published by the New York State Department of Environmental Conservation (NYSDEC)
3. Code of the Village of Rye Brook, Version 44, updated 10/30/2004. Officials of the Village of Rye Brook, Village Hall, Rye Brook, N.Y.
4. Geotechnical Engineering Report, Proposed Swimming Pool Complex, King Street at Lincoln Avenue, Rye Brook, New York. Soil Testing, Inc., White Plains, N.Y. April 10, 2000.
5. Draft Environmental Impact Statement for High Point Village Planned Residential Community, Village of Rye Brook New York. Saccardi and Schiff, Inc., April 1997
6. Final Environmental Impact Statement for High Point Village Planned Residential Community, Village of Rye Brook New York. Saccardi and Schiff, Inc., August 1997.
7. Soil Survey of Putnam and Westchester Counties, New York. United States Department of Agriculture, Soil Conservation Service, September 1994.

APPENDICES

APPENDIX A –
INVENTORY AND ANALYSIS MAPS



FREDERICK P. CLARK ASSOCIATES, INC.
 Planning/Development/Environment/Transportation

LINCOLN AVENUE: VILLAGE-OWNED PROPERTY
 Rye Brook, Westchester County, New York

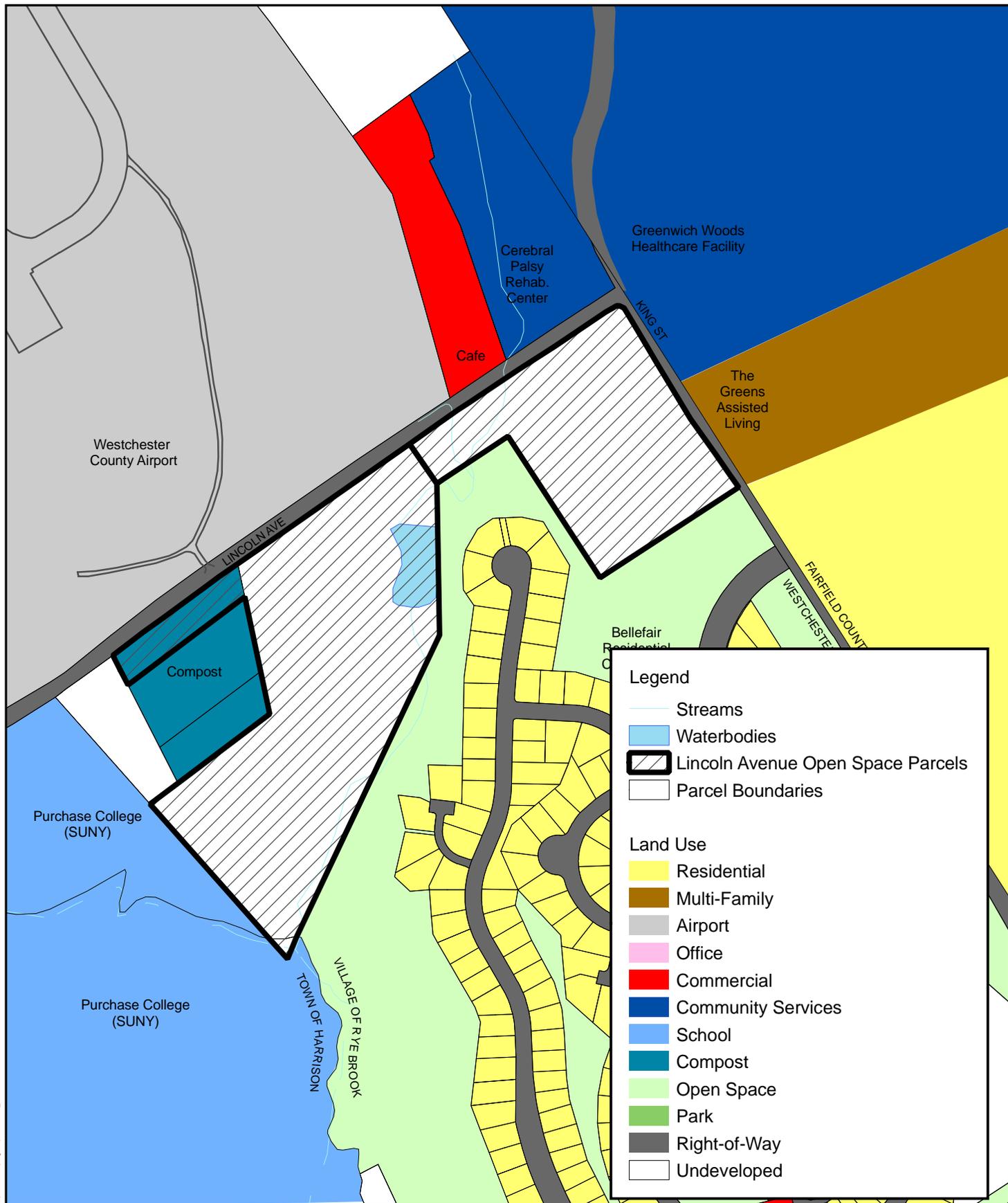


January 19, 2005

Data Source:
 USGS; Glenville Quadrangle

FIGURE 1:
 SITE LOCATION

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FREDERICK P. CLARK ASSOCIATES, INC.
 Planning/Development/Environment/Transportation

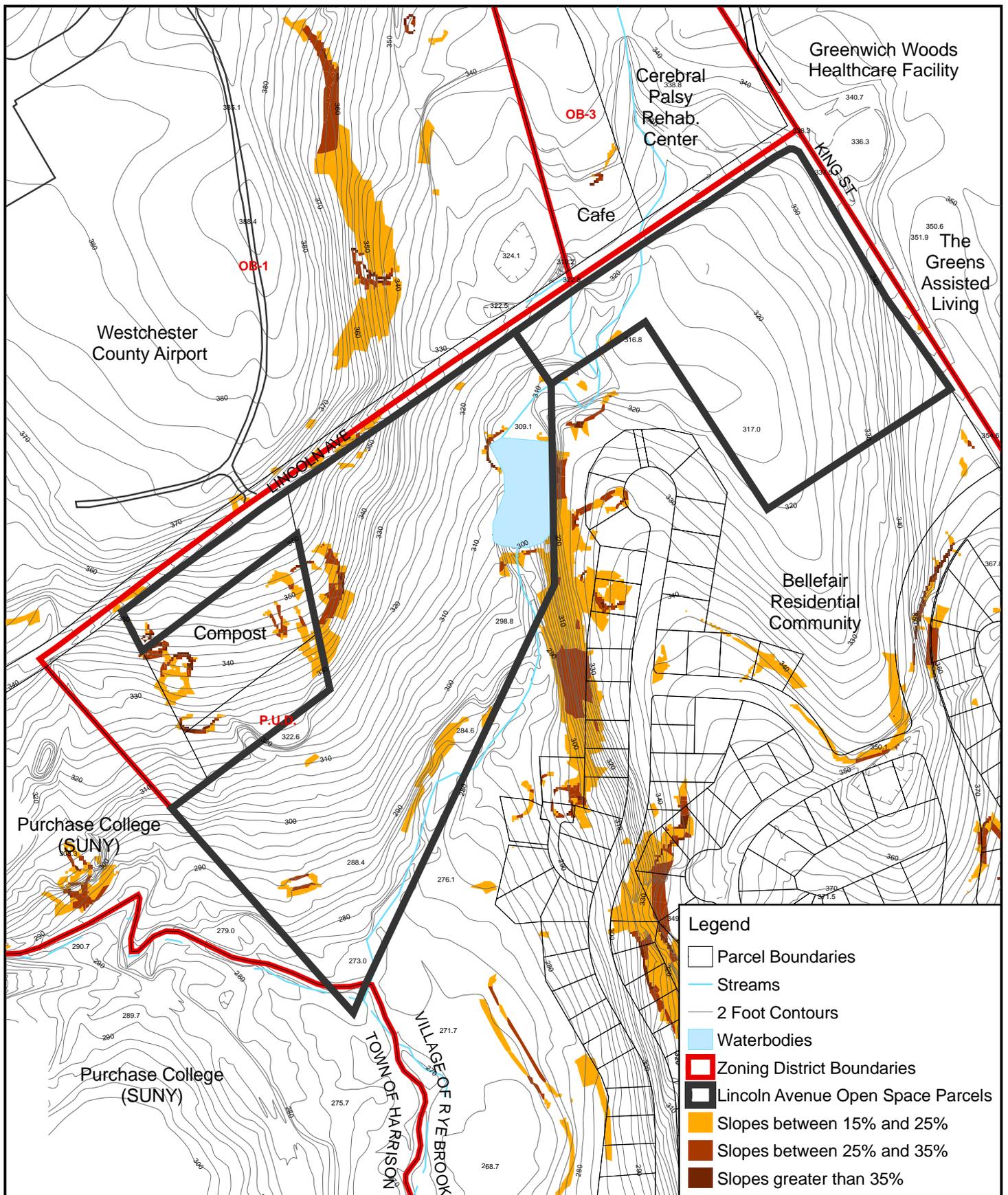
LINCOLN AVENUE: VILLAGE-OWNED PROPERTY
 Rye Brook, Westchester County, New York



Data Source:
 Westchester County GIS, FPCA GIS

FIGURE 2: EXISTING LAND USE

January 19, 2005



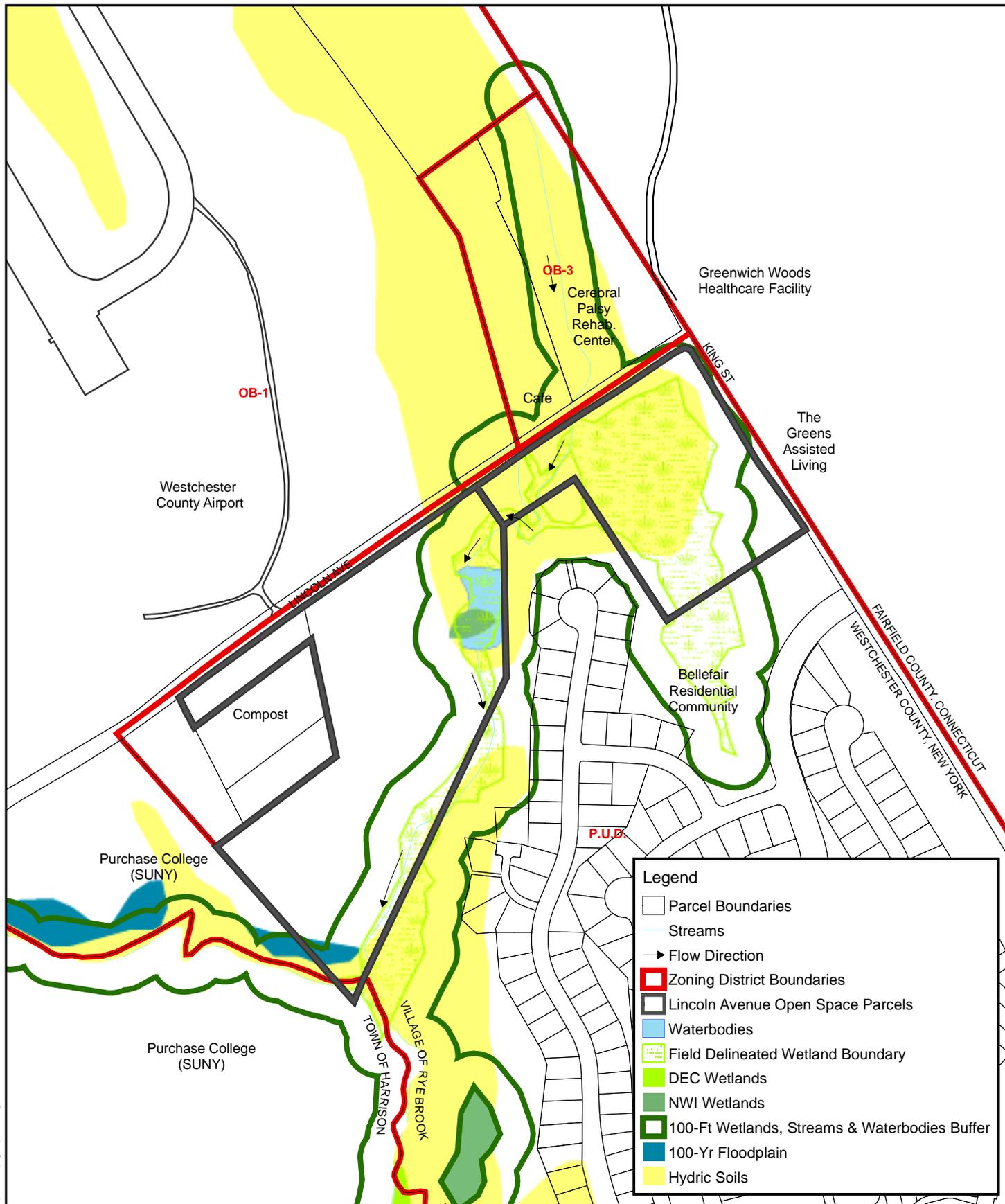
FREDERICK P. CLARK ASSOCIATES, INC.
 Planning/Development/Environment/Transportation

LINCOLN AVENUE: VILLAGE-OWNED PROPERTY
 Rye Brook, Westchester County, New York

300 0 300
 Feet

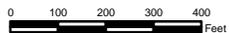
Data Source:
 Westchester County GIS, FPCA GIS

FIGURE 4:
 TOPOGRAPHY AND STEEP SLOPES



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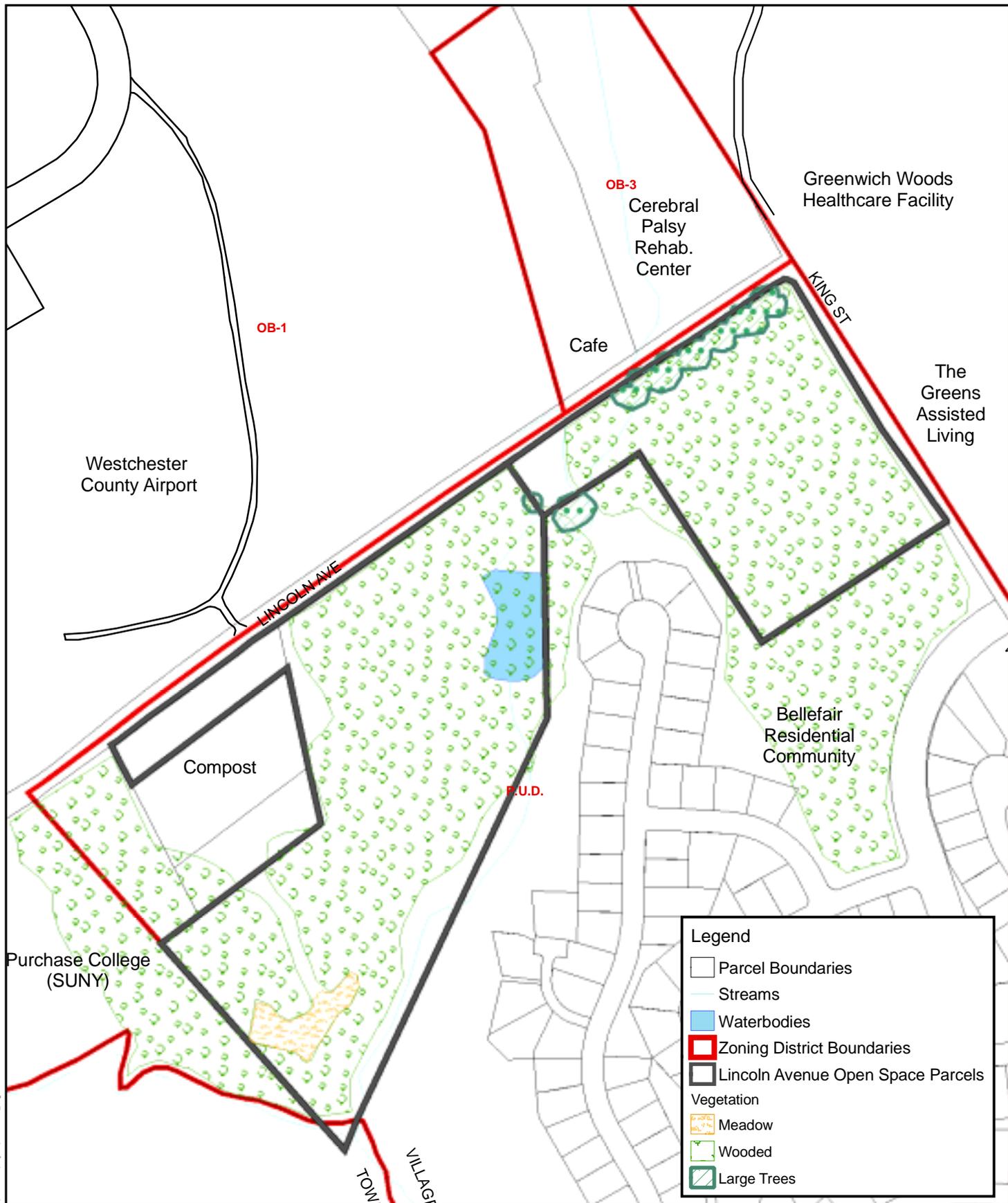
LINCOLN AVENUE: VILLAGE-OWNED PROPERTY
 Rye Brook, Westchester County, New York



Data Source:
 Westchester County GIS, FPCA GIS

FIGURE 5:
 WETLANDS, WATERBODIES, AND FLOODPLAINS

January 19, 2005



Legend

- Parcel Boundaries
- Streams
- Waterbodies
- Zoning District Boundaries
- Lincoln Avenue Open Space Parcels
- Vegetation**
- Meadow
- Wooded
- Large Trees

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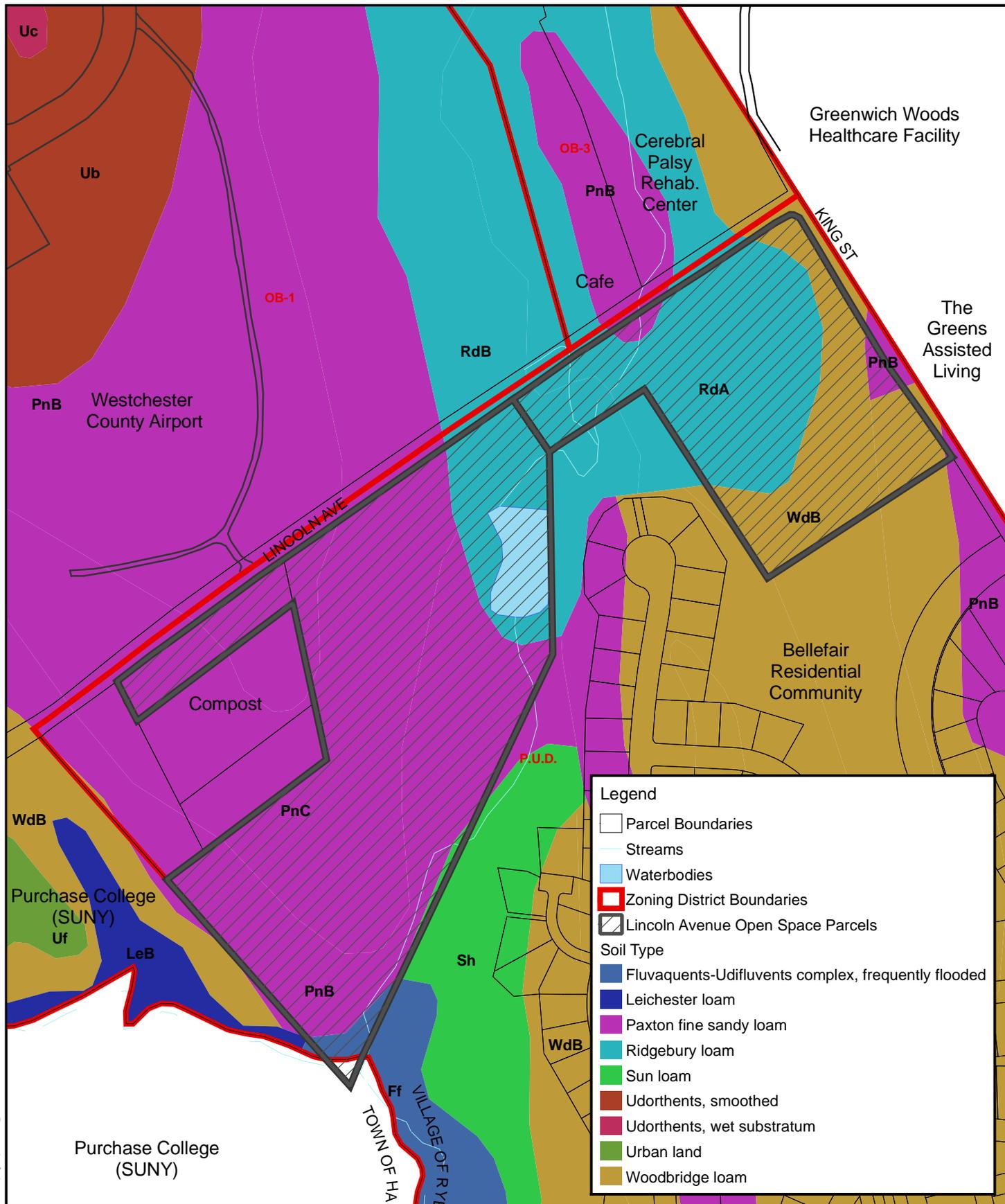
LINCOLN AVENUE: VILLAGE-OWNED PROPERTY
 Rye Brook, Westchester County, New York



Data Source:
 Westchester County GIS, FPCA GIS

FIGURE 6: VEGETATION

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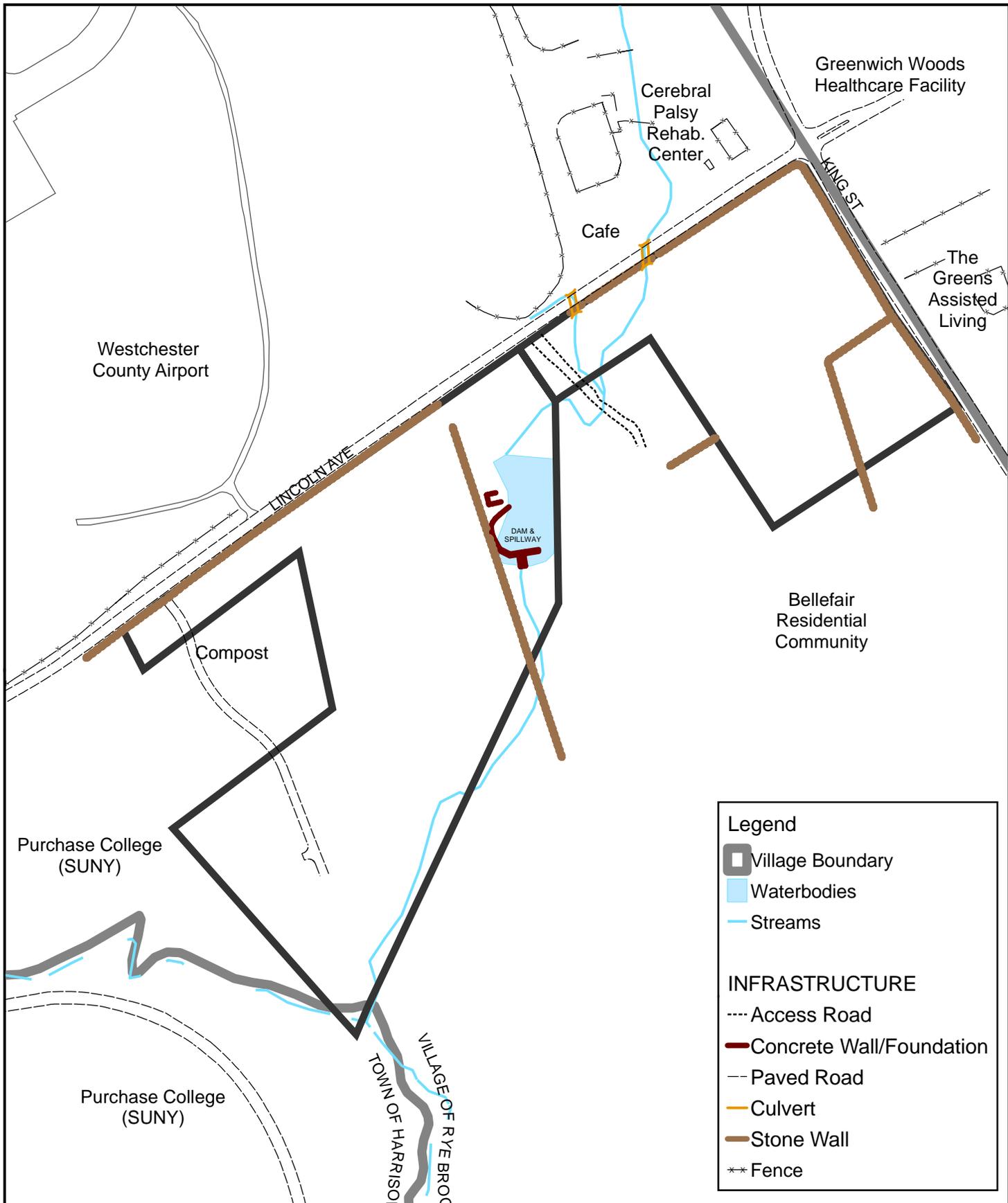
LINCOLN AVENUE: VILLAGE-OWNED PROPERTY
 Rye Brook, Westchester County, New York



Data Source:
 Westchester County GIS, FPCA GIS,
 Westchester and Putnam County Soil
 Survey by USDA SCS 1994

January 19, 2005

FIGURE 7: SOILS



Legend

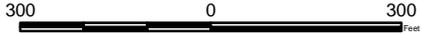
- Village Boundary
- Waterbodies
- Streams

INFRASTRUCTURE

- Access Road
- Concrete Wall/Foundation
- Paved Road
- Culvert
- Stone Wall
- Fence

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LINCOLN AVENUE: VILLAGE-OWNED PROPERTY
 Rye Brook, Westchester County, New York

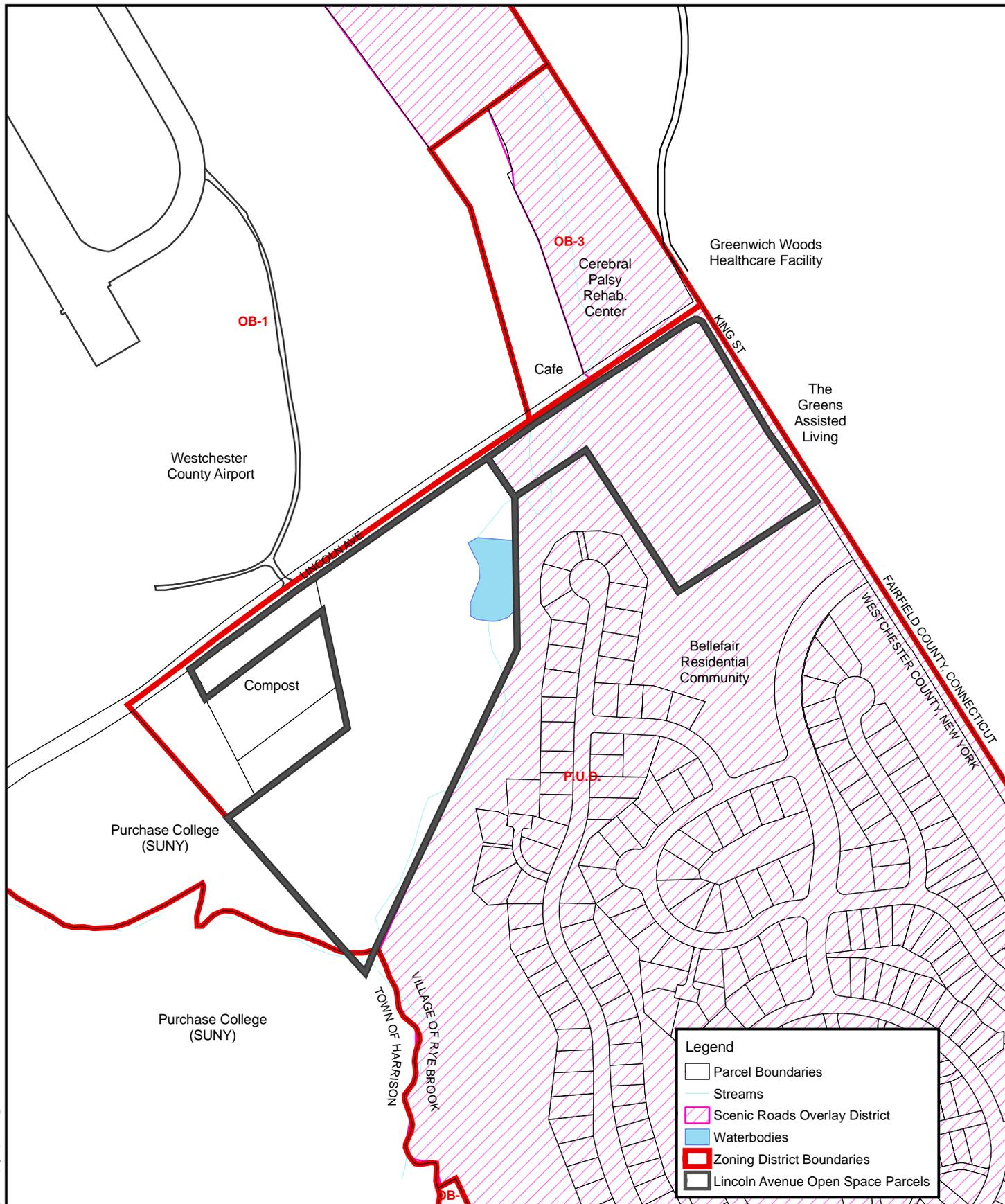


Data Source:
 Westchester County GIS, FPCA GIS,
 Ward Carpenter Engineers, Inc.

FIGURE 8: INFRASTRUCTURE

January 19, 2005

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LINCOLN AVENUE: VILLAGE-OWNED PROPERTY
 Rye Brook, Westchester County, New York



Data Source:
 Westchester County GIS, FPCA GIS

FIGURE 9: SCENIC ROADS OVERLAY DISTRICT

January 19, 2005



Legend

-  Parcel Boundaries
-  Zoning District Boundaries
-  Lincoln Avenue Open Space Parcels

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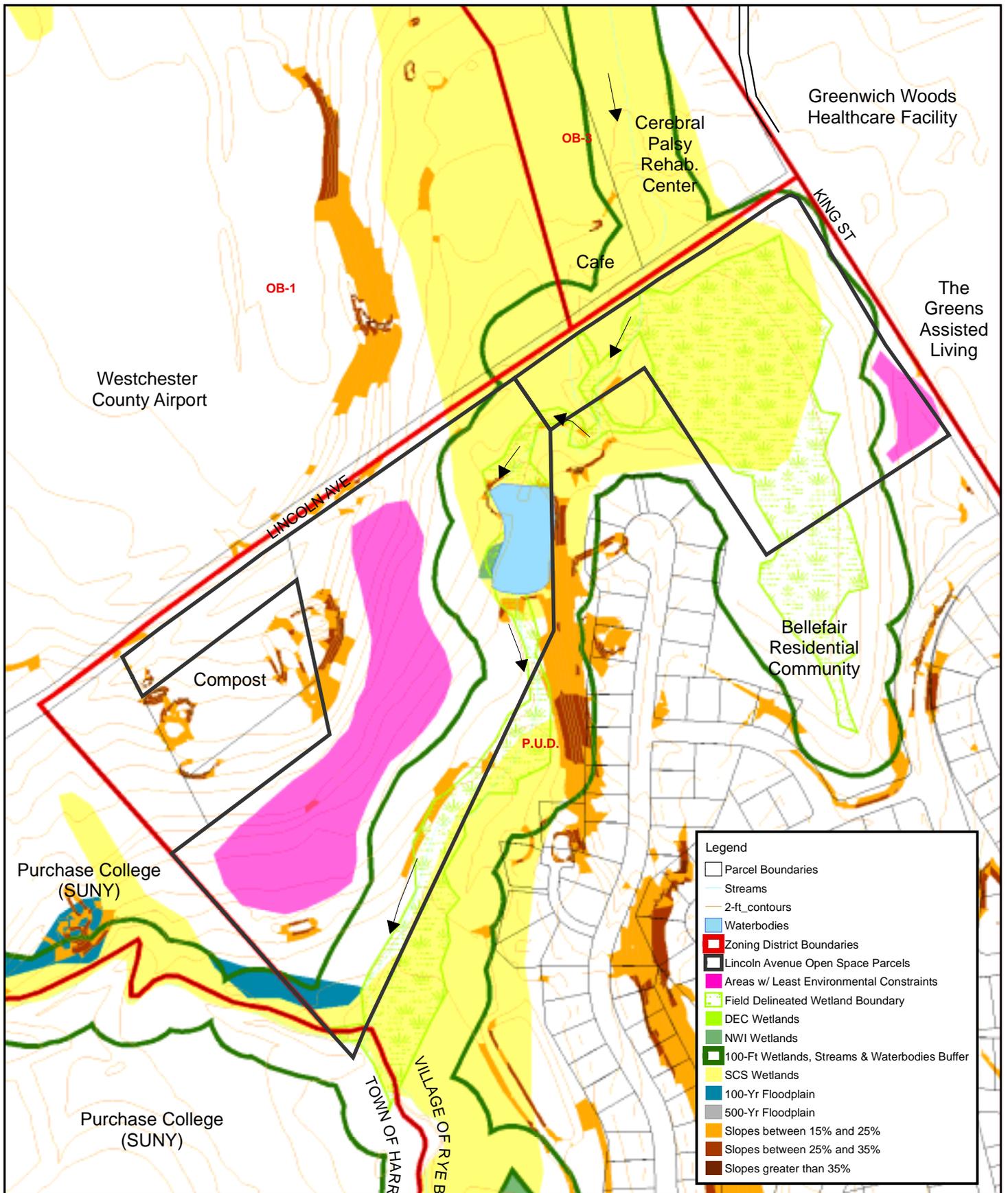
LINCOLN AVENUE: VILLAGE-OWNED PROPERTY
 Rye Brook, Westchester County, New York



Data Source:
 Westchester County GIS, FPCA GIS

January 19, 2005

FIGURE 10: AERIAL PHOTO



FREDERICK P. CLARK ASSOCIATES, INC.
 Planning/Development/Environment/Transportation

LINCOLN AVENUE: VILLAGE-OWNED PROPERTY
 Rye Brook, Westchester County, New York



Data Source:
 Westchester County GIS

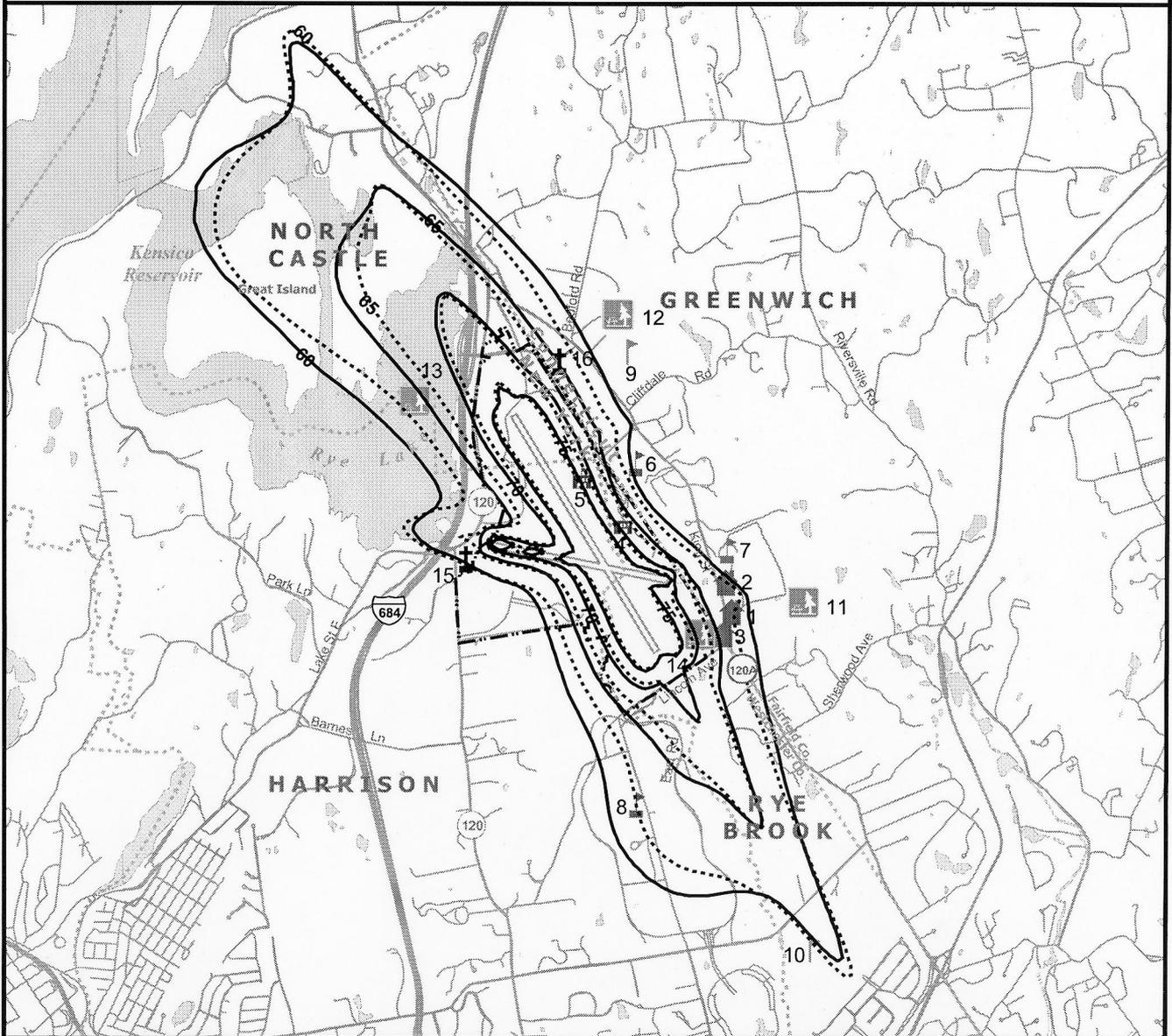
FIGURE 11: ENVIRONMENTAL ANALYSIS

January 19, 2005

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**APPENDIX B –
REFERENCE MAPS FROM OTHER SOURCES**

1999 and 2005 DNL Contours - Community Facilities



- DNL Contour (1999)
- DNL Contour (2005)
- Health Care
 - 1) Green at Greenwich Assisted Living
 - 2) Greenwich Woods Health Care Center
 - 3) United Cerebral Palsy Association of Westchester County
- Westchester County
 - 4) Westchester County Police
 - 5) Westchester County Airport Fire Department
- Schools
 - 6) Brunswick School, Edwards Campus
 - 7) Convent School of the Sacred Heart
 - 8) SUNY Purchase

- Golf Course / Country Club
 - 9) The Bruce Memorial Golf Club
 - 10) Blind Brook Country Club
- Open Space / Other Recreation
 - 11) National Audubon Society
 - 12) National Audubon Society
 - 13) Rye Lake Conservation Area
 - 14) Stratford Stables
- Religious Properties
 - 15) Purchase Friends Meeting House and Cemetery
 - 16) Harvest Time Church

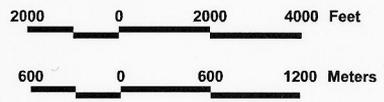
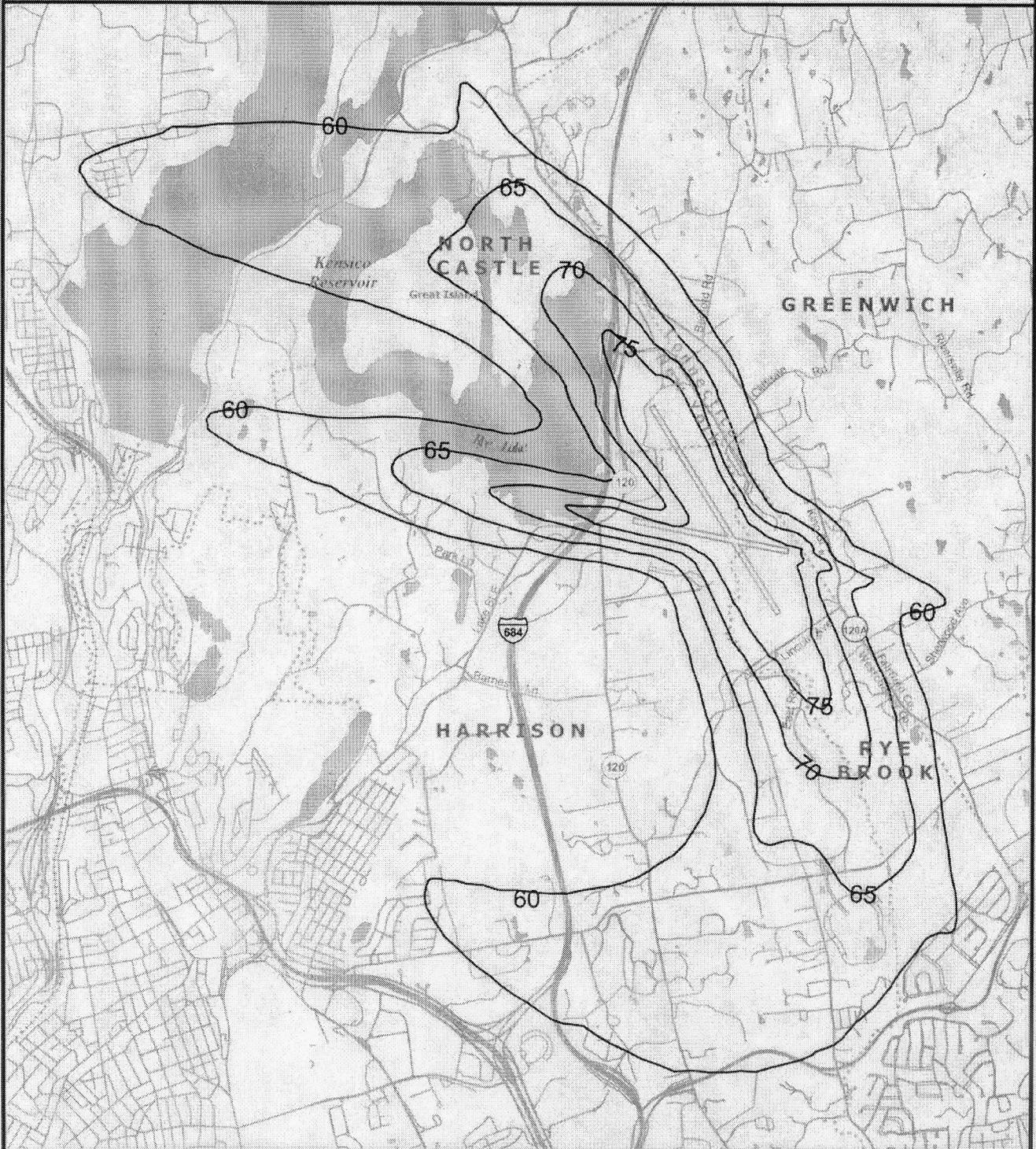
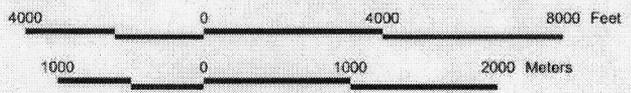


Figure 4-5

1988 Historic DNL Contours



- DNL Contour (1988)
- - - - Airport Boundary
- Municipal Boundary



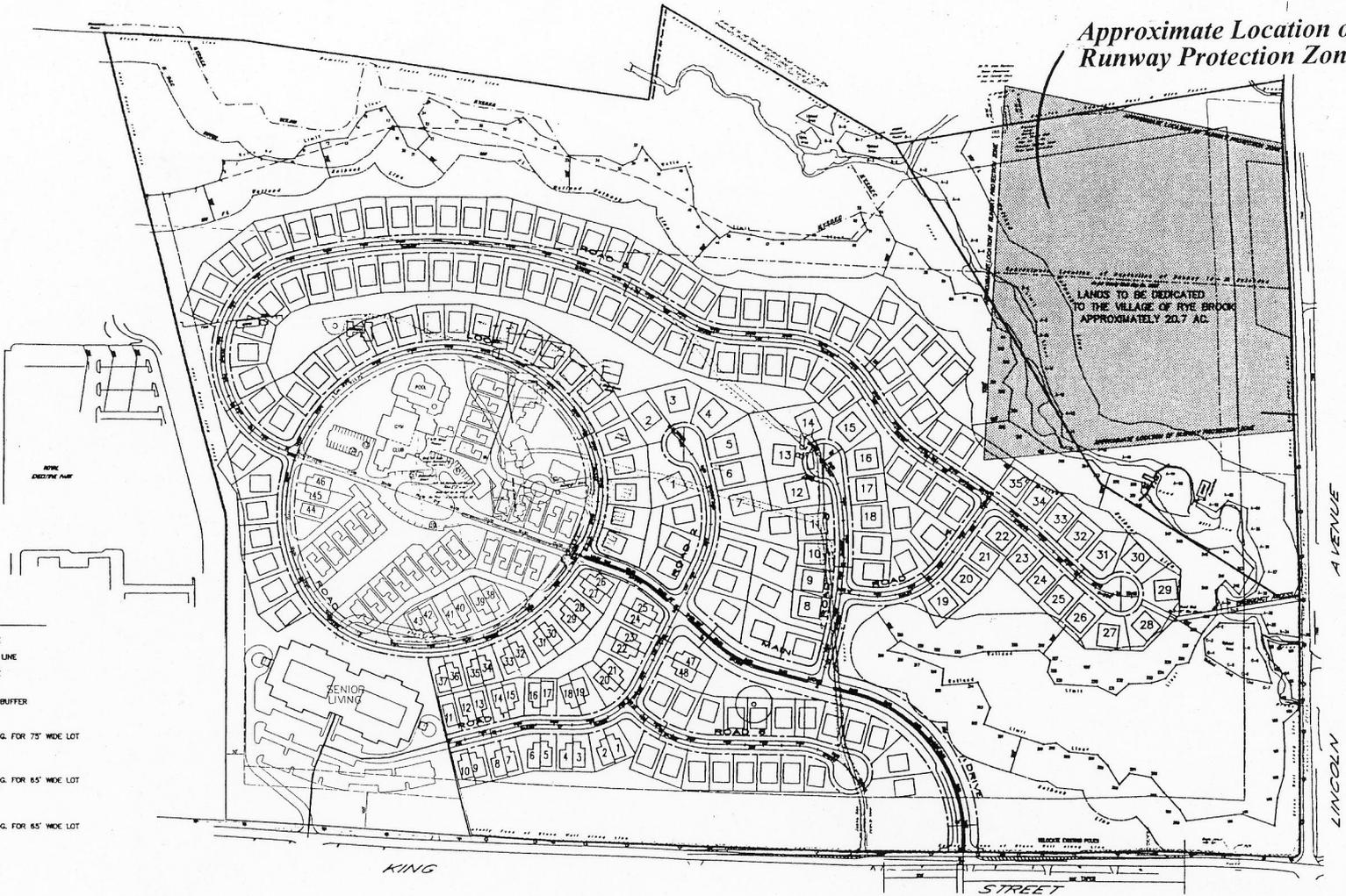
Source: Greiner, Inc., et al., 1988.

Figure 3-3

Approximate Location of
Runway Protection Zone

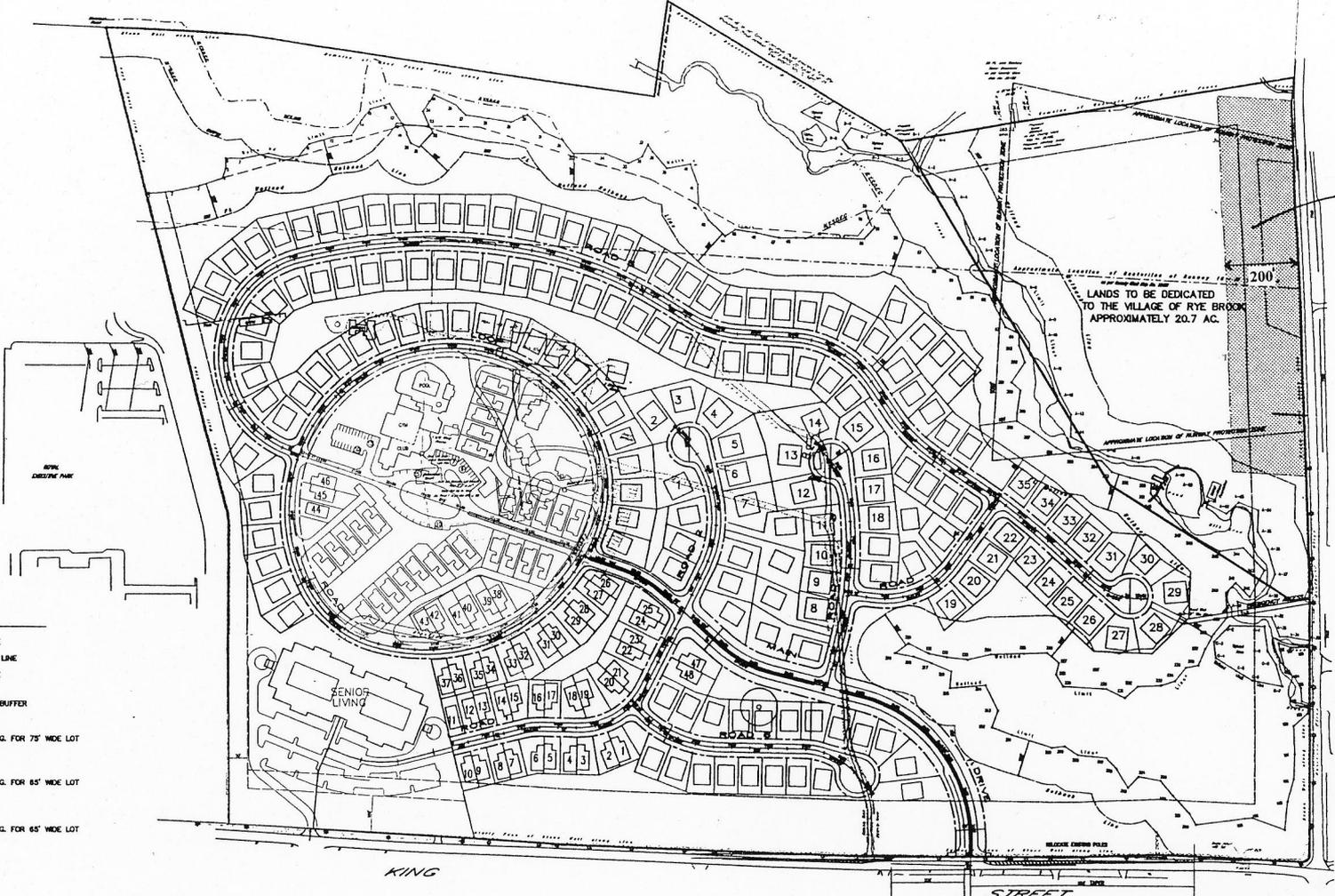


- LEGEND**
- PROPERTY LINE
 - - - RIGHT OF WAY LINE
 - - - EASEMENT LINE
 - - - WETLAND LINE
 - - - 100' WETLAND BUFFER
 - PROPOSED BLDG. FOR 75' WIDE LOT
 - PROPOSED BLDG. FOR 85' WIDE LOT
 - PROPOSED BLDG. FOR 65' WIDE LOT



**Exhibit K 6
RUNWAY PROTECTION
ZONE LOCATION**

**HIGH POINT VILLAGE
Rye Brook, New York**



Westchester
County
Easement

LANDS TO BE DEDICATED
TO THE VILLAGE OF RYE BROOK
APPROXIMATELY 20.7 AC.

LEGEND

-  PROPERTY LINE
-  RIGHT OF WAY LINE
-  EASEMENT LINE
-  WETLAND LINE
-  100' WETLAND BUFFER
-  PROPOSED BLDG. FOR 75' WIDE LOT
-  PROPOSED BLDG. FOR 85' WIDE LOT
-  PROPOSED BLDG. FOR 85' WIDE LOT

**Exhibit D 1
WESTCHESTER COUNTY
EASEMENT FOR
TREE TRIMMING PURPOSES
HIGH POINT VILLAGE
Rye Brook, New York**

APPENDIX C –
SITE PHOTOGRAPHS



Emergency access drive to Bellefair from Lincoln Avenue (smaller parcel)



Stream on the smaller parcel



Meadow area on larger parcel



Constructed artifact on larger parcel



Stream and wetlands on larger parcel



Woodland (larger parcel)



Stone wall



Looking toward wetland on smaller parcel