

MICHAEL S. CAZZARI
Town Supervisor

ROBERT F. SCHANIL, JR.
Town Councilman
Deputy Supervisor

STEPHEN J. BARANOWSKI
Town Councilman
FRANK D. LOMBARDI
Town Councilman
SUZANNE MC DONOUGH
Town Councilwoman

TOWN OF CARMEL
TOWN HALL



60 McAlpin Avenue
Mahopac, New York 10541
Tel. (845) 628-1500 • Fax (845) 628-6836
www.ci.carmel.ny.us

ANN SPOFFORD
Town Clerk

KATHLEEN KRAUS
Receiver of Taxes

MICHAEL SIMONE
Superintendent of Highways
Tel. (845) 628-7474

TOWN BOARD WORK SESSION
Wednesday, September 14, 2022 7:00pm

PLEDGE OF ALLEGIANCE - MOMENT OF SILENCE

- **Public Comments on Town Related Business (Five (5) Minutes Maximum for Town Residents, Property Owners & Business Owners Only)**

Town Board Work Session:

- **Review of Town Board Minutes August 3 and 17, and September 7, 2022**
1. Michael Carnazza, Building & Codes Enforcer – Consider Request to Authorize Town of Carmel Fire Inspector to Attend Annual Training Conference October 3 to 5, 2022, Latham, NY (\$603 Includes Lodging)
 2. Michael Carnazza, Building & Codes Enforcer – Consider Request to Authorize Return of Permit Fee for HVAC
 3. Mary Ann Maxwell, Town Comptroller – Consider Year End 2021 LOSAP (Length of Service Award Program) Annual Reports for Carmel Ambulance District, Carmel Fire Protection Districts 1 & 2
 4. Mary Ann Maxwell, Town Comptroller – Consider Request to Authorize Advancement of Government Fund Monies as Temporary Loan from General Fund to Carmel Water District #7
 5. Consider Request to Waive 30 Day Notice of the New York State ABC Law Application for On-Premise Liquor License – Dana’s Diner, LLC d/b/a Dana’s Diner, 565 Route 6, Suite 4, Mahopac, NY
 6. Glenn Droese, Town Assessor – Consider Request to Authorize Attendance to NYS Assessors’ Association Annual Meeting and Seminar 9/18/2022 to 9/21/2022 (\$260 Includes Reimbursement from NYS)
 7. Michael Simone, Highway Superintendent – Consider Request to Authorize Purchase of Road Salt from NYS OGS Group #1800 – Award #23248 – Contract #PC69477
 8. Michael Simone, Highway Superintendent – Consider Request to Authorize Purchase of Two (2) Trucks
 9. Richard Franzetti, PE, Town Engineer – Consider Request to Acknowledge Emergency Repair/Services CWD#3
 10. Supervisor Cazzari – Discussion of Improving the Availability of Public Parking in The Hamlets
- **Town Board Comments**
 - **Motion to Adjourn Meeting**

Michael G. Carnazza
(845)628-1500
Director of Code Enforcement

Ext. 170



60 McAlpin Avenue
Mahopac, New York 10541

To: Supervisor Michael Cazzari
Town Board

From: Michael Carnazza, Building Inspector

Date: August 22, 2022

Re: Training for 2022

Please be advised, Joe Wilichoski would like to take 18 of the 24 hours of required training from October 3-5, 2022 on Latham, N.Y.

The cost of the classes is \$375.00 (Invoice attached). In addition, there will be two nights stay at the hotel @ \$114.00/night.

Can this be placed on the next work session to discuss.

Thank you,

**WILICHOSKI III , JOSEPH
REGISTRATION CONFIRMATION**



PLEASE PRINT ALL PAGES OF

**THIS DOCUMENT IMMEDIATELY
PRINT BEFORE CLICKING PAYMENT**

CREDIT CARD PAYMENT CLICK HERE

JOSEPH

**Congratulations. You have been confirmed for Attendance at
The 2022 Capital District Conference October 3-5, 2022
YOU ARE REGISTERED FOR ALL 3 DAYS**

**The Conference will be held at:
ALBANY MARRIOTT
189 Wolf Road
ALBANY NY 12205**

**Registration: 8:00am Monday October 3, 2022
Class: 9:00am - 5:00pm
Please carefully review all information below for accuracy.**

email any corrections to register@codesclass.com

**Last Name: WILICHOSKI III
First Name: JOSEPH
Middle Initial: J
Job Title: FIRE INSPECTOR
Address Line 1:
Address Line 2:
City:
State: NY
Zip: 12563
email: [REDACTED]
Municipality or firm: TOWN OF CARMEL
NY Training Id Num: NY0023771
FDID Num: 40007
Phone Number:**

2022 Capital District Conference

INVOICE

August 2, 2022

INVOICE No: NY0023771 - 2022

Payable To:
CAPITAL DISTRICT NYSBOC
11 Herbet Drive
Latham NY 12110
afuller@cdnysboc.com

Attendee:
JOSEPH WILICHOSKI III

ATTENDANCE AT THE 2022 Capital District Conference
October 3-5, 2022

\$375.00

YOU ARE REGISTERED FOR ALL 3 DAYS

PLEASE MAKE CHECKS PAYABLE TO: CAPITAL DISTRICT NYSBOC
TAX ID: 43-1957256
NYS Vendor ID # 1100003647

TENTATIVE SCHEDULE

Subject to Change

CAPITAL DISTRICT BUILDING OFFICIALS 30TH ANNUAL EDUCATION CONFERENCE OCTOBER 3 - 5, 2022

MONDAY - October 3

(7 hours)

7:30 - 9:00	Registration			
09:00 - 10:00	Code Update	DOS		1-0-0
10:00 - 11:00	Plumbing 101	Anthony Giangrasso	T02-07-3020	0-1-0
11:00 - 12:00	Plumbing 202	Anthony Giangrasso	T02-07-3021	0-1-0
12:00 - 01:00	LUNCH			
01:00 - 03:00	NFPA 80	Christopher Roth	T02-07-3044	2-0-0
03:00 - 05:00	Drones	Ron Ryan	T02-07-2859	2-0-0

TUESDAY - October 4

(8 hours)

7:30 - 8:00	Registration			
08:00 - 10:00	Generators	Jesse Dunk	T02-07-2902	1-1-0
10:00 - 12:00	Means of Egress	Christopher Roth	T02-07-3043	1-1-0
12:00 - 01:00	LUNCH			
01:00 - 02:00	Septic Systems	Jody Allen	T02-07-2813	0-1-0
02:00 - 05:00	New Green Tech	Mike Dewein	T02-07-2841	0-0-3

WEDNESDAY - October 5

(3 hours)

08:00 - 09:00	Registration			
09:00 - 10:00	Workers Comp	Walter Peretti	T02-07-0063	1-0-0
10:00 - 12:00	Terrorism	Nick Rusiecki	T02-07-2861	2-0-0

Total 18 hours

WS9/14/2022 AGENDA ITEM #2

*Michael G. Carnazza
Director of Code Enforcement*

*(845)628-1500
Ext. 170*



*60 McAlpin Avenue
Mahopac, New York 10541*

To: Supervisor Michael Cazzari
Town Board

From: Michael Carnazza, Building Inspector

Date: September 8, 2022

Re: Fee Return- 43 Wayacross Rd., Mahopac
Tm#74.20-1-19

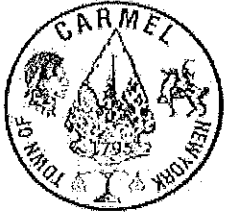
Please be advised, the owner of the above property was advised by his lawyer to get a permit and certificate of compliance for the HVAC which was installed prior to 2000. A permit (22-0800) was issued and paid for (\$280.00).

The owner submitted a receipt from 2000 for a local electrician to “check the wiring to his A/C unit”, (copy attached). Since the A/C was already there in 2000, a permit is not required from this department.

Can you please return the \$280 fee to the owner.

Jeffrey and Joan Roe
984 Coral Reef Way
Hardeville, SC 29927

Thank you,



Town of Carmel
Building Department

Building Permit

Date: 7/12/2022

SBL: 74.20-1-19

Permit # 22-0800

APPLICATION IS HEREBY MADE to the TOWN OF CARMEL Building Department for the issuance of a permit pursuant to the New York State Uniform, Fire Uniform Fire Prevention and Building Code, for the construction of buildings, additions or alterations, repairs, or for the removal or demolition, as herein described. The Contractor agrees to comply with all applicable laws, ordinances, or regulations governing building activities in the TOWN OF CARMEL and will also allow all inspections to enter the premises for inspections. The Contractor also understands that under no circumstances shall personal belongings or furnishings be brought into any new house or addition, without first obtaining a Certificate of Occupancy from the Building Department.

Contractor Information

Name

Address

Phone

Owner Information

Name Roe, Jeffrey

Address 43 Wayacross Rd

Mahopac, NY 10541

Phone

Address of Construction: 43 Wayacross Rd

Project Description: Retain A/C installed prior to 2015

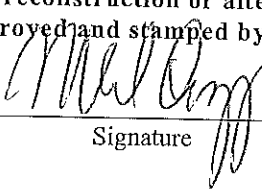
I am also aware of the required inspections and that I am responsible to schedule them.

Signature

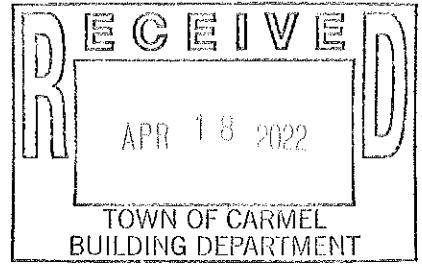
This building permit shall become void (18) months from the date of issuance and construction must be substantially commenced within 6 months of the date of issuance.

Fee Type	Amount	Check # <u>1363</u>
Certificate of Compliance Residential	\$80.00	Date <u>9/2/25</u>
Building Permits	\$200.00	Amount Collected <u>280.00</u>
Total Due:	\$280.00	Initials <u>aj</u>

The application of Roe, Jeffrey Dated 7/12/2022 is hereby APPROVED and permission GRANTED for the construction, reconstruction or alteration of a building and/or accessory structure as set forth above and on the plans approved and stamped by the Building Department.



Signature



APPLICATION FOR A BUILDING PERMIT

DATE OF APPLICATION 4/18/22 ZONE _____
LOCATION OF PREMISES 43 WAYNE RD MAHOEPA NJ 10541
TAX MAP# _____ BLOCK# _____ LOT# _____ SUBLOT# _____
OWNER OF RECORD Jeffrey & Joan Roe
ADDRESS 43 WAYNE RD MAHOEPA NJ 10541

PHONE# 914-714-2539
CONTRACTOR _____ PHONE# _____
ADDRESS _____

PUTNAM COUNTY HOME IMPROVEMENT LICENSE # _____

TYPE OF BUILDING: RESIDENTIAL COMMERCIAL _____ OTHER _____

ROOMS: BEDROOMS _____ BATHROOMS _____ LIVING ROOM _____

KITCHEN _____ FAMILY ROOM _____ DINING ROOM _____ DEN _____ OTHER _____

*****AREA OF DISTURBANCE IN SQ. FT. (REQUIRED): _____*****

DESCRIPTION OF WORK TO BE PERFORMED: Retain Existing Deck

Retain existing Alc unit installed prior to 2015.

no man. required 200
50
280

ESTIMATED COST OF CONSTRUCTION \$ 5000

BUILDING PERMIT FEE \$ _____

ATTACH A COPY OF THE BUILDING PERMIT WORKSHEET IF NECESSARY.

I, Jeffrey Roe, THE APPLICANT, DO HEREBY CERTIFY THAT THE FORGOING INFORMATION IS TRUE TO THE BEST OF MY KNOWLEDGE.

SIGNATURE OF APPLICANT [Signature]

REVIEWED BY _____

INVOICE NO.

JOB PHONE	DATE OF ORDER
	2-10-09
JOB NAME / LOCATION	
Club # 442	

MAHOPAC ELECTRIC CORP.

P.O. Box 910
MAHOPAC, NEW YORK 10541

TEL (845) 628-2787
FAX (845) 628-6953

	PRICE	AMOUNT
		14 00
		78 00
		28 00
	70	47 00
	190	28 50
	35	11 90
	30	5 10
	395	3 95
	325	3 25
	400	4 00
Box	200	2 00
	1800	18 00
	1800	18 00
	250	2 50
	150	1 50

TO: JEFF ROZ

43 WAYACROSS RD
MAHOPAC, NY 10541

PHONE (845) 803-20

ORDER TAKEN BY

TERMS:

DESCRIPTION OF WORK	AMOUNT						
> ① CHECKED KITCHEN WIRING & MADE MINOR REPAIRS WHERE NEEDED.							
② REPLACED OVER SIZED CIRCUIT BREAKER ON KITCHEN LIGHTING CIRCUIT							
③ CHECKED WIRING FOR AIC UNIT FOUND OP 40 BREAKER HAD #12S & #10S TWINED ON ON BREAKER, FOUND RY ON EXTERIOR OF HOUSE & AIR HANDLER HAD NO MEANS OF DISCONNECT MADE NECESSARY REPAIRS.							
LABOR	HOURS	RATE	AMOUNT	TOTAL MATERIAL	210	70	
MECHANIC	2.5	95	237	TOTAL LABOR	450	00	
HELPER	2.5	85	212		660	70	
WORK ORDERED BY	DATE COMPLETED		@83.5% TAX		55	33	
SIGNATURE (I hereby acknowledge the satisfactory completion of the above described work).				Thank You!		716	03
				PAY THIS AMOUNT →			

SIDE

ANNUAL REPORT

CARMEL AMBULANCE DISTRICT NO. 1 SERVICE AWARD PROGRAM

ACTUARIAL VALUATION
AS OF DECEMBER 31, 2021

PENFLEX 
SERVICE AWARDS FOR FIRE & EMS

50 CENTURY HILL DRIVE, SUITE 3
LATHAM, NY 12110
PHONE (800) 742-1409
FAX (518) 783-6915
INFO@PENFLEXINC.COM
WWW.PENFLEXINC.COM

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**TOWN OF CARMEL – CARMEL AMBULANCE DISTRICT NO. 1
SERVICE AWARD PROGRAM**

DECEMBER 31, 2021 ANNUAL REPORT COMMENTARY

It is a pleasure to present the December 31, 2021 Annual Report of the Carmel Ambulance District No. 1 Service Award Program. The following commentary provides a summary of key results from the Annual Report. Please refer to the full set of corresponding Annual Report exhibits for Program cost calculation details.

2022 Calculated Contribution and Plan Funding

The program contribution to be made to the Trust Fund in 2022 has been calculated to be \$12,337. This amount includes reimbursement of fees paid from the Trust Fund during 2021. Please see Exhibit I of the Annual Report for a complete breakdown of how the contribution requirement is calculated.

The Contribution due in 2022 a decrease of about \$8,600 compared to the contribution due in 2021. This is mainly due to favorable investment performance over the past three years (discussed below)

The Trust Fund's investment return for 2021 was 12.9%, resulting in an investment gain when compared to the rate of return assumption used to value the plan liabilities. The five-year annualized rate of return on Trust Fund investments is 11.7%, exceeding the rate of return assumption. The three-year asset smoothing method defers some of the investment gain over the next two years, helping to reduce volatility in current and future contribution requirements.

Funded Ratio & Future Contributions

The funded ratio is 135% as of December 31, 2021, compared to 126% as of December 31, 2020. This ratio of the Trust Fund assets to the actuarial accrued liability measures the progress in funding the service awards that have been promised. The increase in the funded ratio is due to 2021's investment return, which was higher than the assumed rate of return. The funded ratio will naturally fluctuate from year-to-year as the Trust Fund assets move up or down, however, an overall upward trend in this measure is ideal. While the Program remains well funded contributions to the Trust Fund are still needed to fund for current and projected future service credit earned by participants.

Finally, investment providers have lowered their return forecasts across all major asset classes during 2021 as they have for the past several years. Unless market forecasts improve during 2022, a reduction to the long-term rate of return assumption used in our cost calculation may be necessary next year. In order to minimize the negative impact of this potential assumption change, the Town may want to consider increasing the program budget. As an illustration of the impact of such a change, the 2022 contribution would increase to about \$16,000 if the assumed rate of return was lowered by 0.25% to 5.25%. Please refer to Exhibit IX in the Annual Report for additional contribution sensitivity illustrations.

Participant Activity during 2021

Vested participant Claire Forde reached the entitlement age and commenced payment of her monthly service award effective November 1, 2021. She elected to be paid in the form of a lifetime-only monthly benefit.

Pre-EA Participant Corina Hohenstein was awarded a Total & Permanent Disability lump sum from the program during the year.

Non-vested program participants Catherine Catano and Amanda Telesco left the Corps during 2021 and consequently forfeited the accrued service award and service credit earned through December 31, 2021. Note that if any former participant returns as an active member within five years and subsequently earns a year of service credit, their accrued service award and service credit will be restored.

Carmel Ambulance District No. 1 Service Award Program

12/31/2021 FACT SHEET

Schedule of Funding Progress

<u>Actuarial Valuation Date</u>	<u>Net Program Assets (A)</u>	<u>Actuarial Accrued Liability (B)</u>	<u>Unfunded Liability (B) - (A)</u>	<u>Funded Ratio (A) ÷ (B)</u>
12/31/2015	\$631,179	\$598,197	\$0	106%
12/31/2016*	\$676,952	\$645,262	\$0	105%
12/31/2017**	\$784,191	\$690,958	\$0	113%
12/31/2018	\$736,747	\$719,389	\$0	102%
12/31/2019	\$880,823	\$734,116	\$0	120%
12/31/2020***	\$987,707	\$786,827	\$0	126%
12/31/2021	\$1,072,060	\$793,770	\$0	135%

Comparison of Costs

<u>Actuarial Valuation Date</u>	<u>Calculated Contribution (C)</u>	<u>Sponsor Contribution (D)</u>	<u>Excess/(Deficit) Contribution (D) - (C)</u>	<u>Date(s) of Contribution</u>
12/31/2015	\$46,949	\$46,949	\$0	7/21/2016
12/31/2016*	\$34,332	\$34,332	\$0	7/26/2017
12/31/2017**	\$22,156	\$22,156	\$0	8/8/2018
12/31/2018	\$27,859	\$27,859	\$0	9/10/2019
12/31/2019	\$21,196	\$21,196	\$0	9/25/2020
12/31/2020***	\$20,978	\$20,978	\$0	9/14/2021
12/31/2021	\$12,337	To be determined	To be determined	Due in 2022

Investment Rate of Return

2017: 15.7%	2018: -4.2%	2019: 20.9%	2020: 14.9%	2021: 12.9%
5-year Average Rate of Return: 11.7%				

Program Participant Breakdown

	<u>As of 12/31/2020</u>	<u>As of 12/31/2021</u>
Entitled participants (post-EA)	14	15
Active participants (pre-EA)	16	16
Inactive participants (pre-EA)	3	4
Terminated vested participants (pre-EA)	24	22
Total	57	57
Pre-EA participants earning service credit	14	12
Post-EA participants earning service credit	2	2
Total	16	14
Non-vested Terminations	1	2

* The mortality table was updated to the RP2014 Male table, without projection.

** The assumed rate of investment return was lowered from 6.00% to 5.75%.

*** The assumed rate of investment return was lowered from 5.75% to 5.50%.

ANNUAL REPORT

**TOWN OF CARMEL
CARMEL FIRE PROTECTION DISTRICT NO. 1
SERVICE AWARD PROGRAM**

**ACTUARIAL VALUATION
AS OF JANUARY 1, 2022**

PENFLEX 
SERVICE AWARDS FOR FIRE & EMS

50 CENTURY HILL DRIVE, SUITE 3
LATHAM, NY 12110
PHONE (800) 742-1409
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CARMEL FIRE PROTECTION DISTRICT NO. 1 SERVICE AWARD PROGRAM

JANUARY 1, 2022 ANNUAL REPORT COMMENTARY

It is a pleasure to present the January 1, 2022 Annual Report of the Carmel Fire Protection District No. 1 Service Award Program. The following commentary provides a summary of key results from the Annual Report. Please refer to the full set of corresponding Annual Report exhibits for Program cost calculation details.

Calculated Program Contribution and Plan Funding

The program contribution to be made to the Trust Fund in 2023 is \$131,614. This amount includes reimbursement of fees paid from the Trust Fund during 2021. It also includes a component for funding the \$10,000 minimum death benefit for pre-entitlement age participants. Please see Exhibit I of the Annual Report for a complete breakdown of how the contribution requirement is calculated.

Last year's Annual Report determined \$162,182 to be the program contribution to be made to the Trust Fund in 2022. Please make this contribution as soon as possible if you have not already done so.

The contribution due in 2023 is a decrease of about \$30,000 compared to the contribution due in 2022. The Town made a contribution of \$280,000 again in 2021, exceeding the calculated amount of \$152,063. This continued practice of providing additional funding and favorable investment performance over the past three years have helped to lower the contribution.

The Trust Fund's investment return for 2021 was 13.3%, resulting in an investment gain when compared to the rate of return assumption used to value the plan liabilities. The five-year annualized rate of return on Trust Fund investments is 9.3%, which exceeds the rate of return assumption. The three-year asset smoothing method defers some of the investment gain over the next two years, helping to reduce volatility in current and future contribution requirements.

The funded ratio is 112% as of January 1, 2022, compared to 100% as of January 1, 2021. This ratio of the Trust Fund assets to the actuarial accrued liability measures the progress in funding the service awards that have been promised. The increase in the funded ratio is due to the excess program contribution and 2021's investment return, which was higher than the assumed rate of return. The funded ratio will naturally fluctuate from year-to-year as the Trust Fund assets move up or down, however, an overall upward trend in this measure is ideal. The program remains well funded.

Finally, investment providers have lowered their return forecasts across all major asset classes during 2021 as they have for the past several years. Unless market forecasts improve during 2022, a reduction to the long-term rate of return assumption used in our cost calculation may be necessary next year. In order to minimize the negative impact of this potential assumption change, the Town may want to consider increasing the program budget. As an illustration of the impact of such a change, the 2023 contribution would increase to about \$149,000 if the assumed rate of return was lowered by 0.25% to 5.00%. Please refer to Exhibit IX in the Annual Report for additional contribution sensitivity illustrations.

**Carmel Fire Protection District No. 1 Service Award Program
1/1/2022 FACT SHEET**

Schedule of Funding Progress

<u>Actuarial Valuation Date</u>	<u>Net Program Assets (A)</u>	<u>Actuarial Accrued Liability (B)</u>	<u>Unfunded Liability (B) - (A)</u>	<u>Funded Ratio (A) ÷ (B)</u>
1/1/2018	\$2,395,786	\$2,942,551	\$546,765	81%
1/1/2019	\$2,330,515	\$3,019,005	\$688,489	77%
1/1/2020	\$2,873,672	\$3,087,768	\$214,096	93%
1/1/2021*	\$3,277,874	\$3,286,422	\$8,548	100%
1/1/2022	\$3,802,713	\$3,380,652	\$0	112%

Comparison of Costs

<u>Actuarial Valuation Date</u>	<u>Calculated Contribution (C)</u>	<u>Sponsor Contribution (D)</u>	<u>Excess/(Deficit) Contribution (D) - (C)</u>	<u>Date(s) of Contribution</u>
1/1/2018	\$175,669	\$280,000	\$104,331	10/3/2019
1/1/2019	\$167,908	\$280,000	\$112,092	9/22/2020
1/1/2020	\$152,063	\$280,000	\$127,937	10/5/2021
1/1/2021*	\$162,182	To be determined	To be determined	Due in 2022
1/1/2022	\$131,614	To be determined	To be determined	Due in 2023

Budget 2763
\$290,000
\$290,000

Investment Rate of Return

2017: 10.7% 2018: -6.6% 2019: 19.0% 2020: 11.8% 2021: 13.3%
5-year Average Rate of Return: 9.3%

Program Participant Breakdown

	<u>As of 1/1/2021</u>	<u>As of 1/1/2022</u>
Entitled participants (post-EA)	47	48
Active participants (pre-EA)	67	69
Inactive participants (pre-EA)	6	7
Terminated vested participants (pre-EA)	26	25
Total	146	149
Pre-EA participants earning service credit	66	46
Post-EA participants earning service credit	26	21
Total	92	67
Non-vested terminations	3	1

* The assumed rate of investment return was lowered from 5.50% to 5.25%.

ANNUAL REPORT

**TOWN OF CARMEL
CARMEL FIRE PROTECTION DISTRICT NO. 2
SERVICE AWARD PROGRAM**

**ACTUARIAL VALUATION
AS OF JANUARY 1, 2022**

PENFLEX 
SERVICE AWARDS FOR FIRE & EMS

50 CENTURY HILL DRIVE, SUITE 3
LATHAM, NY 12110
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CARMEL FIRE PROTECTION DISTRICT NO. 2 SERVICE AWARD PROGRAM

JANUARY 1, 2022 ANNUAL REPORT COMMENTARY

It is a pleasure to present the January 1, 2022 Annual Report of the Carmel Fire Protection District No. 2 Service Award Program. The following commentary provides a summary of key results from the Annual Report. Please refer to the full set of corresponding Annual Report exhibits for Program cost calculation details.

Calculated Program Contribution and Plan Funding

The program contribution to be made to the Trust Fund in 2023 is \$94,426. This amount includes reimbursement of fees paid from the Trust Fund during 2021. It also includes a component for funding the \$10,000 minimum death benefit for pre-entitlement age participants. Please see Exhibit I of the Annual Report for a complete breakdown of how the contribution requirement is calculated.

Last year's Annual Report determined \$161,036 to be the program contribution to be made to the Trust Fund in 2022. Please make this contribution as soon as possible, if you have not already done so.

The contribution due in 2023 is a decrease of about \$67,000 compared to the contribution due in 2022. Several factors contributed to this contribution decrease: The Town made a contribution of \$295,000 again in 2021, exceeding the calculated amount of \$166,606. This continued practice of providing additional funding and favorable investment performance over the past three years have helped to lower the contribution. In addition, an overall decrease in the number of program participants from 182 in 2020 to 172 in 2021 and 7 participants forfeiting their accrued service awards have also caused the contribution to decrease.

The funded ratio is 120% as of January 1, 2022, compared to 104% as of January 1, 2021. This ratio of the Trust Fund assets to the actuarial accrued liability measures the progress in funding the service awards that have been promised. The increase in the funded ratio is due to the excess program contribution and 2021's investment return, which was higher than the assumed rate of return. The funded ratio will naturally fluctuate from year-to-year as the Trust Fund assets move up or down, however, an overall upward trend in this measure is ideal. The program remains well funded.

Finally, investment providers have lowered their return forecasts across all major asset classes during 2021 as they have for the past several years. Unless market forecasts improve during 2022, a reduction to the long-term rate of return assumption used in our cost calculation may be necessary next year. In order to minimize the negative impact of this potential assumption change, the Town may want to consider increasing the program budget. As an illustration of the impact of such a change, the 2023 contribution would increase to about \$114,000 if the assumed rate of return was lowered by 0.25% to 5.00%. Please refer to Exhibit IX in the Annual Report for additional contribution sensitivity illustrations.

**Carmel Fire Protection District No. 2 Service Award Program
1/1/2022 FACT SHEET**

Schedule of Funding Progress

<u>Actuarial Valuation Date</u>	<u>Net Program Assets (A)</u>	<u>Actuarial Accrued Liability (B)</u>	<u>Unfunded Liability (B) - (A)</u>	<u>Funded Ratio (A) ÷ (B)</u>
1/1/2018	\$3,046,529	\$3,462,057	\$415,528	88%
1/1/2019	\$2,939,988	\$3,570,923	\$630,935	82%
1/1/2020	\$3,584,671	\$3,661,273	\$76,602	98%
1/1/2021*	\$4,086,739	\$3,936,774	\$0	104%
1/1/2022	\$4,705,718	\$3,934,814	\$0	120%

Comparison of Costs

<u>Actuarial Valuation Date</u>	<u>Calculated Contribution (C)</u>	<u>Sponsor Contribution (D)</u>	<u>Excess/(Deficit) Contribution (D) - (C)</u>	<u>Date(s) of Contribution</u>
1/1/2018	\$179,106	\$295,000	\$115,894	10/3/2019
1/1/2019	\$180,651	\$295,000	\$114,349	9/22/2020
1/1/2020	\$166,606	\$295,000	\$128,394	10/5/2021
1/1/2021*	\$161,036	To be determined	To be determined	Due in 2022
1/1/2022	\$94,426	To be determined	To be determined	Due in 2023

Budget 22/23
305,000
250,000

Investment Rate of Return

2017: 10.7%	2018: -6.6%	2019: 19.0%	2020: 11.8%	2021: 13.3%
5-year Average Rate of Return: 9.3%				

Program Participant Breakdown

	<u>As of 1/1/2021</u>	<u>As of 1/1/2022</u>
Entitled participants (post-EA)	46	46
Active participants (pre-EA)	80	71
Inactive participants (pre-EA)	16	13
Terminated vested participants (pre-EA)	40	42
Total	182	172
Pre-EA participants earning service credit	79	40
Post-EA participants earning service credit	23	13
Total	102	53
Non-vested terminations	7	7

* The assumed rate of investment return was lowered from 5.50% to 5.25%.

**RESOLUTION FOR ADVANCEMENT OF GOVERNMENT FUND MONIES
AS TEMPORARY LOAN FROM GENERAL FUND TO
CARMEL WATER DISTRICT #7**

RESOLVED, that the Town Board of the Town of Carmel, pursuant to Town Law §209-b, hereby authorizes the Temporary Advancement of Cash from the General Fund to Carmel Water District #7 at a maximum amount not to exceed \$100,000, to be repaid with the periodic interest rate when revenue sources or debt proceeds are received.

Resolution:

Offered by: _____

Seconded by: _____

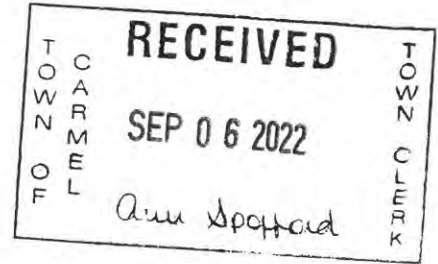
<u>Roll Call Vote:</u>	<u>YES</u>	<u>NO</u>
Stephen Baranowski	_____	_____
Frank Lombardi	_____	_____
Suzanne McDonough	_____	_____
Robert Schanil	_____	_____
Michael Cazzari	_____	_____

cc: Supervisor ✓
Police Dept.

ANDREA O'BRIEN
NYS ABC LAW CONSULTING GROUP
LIQUOR LICENSE CONSULTANT
WWW.NYSLIQUOR.ORG
ANDREA@LIQUORAUTHORITY.ORG
914-980-9717

August 31, 2022
Town of Carmel
Office of the Town Clerk
60 McAlpin Ave.
Mahopac, NY 10541

Re: Dana's Diner LLC
565 Route 6, Suite 4
Mahopac, NY 10541



Dear Town Clerk:

Enclosed herewith is the 30-Day Notice to the Municipality for the above-mentioned Dana's Diner LLC, part of the NYS Liquor Authority application for a Liquor License.

We respectfully request a waiver of the 30-day wait period so that the applicant can proceed quickly with submitting the license application to the NYSLA. This is a six (6) month process, and a waiver will expedite the process slightly.

If you have any questions or need any additional information, please do not hesitate to contact me.

Sincerely yours,

Andrea O'Brien
Andrea O'Brien
Liquor License Consultant

Encl.



Standardized NOTICE FORM for Providing 30-Day Advance Notice to a Local Municipality or Community Board

1. Date Notice Sent: Sept 1 2022

1a. Delivered by: Certified Mail, Return Receipt Requested

2. Select the type of Application that will be filed with the Authority for an On-Premises Alcoholic Beverage License:
For premises outside the City of New York:

- New Application
- Removal
- Class Change

For premises in the City of New York:

- New Application
- New Application and Temporary Retail Permit
- Renewal
- Alteration
- Removal
- Class Change
- Method of Operation
- Corporate Change

For **New** and Temporary Retail Permit applicants, answer each question below using all information known to date
 For **Renewal** applicants, answer all questions
 For **Alteration** applicants, attach a complete written description and diagrams depicting the proposed alteration(s)
 For **Corporate Change** applicants, attach a list of the current and proposed corporate principals
 For **Removal** applicants, attach a statement of your current and proposed addresses with the reason(s) for the relocation
 For **Class Change** applicants, attach a statement detailing your current license type and your proposed license type
 For **Method of Operation Change** applicants, although not required, if you choose to submit, attach an explanation detailing those changes

Please include all documents as noted above. Failure to do so may result in disapproval of the application.

This 30-Day Advance Notice is Being Provided to the Clerk of the Following Local Municipality or Community Board:

3. Name of Municipality or Community Board: Town of Carmel

Applicant/Licensee Information:

4. Licensee Serial Number (if applicable): N/A Expiration Date (if applicable): N/A

5. Applicant or Licensee Name: Dana's Diner LLC

6. Trade Name (if any): Dana's Diner

7. Street Address of Establishment: 565 Route 6, Suite 4

8. City, Town or Village: Mahopac, NY Zip Code: 10541

9. Business Telephone Number of applicant/ Licensee: 845-533-5330

10. Business E-mail of Applicant/Licensee: danasdinermahopac@gmail.com

11. Type(s) of alcohol sold or to be sold: Beer & cider Wine, Beer & Cider Liquor, Wine, Beer & Cider

12. Extent of Food Service: Full Food menu; full kitchen run by a chef/cook Menu meets legal minimum food requirements; food prep area required

13. Type of Establishment: _____

- Seasonal Establishment
- Juke Box
- Disc Jockey
- Recorded Music
- Karaoke

14. Method of Operation: (check all that apply) Live Music (give details i.e., rock bands, acoustic, jazz, etc.): _____

- Patron Dancing
- Employee Dancing
- Exotic Dancing
- Topless Entertainment
- Video/Arcade Games
- Third Party Promoters
- Security Personnel

Other (specify): _____

15. Licensed Outdoor Area: (check all that apply) None Patio or Deck Rooftop Garden/Grounds Freestanding Covered Structure Sidewalk Cafe Other (specify): _____

- 16. List the floor(s) of the building that the establishment is located on: ground floor
- 17. List the room number(s) the establishment is located in within the building, if appropriate: Suite 1
- 18. Is the premises located within 500 feet of three or more on-premises liquor establishments? Yes No
- 19. Will the license holder or a manager be physically present within the establishment during all hours of operation? Yes No
- 20. If this is a transfer application (an existing licensed business is being purchased) provide the name and serial number of the licensee:
Name: N/A Serial Number: N/A
- 21. Does the applicant or licensee own the building in which the establishment is located? Yes (if YES, SKIP 23-26) No

Owner of the Building in Which the Licensed Establishment is Located

- 22. Building Owner's Full Name: 565 Route 6 Mahopac Partners LLC
- 23. Building Owner's Street Address: 565 Route 6
- 24. City, Town or Village: Mahopac State: NY Zip Code: 10541
- 25. Business Telephone Number of Building Owner: 914-906-2705


Representative or Attorney Representing the Applicant in Connection with the Application for a License to Traffic in Alcohol at the Establishment Identified in this Notice

- 26. Representative/Attorney's Full Name: Andrea O'Brien
- 27. Representative/Attorney's Street Address: 6 Mathes Ct
- 28. City, Town or Village: Lake Parkskill State: NY Zip Code: 10537
- 29. Business Telephone Number of Representative/Attorney: 914-980-9717
- 30. Business E-mail Address of Representative/Attorney: andrea@liquorauthority.org

I am the applicant or licensee holder or a principal of the legal entity that holds or is applying for the license. Representations in this form are in conformity with representations made in submitted documents relied upon by the Authority when granting the license. I understand that representations made in this form will also be relied upon, and that false representations may result in disapproval of the application or revocation of the license.

By my signature, I affirm - under **Penalty of Perjury** - that the representations made in this form are true.

- 31. Printed Principal Name: Dana Palumbo Title: President

Principal Signature: 

WS9/14/2022 AGENDA ITEM #6

From: [Droese, Glenn](#)
To: [Cazzari, Michael](#); [Baranowski, Stephen](#); [Schanil, Robert](#); [Lombardi, Frank](#); [McDonough, Suzanne](#)
Cc: [Pasquerello, Anne](#); [Greg Folchetti](#)
Subject: Assessor Annual Seminar
Date: Monday, August 29, 2022 12:48:26 PM
Attachments: [2022 Assessment Seminar.pdf](#)

Supervisor Cazzari and Town Board,

I would like permission to attend the New York State Assessors' Association Annual Meeting and Seminar to be held starting on Sunday 9/18/2022 through Wednesday 9/21/2022. The seminar provides classroom learning and NY State required continuing education credits.

The total initial cost to the town for the travel, hotel room, and tuition is \$1266.54. The State Educational Services will reimburse the town for most of the cost. Based on past years reimbursements I estimate the final cost to the town will be \$260.

Attached are the seminar registration applications and tentative schedule.

I will use my own personal vehicle to travel to the seminar.

Please place this request on the next available work session.

Thank you,

Glenn A. Droese

Assessor

Town of Carmel

60 McAlpin Ave.

Mahopac, NY 10541

Phone: (845)-628-1500

WWW.CI.CARMEL.NY.US



[Summary](#)
[Fees](#)
[Classes](#)
[Instructors](#)
[Hotel](#)
[4-Day Agenda](#)

[Register Now](#)

2022 NYSAA Fall Conference

September 18, 2022 –
September 21, 2022

Ft. William Henry Hotel and
Conference Center
48 Canada St.
Lake George, NY 12845

Locations TBA

Sunday, September 18

2:00 - 5:00 p.m. - Registration open

6:00 - 7:00 p.m. - Welcome Reception

7:00 - 9:00 p.m. - Dinner

9:00 - 11:00 p.m. - Entertainment

Monday, September 19

7:00 - 8:00 a.m. - Registration open

7:00 - 8:30 a.m. - Breakfast buffet

8:00 - 9:00 a.m. - Annual Membership Meeting

9:00 - 9:15 a.m. - Break

9:15 - 10:15 a.m. - Legislative Update

10:15 - 10:30 a.m. - Break

10:30 a.m. - 12:30 p.m. - NYS Department of Tax & Finance presentation

12:30 - 1:30 p.m. - Lunch buffet

12:30 - 6:30 p.m. - Free time

3:00 - 5:00 p.m. - Boat tour on Lake George - all conference registrants are welcome.

7:00 - 9:00 p.m. - Annual Awards Banquet

9:00 p.m. - Entertainment

Tuesday, September 20

7:00 - 8:30 a.m. - Breakfast buffet

8:00 - 9:00 a.m. - Registration open

9:00 - a.m. - 12:00 p.m. - Concurrent sessions

12:00 - 1:30 p.m. - IAO Annual Luncheon (All conference attendees are invited.)

1:30 - 4:30 p.m. - Concurrent sessions

6:00 - 7:00 p.m. - President's Reception

7:00 - 9:00 p.m. - Annual Installation Dinner (black tie)

9:00 - Entertainment, sponsored by GAR Associates

Wednesday, September 21

7:00 - 8:30 a.m. - Breakfast buffet

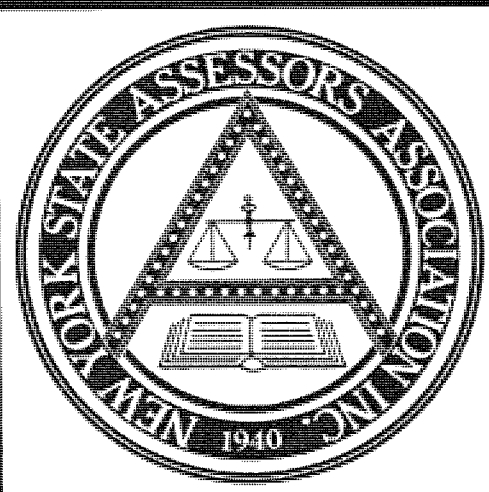
9:00 a.m. - 12:00 p.m. - Concurrent sessions

12:00 - 1:00 p.m. - Lunch buffet and FUND raffle



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[Classes](#)
[Instructors](#)
[Hotel](#)
[4-Day Agenda](#)

[Register Now](#)

2022 NYSAA Fall Conference

September 18, 2022 –
September 21, 2022

Ft. William Henry Hotel and
Conference Center
48 Canada St.
Lake George, NY 12845

Commuters and guests: Individual meals are available for purchase on the NYSAA website at nyassessor.org/pay-online until Friday, September 2, 2022.

At the conference, you WILL NOT be able to purchase individual meals.

Please plan accordingly.

Fees

Below is all of the pricing information for the event.

Admission Items

Virtual Conference Pass

NYSAA Member Fee

\$200.00

Non-Member Fee

\$400.00

In Person Conference Pass

NYSAA Member Fee

\$200.00

Non-Member Fee

\$400.00

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[4-Day Agenda](#)

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2022 NYSAA Fall Conference

September 18, 2022 –
September 21, 2022

Ft. William Henry Hotel and
Conference Center
48 Canada St.
Lake George, NY 12845

Classes

Here are the classes scheduled for the event.

September 19, 2022

In Person: NYS ORPTS Presentation

9:00 AM-12:00 PM

September 20, 2022

> Online: Sales: Review, Verification, and Corrections

9:00 AM-12:00 PM

- > In Person: Sales: Review, Verification, and Corrections
9:00 AM-12:00 PM

- > In Person: V4 Reports
9:00 AM-12:00 PM

- > In Person: IRA Matchup: Assessors vs. the IRS
9:00 AM-12:00 PM

- > In Person: Airbnb and its Effects on Valuation
1:30 PM-4:30 PM

- > In Person: The Reassessment Process
1:30 PM-4:30 PM

- > In Person: RPTL Section 420-a: Yes, It's That Complicated
1:30 PM-4:30 PM

- > Online: Airbnb and its Effects on Valuation
1:30 PM-4:30 PM

September 21, 2022

- > In Person: Cost Approach and Utility Valuation
9:00 AM-12:00 PM

- > In Person: Constitutional Issues Impacting Real Property Assessment and

Taxation

9:00 AM-12:00 PM

> In Person: Data Collection: Issues and Resolutions

9:00 AM-12:00 PM

> Online: Cost Approach and Utility Valuation

9:00 AM-12:00 PM



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2022 NYSAA Annual Meeting & Seminar on Assessment Administration

HOTEL RESERVATION FORM

Sunday, September 18th to Wednesday, September 21st, 2022

No call-in reservations will be accepted

Please complete this hotel form and provide the hotel with your sales tax exemption certificate

Guest Name: Glenn A. Droese Municipality: Town of Carmel

Address: 60 McAlpin Ave, Mahopac NY 10541

Day Phone: 845-628-1500 Fax: 845-628-7085

Email: gad@ci.carmel.ny.us

Arrival Date: 9/18/22 Departure Date: 9/21/22

Check in: 4PM ~ Checkout: 11AM

Rates below are per person and are inclusive of meals. Local tax and occupancy tax, currently at 11%, is additional, unless exempt. Meal packages begin with dinner on your arrival date and ends with lunch on your departure date.

FULL CONFERENCE PACKAGE (Sunday - Wednesday)

Standard Section

\$762.60 single \$554.10 double

Premium Section

\$852.60 single \$599.10 double

Grand Section

\$882.60 single \$614.10 double

Standard Section

\$247 single \$177.50 double

Premium Section

\$277 single \$192.50 double

Grand Section

\$287 single \$197.50 double

Monday Arrival \$257.80 single \$188.30 double

\$287.80 single \$203.30 double

\$297.80 single \$208.30 double

Tuesday Arrival \$257.80 single \$188.30 double

\$287.80 single \$203.30 double

\$297.80 single \$208.30 double

Desired bed type: 1 King Bed 2 Double Beds

If you are bringing a guest who will not be attending all of the meals, please register as a Single and write your guest's name below. To purchase individual meals for your guest, please go to nyassessor.org/pay-online.

Room shared with: (PLEASE PUT NAME) _____

DINNER CHOICES

Sunday, September 18

Dinner Buffet

Monday, September 19

- Prime Rib
 Chicken Picatta
 Salmon

Tuesday, September 20

- NY Strip
 Chicken Cordon Bleu
 Stuffed Lemon Sole

Please check if you have any special dietary needs [REDACTED]

Reservation forms must be received by the Fort William Henry Hotel on or before August 25, 2022

Any reservations received after this date will be accepted based on availability. All reservations must be secured with a deposit of \$100 - Checks & Credit Cards Accepted. No Vouchers or Purchase Orders are allowed.

Credit Card #: [REDACTED] exp. date: [REDACTED]

Please email, fax or mail this reservation form to:

E-mail: christinep@fortwilliamhenry.com ~ Fax (518) 964-6687 ~ Direct Line 518-964-6660

Mail: Fort William Henry Hotel & Conference Center

Cancellation Policy: If you are unable to honor your guaranteed reservation, please cancel 72 hours prior to arrival by 4PM. If you fail to cancel, your deposit will be forfeited.

TOWN OF CARMEL HIGHWAY DEPARTMENT

Carmel Highway Department
55 McAlpin Avenue
Mahopac, NY 10541

MICHAEL SIMONE
Superintendent of Highways

845.628.7474
FAX 845.628.1471
MSimone@bestweb.net

FROM THE DESK OF: *Michael Simone*

TO: SUPERVISOR MICHAEL CAZZARI
TOWN BOARD

DATE: SEPTEMBER 7, 2022

RE: REQUEST TO PURCHASE ROAD SALT

I am requesting authorization to purchase road salt from NYS OGS Group #1800 – Award #23248; Contract Period 9/1/22 – 8/31/23; Contract #PC69477, Morton Salt, Inc. (9/1/21 – 8/31/22 Contract Revision – see full-contract per 1/19/22 Resolution)

➤ Road Salt Contract Price \$74.35/ton, *plus(minus) Fuel Price Adjustment*

Contract revisions attached.

cc Comptroller MaryAnn Maxwell
Clerk Ann Spofford
Deputy Clerk Alice Daly



Office of General Services
Procurement Services

Coming Tower, Empire State Plaza, Albany, NY 12242 | <https://ogs.ny.gov/procurement> | customer.services@ogs.ny.gov | 518-474-6717

Contract Award Notification Update

Subject: Contracts Renewed through August 31, 2023 – Award 23248

DATE: September 1, 2022 **AWARD #:** 23248 **GROUP #:** 01800

AWARD DESCRIPTION: Road Salt, Treated Salt & Emergency Standby Road Salt (Statewide)

CONTRACT PERIOD: September 1, 2021 through August 31, 2023

CONTACT: Brandy Alden | 518-408-1140 | OGS.sm.SST_roadsalt@ogs.ny.gov

CONTRACT NO.: PC69472	CONTRACTOR: American Rock Salt Co LLC
PC69473	Apalachee LLC
PC69474	Atlantic Salt Inc
PC69477	Morton Salt Inc

Please be advised that the Contracts for the above listed Contractors under Award 23248 have been renewed through **August 31, 2023**.

Revised Price Pages reflecting the current pricing can be found at the Pricing link on the Contract Award Notification landing page (<https://online.ogs.ny.gov/purchase/spg/awards/0180023248CAN.HTM>).

Authorized users should refer to the most recent Contract Award Notification (Revised September 1, 2022) before purchasing from the contract.

All other terms and conditions remain the same.



Office of General Services
Procurement Services

Coming Tower, Empire State Plaza, Albany, NY 12242 | <https://ogs.ny.gov/procurement> | customer.services@ogs.ny.gov | 518-474-6717

Contract Award Notification Update

Subject: Contracts Renewed through August 31, 2023

DATE: August 3, 2022 AWARD #: 23134, 23175, 23212, & 23248 GROUP #: 01800

AWARD DESCRIPTION: Road Salt, Treated Salt (Types 1 and 2) & Emergency Standby Road Salt (Statewide)

CONTRACT PERIOD: September 1, 2018 through August 31, 2023

CONTACT: Brandy Alden | 518-408-1140 | OGS.sm.SST_roadsalt@ogs.ny.gov

CONTRACT NO.: ALL CONTRACTOR: ALL

Please be advised that the following Contracts under OGS Awards 23134, 23175, 23212, & 23248 have been renewed through August 31, 2023:

- PC68227, PC68889, PC69182, PC69472 – American Rock Salt Co LLC
- PC68228, PC68890, PC69183, PC69473 – Apalachee LLC
- PC68229, PC68891, PC69184, PC69474 – Atlantic Salt Inc
- PC68230, PC68892, PC69185 – Cargill, Incorporated – Salt, Road Safety
- PC69187 – Compass Minerals America Inc
- PC69188, PC69477 – Morton Salt Inc

OGS intends to publish revised award documents on or around September 1st, 2022 that will detail the revised contract pricing for the 2022-23 contract term. **On or after September 1st, 2022 see published award document Pricing for specific county and salt type pricing information.**

THE FOLLOWING REVISIONS HAVE BEEN MADE TO THE CONTRACT AS PART OF THE RENEWAL AGREEMENT:

Authorized Users are hereby relieved of their obligation to take 70% minimum of their 2021-22 filed requirements, however, the Contractor is obligated to deliver up to 150% of the filed requirement for Road Salt and Treated Salt.

Revisions apply to obligations stipulated under Awards 23134, 23175, 23212, & 23248 for the contract term: **September 1, 2021 through August 31, 2022**

**NYS Office of General Services
Road Salt, Treated Salt, & Emergency Standby Road Salt (Statewide)**

**Road Salt Pricing
Contract Term: September 1, 2022 - August 31, 2023**

AWARD	CONTRACT #	COUNTY	CONTRACTOR	PRICE PER TON	TYPE OF SALT
23134	PC68230	HAMILTON	Cargill, Inc.	\$81.99	Rock
23134	PC68230	HERKIMER	Cargill, Inc.	\$75.20	Rock
23175	PC68889	JEFFERSON	American Rock Salt Co., LLC	\$83.39	Rock
23212	PC69184	KINGS	Atlantic Salt, Inc.	\$86.14	Rock & Solar
23134	PC68230	LEWIS	Cargill, Inc.	\$76.69	Rock
23175	PC68889	LIVINGSTON	American Rock Salt Co., LLC	\$60.72	Rock
23134	PC68230	MADISON	Cargill, Inc.	\$71.54	Rock
23175	PC68889	MONROE	American Rock Salt Co., LLC	\$62.48	Rock
23134	PC68229	MONTGOMERY	Atlantic Salt, Inc.	\$81.69	Rock
23212	PC69184	NASSAU	Atlantic Salt, Inc.	\$89.29	Rock & Solar
23212	PC69184	NEW YORK	Atlantic Salt, Inc.	\$86.14	Rock & Solar
23175	PC68889	NIAGARA	American Rock Salt Co., LLC	\$68.09	Rock
23134	PC68230	ONEIDA	Cargill, Inc.	\$73.78	Rock
23134	PC68227	ONONDAGA	American Rock Salt Co., LLC	\$65.51	Rock
23175	PC68889	ONTARIO	American Rock Salt Co., LLC	\$63.52	Rock
23134	PC68230	ORANGE	Cargill, Inc.	\$77.30	Rock
23175	PC68889	ORLEANS	American Rock Salt Co., LLC	\$63.52	Rock
23175	PC68892	OSWEGO	Cargill, Inc.	\$61.94	Rock
23134	PC68230	OTSEGO	Cargill, Inc.	\$73.68	Rock
23248	PC69477	PUTNAM	Morton Salt, Inc.	\$74.35	Rock

**NYS Office of General Services
Road Salt, Treated Salt, & Emergency Standby Road Salt (Statewide)**

**Contact Information for NYS Contract Orders
Contract Term: September 1, 2022 - August 31, 2023**

Award #23134		Storage Fees	
Contract #	Contractor Name	Price to store salt until Dec. 31, 2023	Price to store salt as of Jan 1, 2024
PC68227	American Rock Salt Co. LLC	\$3.60 per ton	\$11.00 per ton/per month
PC68228	Apalachee LLC	\$3.60 per ton	\$3.00 per ton/per month
PC68229	Atlantic Salt Inc.	\$3.50 per ton	\$3.50 per ton/per month
PC68230	Cargill, Inc. d/b/a Cargill, Inc. - Salt, Road Safety	\$3.60 per ton	\$15.00 per ton/per month

Award #23175		Storage Fees	
Contract #	Contractor Name	Price to store salt until Dec. 31, 2023	Price to store salt as of Jan 1, 2024
PC68889	American Rock Salt Co. LLC	\$3.60 per ton	\$3.60 per ton/per month
PC68890	Apalachee LLC	\$3.00 per ton	\$1.00 per ton/per month
PC68891	Atlantic Salt Inc.	\$3.50 per ton	\$3.50 per ton/per month
PC68892	Cargill, Inc. d/b/a Cargill, Inc. - Salt, Road Safety	\$3.60 per ton	\$11.00 per ton/per month

Award #23212		Storage Fees	
Contract #	Contractor Name	Price to store salt until Dec. 31, 2023	Price to store salt as of Jan 1, 2024
PC69182	American Rock Salt Co. LLC	\$3.60 per ton	\$3.60 per ton/per month
PC69183	Apalachee LLC	\$3.50 per ton	\$1.00 per ton/per month
PC69184	Atlantic Salt Inc.	\$3.50 per ton	\$3.50 per ton/per month
PC69185	Cargill, Incorporated -Salt, Road Safety	\$3.60 per ton	\$11.00 per ton/per month
PC69187	Compass Minerals America Inc	\$3.60 per ton	\$5.00 per ton/per month
PC69188	Morton Salt Inc	\$3.60 per ton	\$3.60 per ton/per month

Award #23248		Storage Fees	
Contract #	Contractor Name	Price to store salt until Dec. 31, 2023	Price to store salt as of Jan 1, 2024
PC69472	American Rock Salt Co. LLC	\$3.60 per ton	\$3.60 per ton/per month
PC69473	Apalachee LLC	\$3.50 per ton	\$3.50 per ton/per month
PC69474	Atlantic Salt Inc.	\$3.50 per ton	\$3.50 per ton/per month
PC69477	Morton Salt Inc	\$3.60 per ton	\$3.60 per ton/per month

**NYS Office of General Services
Road Salt, Treated Salt, & Emergency Standby Road Salt (Statewide)**

**Contact Information for NYS Contract Orders
Contract Term: September 1, 2022 - August 31, 2023**

Contact Information		
Contractor Name	NYS Contract Orders Contact Info	Emergency Contact Info
American Rock Salt Co., LLC	<p>Customer Service Toll Free #: 888-762-7258 E-Mail: customerservice@americanrocksalt.com Hours: 8:00 am to 4:30pm (M-F) EST</p> <p><i>Contractor <u>does not</u> accept NYS Procurement Card</i></p>	<p>Name: Jamie McClain Title: Marketing Manager Phone #: 585-519-5247 E-Mail: Jamie.McClain@americanrocksalt.com</p>
Apalachee, LLC	<p>Name: Peter Kowal Toll Free #: 800-724-5037 Phone #: 585-442-4131 Cell #: 978-697-5278 E-Mail: sales@apalacheesalt.com Hours: 8:00am to 6:00pm (M-F) EST 9:00am to 3:00pm (Sa/Su)</p> <p><i>Contractor <u>does not</u> accept NYS Procurement Card</i></p>	<p>Name: Jerome Kowal Title: VP Operations & Logistics Manager Phone #: 585-442-4131 Cell #: 585-410-2666 E-Mail: sales@apalacheesalt.com</p>
Atlantic Salt, Inc.	<p>For Counties/Salt Types under Award 23212 & 23248 Name: Diana Banjany Phone #: 718-816-7200 E-Mail: satlady@atlanticsalt.com</p> <p>For Counties/Salt Types under Awards 23134 & 23175 Name: Katie Butler Phone #: 617-889-9520 E-Mail: kbutler@easternsalt.com Hours: 7:00am to 4:00pm (M-F) EST</p> <p><i>Contractor <u>does not</u> accept NYS Procurement Card</i></p>	<p>Name: Jason Archambault Title: Sales Phone #: 978-453-4911 E-Mail: jarchambault@easternsalt.com</p>
Cargill, Incorporated -Salt, Road Safety	<p>Customer Service Toll Free #: 800-600-7258 E-Mail: Salt_CustomerCareRoadSafety@cargill.com Hours: 7:00am to 5:00pm (M-F) EST</p> <p><i>Contractor <u>accepts</u> NYS Procurement Card for orders up to \$50,000.</i></p>	<p>Customer Service Toll Free #: 800-600-7258 E-Mail: Salt_CustomerCareRoadSafety@cargill.com</p>
Compass Minerals America Inc	<p>Name: Kristen Abernathy Toll Free Phone #: 800-323-1641 (Option 1) E-Mail: highwayorders@compassminerals.com Hours: 8:00am to 5:00pm (M-F) CST</p> <p><i>Contractor <u>accepts</u> NYS Procurement Card for orders up to \$50,000.</i></p>	<p>Name: Harrison Green Title: Manager Highway Sales Toll Free Phone #: 800-323-1641 (Option 2) Phone #: 913-449-7981 E-Mail: greenh@compassminerals.com</p>
Grace Industries LLC	<p>Name: Tim Kenney Toll Free Phone #: 516-336-6720 Phone #: 516-371-1842 E-Mail: tkenney@inwoodmaterial.com Hours: 6:00am to 4:00pm (M-F) EST</p> <p><i>Contractor <u>accepts</u> NYS Procurement Card for orders up to \$50,000.</i></p> <p><i>Prompt Payment Discount: 1%/20 Days or 2% /15 Days</i></p>	<p>Name: William Haugland Jr Title: President Phone #: 516-336-6720 or 646-315-2135 E-Mail: billyh@gracecivil.com</p>
Morton Salt Inc	<p>Customer Service Toll Free Phone #: 855-665-4540 E-Mail: buyroadsalt@mortonsalt.com Hours: 7:00am to 4:00pm (M-F) CST</p> <p><i>Contractor <u>accepts</u> NYS Procurement Card for orders up to \$50,000.</i></p>	<p>Name: Jasmin Simons Title: Highway-Chemical Customer Service Manager Phone #: 630-861-2310 E-Mail: jsimons@mortonsalt.com</p>

TOWN OF CARMEL HIGHWAY DEPARTMENT

Carmel Highway Department
55 McAlpin Avenue
Mahopac, NY 10541

MICHAEL SIMONE
Superintendent of Highways

845.628.7474
FAX 845.628.1471

MSimone@bestweb.net

FROM THE DESK OF: *Michael Simone*



TO: SUPERVISOR MICHAEL CAZZARI
TOWN BOARD

DATE: SEPTEMBER 12, 2022

RE: CAPITAL EQUIPMENT REQUEST

I am requesting authorization to purchase ~

- 2024 Int'l 4X4 HV507 Cab & Chassis w/ Tenco Dump Body, Plow & Sander
– ONONDAGA COUNTY CONTRACT #8996, DATE 6/24/18 ~ 6/23/23

Purchase (2) TWO @ \$303,742.38 each ~ **TOTAL \$607,484.76**
(Int'l Truck \$137,801.38/Tenco Equipment \$165,951.00)

I have discussed this with the Town's Comptroller, MaryAnn Maxwell, and the funds are in my 2022 Budget.

See attached quote with specifications.

NOTE: This is the same contract for purchases of the 2021 & 2022 International Trucks – the full contract was sent over July 6, 2020. (The file is too large to email.) See *Town Board Resolution July 22, 2020*.

cc Comptroller MaryAnn Maxwell
Town Attorney Greg Folchetti

From: [Maxwell, Mary Ann](#)
To: [Simone, Mike](#)
Subject: RE: 2024 International Truck Quotes
Date: Monday, September 12, 2022 10:30:48 AM

Thanks Staci....As per our conversation we do have the funds in the Capital Fund Balance to place this order now if approved by the Town Board.

- Fund Balance as of 1/1/2022 \$850,000
- Funds appropriated from FB in 2022 -\$110,000
\$740,000

- Balance left in 5130.41 after 22 expenditures \$50,000
\$790,000

- Purchase of two 2024 Int'l Trucks -\$607,485
- Fund Balance as of 12/31/22 *est \$182,515 * could add to this if highway fund has a surplus at year end 2022 depending on year end snow OT/material cost

- Budget 2023 \$150,000
- **Balance left in 5130.41 for 2023 expenditures \$332,515**

Have Mike give me a call or stop over if he has any questions or concerns.

Thanks!

Mary Ann Maxwell
Town Comptroller
Town of Carmel
(845) 628-1500 ext 175
Fax (845) 628-7085
mam@ci.carmel.ny.us

From: Simone, Mike <mjs@ci.carmel.ny.us>
Sent: Friday, September 9, 2022 11:13 AM
To: Maxwell, Mary Ann <mam@ci.carmel.ny.us>
Subject: 2024 International Truck Quotes

HAPPY FRIDAY! ☺

Mike wanted me to pass this figure on to you...\$303,742.38 – see attached.

That's the current NYS OGS price for 2024 Int'l Dump/Plow Trucks. He says he's been discussing them with you and his estimate was \$300K, but even that was low. These are almost \$150K more than the 2023's we just purchased!

I'll be working on our budget next week – it's pretty much ready to go, I just need to put paper to

pen, or fingers to keys! HaHa

Have a great weekend...

Staci Norton

Principal Account Clerk

Town of Carmel Highway Department

Michael Simone, Superintendent of Highways

55 McAlpin Avenue

Mahopac, NY 10541

845.628.7474 x250

FAX 845.628.1471

ALLEGIANCE

TRUCKS™

3609 US 9 - Hudson, NY 12534 / P: (518) 851-3581
9875 NY-23 Oneonta, NY 13903 / P: (607) 278-5811

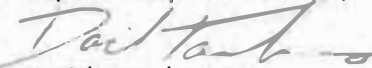
Town of Carmel
55 McAlpin Ave.
Mahopac NY. 10541
Michael Simone
845-628 -7499





8/31/2022

Allegiance Trucks is pleased to offer a 2024 International HV507 SFA 4x4 cab & chassis. The price includes extended warranties for towing, vehicle, engine & aftertreatment, and transmission. This price also includes upgrades including a stainless steel oil pan, stainless steel transmission lines, right side spring build up and relocating the air solenoid. The truck proposal is attached. The quote for the Tenco equipment installed by Tenco in Lakeville NY. (Presented by Amthor) is also attached. This pricing is using the Onondaga Bid #8996. Please be advised when ordering multiple trucks that the build dates may not be the same for both units. If you have any questions please call me at 518-567-5782.

2024 International HV507 SFA 4x4	\$ 137,801.38
Tenco equipment installed at Tenco Presented by Amthor	\$ 165,951.00
Total cost per unit	\$ 303,742.38

Respectfully Submitted,

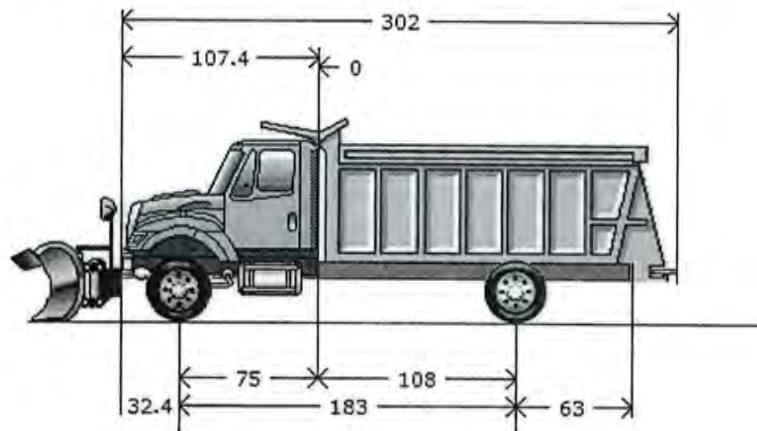

David Tamburro

 Truck Specialty Center (TSC) <small>AN/STAR COMPANY</small>	QUOTE #	117848	VERSION	A	
	DEALER #	611087	MODEL	HV SERIES, TBD	
	LOCATION	000	AXLE CONFIG	4x4 or 6x6	
	DEALER NAME	ALLEGIANCE TRUCKS	BODY LENGTH		
 Custom Bus Center (CBC) <small>AN/STAR COMPANY</small>	CUSTOMER		WHEEL BASE		
	CONTACT	David Tamburro	QUANTITY		
	EMAIL	DTamburro@Allegiancetrucks.com	BUILD DATE		
	OFFICE PHONE		VALID UNTIL	10/11/2022	
SERVICE_LOCATION	TBD	SALE REGION	139	PO NUMBER	
VERSION_NOTES	Pricing for 4x4/6x6 oil pan with heater will be the same as the 4x2 w/heater service line.				
ORDER	QUOTE				
JOB	QUOTE				
LINE	SID	MODIFICATION DESCRIPTION		COST/UNIT	
1	9380	27 Qt SS Oil Pan Cummins L9 (SFA/SBA 4x2 or 6x4)		\$1,978.00	
<p>Furnish and install a 27 quart stainless steel oil pan for 2021 Cummins L9 engine in place of factory-provided steel pan. A Cummins gasket will be installed between Stiffener Plate and Engine Block, a SnoDepot gasket will be installed between Stiffener Plate and SS Oil Pan. Includes stainless steel pan, gaskets, fasteners, and replacement engine oil. Oil pan installed per Cummins guidelines.</p> <p>Note: Quote covers installation for 27 quart pan on Cummins L9 engine. Does not include oil pan heater port as standard, this feature is available at additional cost.</p> 					
2	9767	SS Oil Pan - Cumm L9 HV (SFA/SBA 4x4)		\$2,022.00	
<p>Furnish and install a stainless steel oil pan in place of factory provided steel pan (AWD 4x4, SFA/SBA). Quote covers installation for 20-23 quart stainless steel oil pan, gaskets, fasteners and replacement engine oil on Cummins L9 engine (SnoDepot PN# OILPAN/CUMMINS-NAV-4X4). A Cummins gasket will be installed between Stiffener Plate and Engine Block. A SnoDepot gasket will be installed between Stiffener Plate and SS Oil Pan. Oil pan installed per Cummins guidelines.</p> <p>Note: Does not include oil pan heater port as standard, this feature is available at additional cost.</p>					
3	9983	27Qt SS Oil Pan Cummins L9(4x2/6x4 wHeater Port)		\$2,058.00	
<p>Furnish and install a 27 quart stainless steel oil pan for 2021 Cummins L9 engine in place of factory-provided steel pan. A Cummins gasket will be installed between Stiffener Plate and Engine Block, a SnoDepot gasket will be installed between Stiffener Plate and SS Oil Pan. Includes stainless steel pan, gaskets, fasteners, and replacement engine oil. Oil pan installed per Cummins guidelines.</p> <p>Note: Quote covers installation for 27 quart pan on Cummins L9 engine with heater port. Need to confirm port size required when ordering.</p> 					
4	1	Misc		\$15.00	
Misc. Handling per unit					

Prepared For:
 TOWN OF CARMEL
 Michael Simone
 55 McALPIN AVE.
 MOHOPAC, NY 10541-
 (845)628 - 7499
 Reference ID: N/A

Presented By:
 ALLEGIANCE TRUCKS
 David F Tamburro
 3609 US ROUTE 9
 HUDSON NY 125344330
 518-851-3581

Thank you for the opportunity to provide you with the following quotation on a new International truck. I am sure the following detailed specification will meet your operational requirements, and I look forward to serving your business needs.



Model Profile
 2024 HV507 SFA (HV507)

AXLE CONFIG:	4X4
APPLICATION:	Front Plow and Wing with Spreader
MISSION:	Requested GVWR: 48000. Calc. GVWR: 45760. Calc. GCWR: 80000 Calc. Start / Grade Ability: 27.35% / 2.90% @ 55 MPH Calc. Geared Speed: 65.9 MPH
DIMENSION:	Wheelbase: 183.00, CA: 108.00, Axle to Frame: 63.00
ENGINE, DIESEL:	{Cummins L9 370} EPA 2021, 370HP @ 2100 RPM, 1250 lb-ft Torque @ 1200 RPM, 2100 RPM Governed Speed, 370 Peak HP (Max)
TRANSMISSION, AUTOMATIC:	{Allison 3000 RDS} 6th Generation Controls, Close Ratio, 6-Speed with Double Overdrive, with PTO Provision, Less Retarder, Includes Oil Level Sensor, with 80,000-lb GVW and GCW Max, On/Off Highway
CLUTCH:	Omit Item (Clutch & Control)
AXLE, FRONT DRIVING:	{Meritor MX-18-120HR} Single Reduction, 18,000-lb Capacity, with Hub Piloted Wheel Mounting
AXLE, REAR, SINGLE:	{Meritor RS-30-185} Single Reduction, 30,000-lb Capacity, Driver Controlled Locking Differential, T Wheel Ends Gear Ratio: 6.14
CAB:	Conventional, Day Cab
TIRE, FRONT:	(2) 315/80R22.5 Load Range L HAU 3 WT (CONTINENTAL), 480 rev/mile, 68 MPH, All-Position
TIRE, REAR:	(4) 12R22.5 Load Range H HDC1 (CONTINENTAL), 479 rev/mile, 68 MPH, Drive
SUSPENSION, REAR, SINGLE:	31,000-lb Capacity, Vari-Rate Springs, with 4500-lb Capacity Auxiliary Multileaf Springs
PAINT:	Cab schematic 21AWK Location 1: 4421, School Bus Yellow (Std) Location 2: 0011, Blk Non Ref (Nrf) Chassis schematic N/A

INTERNATIONAL®**Vehicle Specifications
2024 HV507 SFA (HV507)**

August 31, 2022

<u>Code</u>	<u>Description</u>	<u>F/R Wt</u> (lbs)	<u>Tot Wt</u> (lbs)
HV50700	Base Chassis, Model HV507 SFA with 183.00 Wheelbase, 108.00 CA, and 63.00 Axle to Frame.	5783/3857	9640
1ANB	AXLE CONFIGURATION {Navistar} 4x4	47/-148	-101
1CAJ	FRAME RAILS Heat Treated Alloy Steel (120,000 PSI Yield); 10.866" x 3.622" x 0.437" (276.0mm x 92.0mm x 11.1mm); 456.0" (11582mm) Maximum OAL	147/346	493
1LLA	BUMPER, FRONT Swept Back, Steel, Heavy Duty	0/0	0
1MEJ	FRAME, SPECIAL EFFECTS Dimple on Left and Right Top Flange of Frame Rail to Reference Rear Axle Centerline	0/0	0
1WDS	FRAME EXTENSION, FRONT Integral; 20" In Front of Grille	139/-34	105
1WDU	CROSSMEMBER, FRONT for Hydraulic Pump, Mounting Flange to Accommodate Pump	41/4	45
1WGG	WHEELBASE RANGE 181" (460cm) Through and Including 205" (520cm)	183/-183	0
2ESP	AXLE, FRONT DRIVING {Meritor MX-18-120HR} Single Reduction, 18,000-lb Capacity, with Hub Piloted Wheel Mounting	1077/0	1077
2WLC	AXLE, FRONT DRIVING, LUBE {EmGard FE-75W-90} Synthetic Oil; 1 thru 29.99 Pints	0/0	0
3ADG	SUSPENSION, FRONT, SPRING Parabolic Taper Leaf, Shackle Type, 18,000-lb Capacity, with Shock Absorbers	44/0	44
4091	BRAKE SYSTEM, AIR Dual System for Straight Truck Applications	0/0	0
4619	TRAILER CONNECTIONS Four-Wheel, with Hand Control Valve and Tractor Protection Valve, for Straight Truck	2/0	2
4732	DRAIN VALVE {Berg} with Pull Chain, for Air Tank	0/0	0
4AZA	AIR BRAKE ABS {Bendix AntiLock Brake System} 4-Channel (4 Sensor/4 Modulator) Full Vehicle Wheel Control System	0/0	0
4EBD	AIR DRYER {Wabco System Saver 1200} with Heater	7/4	11
4ETG	BRAKE CHAMBERS, FRONT AXLE {MGM} 24 SqIn	5/0	5
4EXT	BRAKE CHAMBERS, REAR AXLE {Bendix EverSure} 36/36 SqIn Spring Brake	0/23	23
4GBM	BRAKE, PARKING Manual Push-Pull Pneumatic Parking Brake	0/0	0
4LAA	SLACK ADJUSTERS, FRONT {Haldex} Automatic	14/0	14
4LGA	SLACK ADJUSTERS, REAR {Haldex} Automatic	0/16	16
4SPA	AIR COMPRESSOR {Cummins} 18.7 CFM	0/0	0
4VGG	AIR DRYER LOCATION Mounted Inside Left Rail, Behind Transfer Case Mounting	4/6	10
4VGN	AIR TANK Painted Aluminum, with Straight Thread O-Ring Ports	-12/-4	-16
4WBX	DUST SHIELDS, FRONT BRAKE for Air Cam Brakes	10/0	10
4WDM	DUST SHIELDS, REAR BRAKE for Air Cam Brakes	0/10	10
4WZJ	AIR TANK LOCATION (2) : One Mounted Under Each Rail, Front of Rear Suspension, Parallel to Rail	-34/54	20

INTERNATIONAL®Vehicle Specifications
2024 HV507 SFA (HV507)

August 31, 2022

<u>Code</u>	<u>Description</u>	<u>F/R Wt</u> (lbs)	<u>Tot Wt</u> (lbs)
4XCZ	BRAKES, REAR {Meritor 16.5X7 P} Air S-Cam Type, Cast Spider, Cast Shoe, Double Anchor Pin, Includes Greaseable and Zinc Coated Anchor Pins, Size 16.5" X 7", 38,000-lb Capacity per Axle	0/106	106
4XDT	BRAKES, FRONT {Meritor 16.5X6 Q-PLUS CAST} Air S-Cam Type, Cast Spider, Fabricated Shoe, Double Anchor Pin, Size 16.5" X 6", 20,000-lb Capacity	33/0	33
5708	STEERING COLUMN Tilting	13/2	15
5CAW	STEERING WHEEL 4-Spoke; 18" Dia., Black	0/0	0
5PUD	STEERING GEAR (2) {Sheppard M110/M90} Dual Power	145/-8	137
6DHK	DRIVELINE SYSTEM {Dana Spicer} SPL170 Main Driveline, 1710 Driveline to Transfer Case, SPL140 Driveline to Front Axle, for 4x4	8/30	38
7BEV	AFTERTREATMENT COVER Steel, Black	10/3	13
7BMA	EXHAUST SYSTEM Horizontal Aftertreatment System, Frame Mounted Right Side Under Cab, for Single Vertical Tail Pipe, Frame Mounted Right Side Back of Cab, for All-Wheel Drive	132/50	182
7SDP	ENGINE COMPRESSION BRAKE {Jacobs} for Cummins ISL/L9 Engines; with Selector Switch and On/Off Switch	40/8	48
7WBA	TAIL PIPE (1) Turnback Type, Bright	5/4	9
7WBS	MUFFLER/TAIL PIPE GUARD (1) Bright Stainless Steel	14/11	25
7WDM	EXHAUST HEIGHT 10'	15/12	27
8000	ELECTRICAL SYSTEM 12-Volt, Standard Equipment	0/0	0
8518	CIGAR LIGHTER Includes Ash Cup	1/0	1
8541	HORN, ELECTRIC (2) Disc Style	1/0	1
8695	SNOW SHIELD (2) Chrome; for Dual Air Horns	2/0	2
8899	JUMP START STUD (2) Remote Mounted	1/0	1
8GXD	ALTERNATOR {Leece-Neville AVI160P2013} Brush Type, 12 Volt, 160 Amp Capacity, Pad Mount, with Remote Sense	0/0	0
8HAB	BODY BUILDER WIRING Back of Day Cab at Left Frame or Under Sleeper, Extended or Crew Cab at Left Frame; Includes Sealed Connectors for Tail/Amber Turn/Marker/ Backup/Accessory Power/Ground and Sealed Connector for Stop/Turn	2/0	2
8HAH	ELECTRIC TRAILER BRAKE/LIGHTS Accommodation Package to Rear of Frame; for Combined Trailer Stop, Tail, Turn, Marker Light Circuits; Includes Electric Trailer Brake Accommodation Package with Cab Connections for Mounting Customer Installed Electric Brake Unit, Less Trailer Socket	0/2	2
8HXT	HORN, AIR (2) Single Tone, Chrome, Roof Mounted, with Lanyard Pull Cord	0/0	0
8MMG	BATTERY SYSTEM {Deka/EAST PENN 9A31 AGM} Maintenance-Free, (3) AGM 12-Volt 2775CCA Total, Top Threaded Stud	48/54	102
8NAA	TAIL LIGHT WIRING MODIFIED Includes: Wiring for Standard Lt & Rt Tail Lights; Separate 8.0' of Extra Cable Wiring for Lt & Rt Body Mounted Tail Lights	0/2	2
8RGA	2-WAY RADIO Wiring Effects; Wiring with 20 Amp Fuse Protection, Includes Ignition Wire with 5 Amp Fuse, Wire Ends Heat Shrink and Routed to Center of Header Console in Cab	2/0	2

INTERNATIONAL®Vehicle Specifications
2024 HV507 SFA (HV507)

August 31, 2022

<u>Code</u>	<u>Description</u>	<u>F/R Wt</u> (lbs)	<u>Tot Wt</u> (lbs)
8RMZ	SPEAKERS (2) 6.5" Dual Cone Mounted in Both Doors, (2) 5.25" Dual Cone Mounted in Both B-Pillars	5/3	8
8RPB	RADIO, AUXILIARY CONTROLS Mounted in Steering Wheel, Radio Function Control Switch, Includes Volume Up/Down, Mute, Forward/Back and Bluetooth Answer/Disconnect	8/2	10
8RPR	ANTENNA for Increased Roof Clearance Applications	1/0	1
8RPS	RADIO AM/FM/WB/Clock/Bluetooth/USB Input/Auxiliary Input	3/0	3
8THB	BACK-UP ALARM Electric, 102 dBA	0/3	3
8THJ	AUXILIARY HARNESS 3.0' for Auxiliary Front Head Lights and Turn Signals for Front Plow Applications	2/0	2
8TKK	TRAILER AUXILIARY FEED CIRCUIT for Electric Trailer Brake Accommodation/Air Trailer ABS; with 30 Amp Fuse and Relay, Controlled by Ignition Switch	1/0	1
8TMH	SWITCH, AUXILIARY Accessory Control; for Wiring in Roof, with Maximum of 20 amp Load with Switches In Instrument Panel	1/0	1
8WGL	WINDSHIELD WIPER SPD CONTROL Force Wipers to Slowest Intermittent Speed When Park Brake Set and Wipers Left on for a Predetermined Time	0/0	0
8WMA	SWITCH, TOGGLE, FOR WORK LIGHT Lighted; on Instrument Panel and Wiring Effects for Customer Furnished Back of Cab Light	2/1	3
8WPH	CLEARANCE/MARKER LIGHTS (5) {Truck Lite} Amber LED Lights, Flush Mounted on Cab or Sunshade	0/0	0
8WPZ	TEST EXTERIOR LIGHTS Pre-Trip Inspection will Cycle all Exterior Lamps Except Back-up Lights	0/0	0
8WTK	STARTING MOTOR {Delco Remy 38MT Type 300} 12 Volt, Less Thermal Over-Crank Protection	8/1	9
8WWJ	INDICATOR, LOW COOLANT LEVEL with Audible Alarm	0/0	0
8WXD	ALARM, PARKING BRAKE Electric Horn Sounds in Repetitive Manner When Vehicle Park Brake is "NOT" Set, with Ignition "OFF" and any Door Opened	0/0	0
8XAH	CIRCUIT BREAKERS Manual-Reset (Main Panel) SAE Type III with Trip Indicators, Replaces All Fuses	0/0	0
8XDZ	BATTERY BOX Steel, 2-3 Battery Capacity, Mounted Inside the Cab, Under Passenger Seat	0/0	0
8XGT	TURN SIGNALS, FRONT Includes LED Side Turn Lights Mounted on Fender	0/0	0
8XHD	BATTERY DISCONNECT SWITCH 300 Amp, Disconnects Charging Circuits, Locks with Padlock, Cab Mounted	2/0	2
8XHR	POWER SOURCE, ADDITIONAL Auxiliary Power Outlet (APO) with USB Port, Located in the Instrument Panel	1/0	1
8XKC	HEADLIGHTS Halogen, with Daytime Running Lights, Automatic Twilight Controlled	0/0	0
9585	FENDER EXTENSIONS Rubber	6/0	6
9AAB	LOGOS EXTERIOR Model Badges	0/0	0
9AAE	LOGOS EXTERIOR, ENGINE Badges	0/0	0

INTERNATIONAL*Vehicle Specifications
2024 HV507 SFA (HV507)

August 31, 2022

<u>Code</u>	<u>Description</u>	<u>F/R Wt</u> (lbs)	<u>Tot Wt</u> (lbs)
9ANG	HOOD, HATCH (01) for Servicing	5/0	5
9HAN	INSULATION, UNDER HOOD for Sound Abatement	10/0	10
9HBM	GRILLE Stationary, Chrome	0/0	0
9HBN	INSULATION, SPLASH PANELS for Sound Abatement	2/0	2
9WAC	BUG SCREEN Mounted Behind Grille	5/0	5
9WBC	FRONT END Tilting, Fiberglass, with Three Piece Construction, for WorkStar/HV	0/0	0
10021	CHASSIS COATING Corrosion Resistant E-Coat Primer Coating for Single Frame Rails	0/0	0
10661	PAINT, NON-REFLECTING Non-Reflecting Paint	0/0	0
10764	PAINT TYPE TSA (Acrylic), 1-2 Tone	0/0	0
10AGB	COMMUNICATIONS MODULE Telematics Device with Over the Air Programming; Includes Five Year Data Plan and International 360	1/0	1
10BAE	LABEL, DEF "DEF ONLY"	0/0	0
10SLV	PROMOTIONAL PACKAGE Government Silver Package	0/0	0
10WCY	SAFETY TRIANGLES	6/0	6
11001	CLUTCH Omit Item (Clutch & Control)	0/0	0
12703	ANTI-FREEZE Red, Extended Life Coolant; To -40 Degrees F/ -40 Degrees C, Freeze Protection	0/0	0
12849	BLOCK HEATER, ENGINE 120V/1000W, for Cummins ISB/B6.7/ISL/L9 Engines	3/0	3
12851	PTO EFFECTS, ENGINE FRONT Less PTO Unit, Includes Adapter Plate on Engine Front Mounted	10/0	10
12ESR	ENGINE, DIESEL {Cummins L9 370} EPA 2021, 370HP @ 2100 RPM, 1250 lb-ft Torque @ 1200 RPM, 2100 RPM Governed Speed, 370 Peak HP (Max)	560/4	564
12THT	FAN DRIVE {Horton Drivemaster} Two-Speed Type, Direct Drive, with Residual Torque Device for Disengaged Fan Speed	0/0	0
12UWZ	RADIATOR Aluminum, Cross Flow, Front to Back System, 1228 SqIn, with 1167 SqIn Charge Air Cooler, Includes In-Tank Oil Cooler	23/-5	18
12VAG	AIR CLEANER Single Element, with Integral Snow Valve and In-Cab Control	2/0	2
12VJC	EMISSION, CALENDAR YEAR {Cummins L9} EPA, OBD and GHG Certified for Calendar Year 2022	0/0	0
12VXT	THROTTLE, HAND CONTROL Engine Speed Control; Electronic, Stationary, Variable Speed; Mounted on Steering Wheel	0/0	0
12VYL	ACCESSORY WIRING, SPECIAL for Road Speed Wire Coiled Under Instrument Panel for Customer Use	0/0	0
12WBR	FAN OVERRIDE Manual; with Electric Switch on Instrument Panel, (Fan On with Switch On)	0/0	0
12WZE	CARB IDLE COMPLIANCE Federal, Does Not Comply with California Clean Air Idle Regulations	0/0	0

INTERNATIONAL®Vehicle Specifications
2024 HV507 SFA (HV507)

August 31, 2022

<u>Code</u>	<u>Description</u>	<u>F/R Wt</u> (lbs)	<u>Tot Wt</u> (lbs)
12XBM	ENGINE CONTROL, REMOTE MOUNTED Provision for; Includes Wiring for Body Builder Installation of PTO Controls and Starter Lockout, with Ignition Switch Control, for Cummins B6.7 and L9 Engines	0/0	0
12XCS	CARB EMISSION WARR COMPLIANCE Federal, Does Not Comply with CARB Emission Warranty	0/0	0
13BCS	TRANSMISSION, AUTOMATIC {Allison 3000 RDS} 6th Generation Controls, Close Ratio, 6-Speed with Double Overdrive, with PTO Provision, Less Retarder, Includes Oil Level Sensor, with 80,000-lb GVW and GCW Max, On/Off Highway	0/0	0
13TKK	TRANSFER CASE {Meritor MTC-4210} 2-Speed, 10,000 lb-ft Torque Rating, Less PTO Provision, Electric Over Air Control, with Lube Pump	347/445	792
13WAW	OIL COOLER, AUTO TRANSMISSION {Modine} Water to Oil Type	25/0	25
13WDB	TRANSFER CASE LUBE {EmGard 50W} Synthetic; 1 thru 14.99 Pints	0/0	0
13WDT	SHIFT CONTROL PARAMETERS (Allison) 3000 or 4000 Series Transmissions, 3 Speed S1 Secondary Shift Schedule for 5 or 6 Speed	0/0	0
13WET	TRANSMISSION SHIFT CONTROL Column Mounted Stalk Shifter, Not for Use with Allison 1000 & 2000 Series Transmission	1/0	1
13WGC	OIL COOLER, TRANSFER CASE with Oil Coolant Lines Routed to Oil Cooler	6/1	7
13WGK	TRANSMISSION COOLER HOSES Stainless Steel	0/0	0
13WLP	TRANSMISSION OIL Synthetic; 29 thru 42 Pints	0/0	0
13WUC	ALLISON SPARE INPUT/OUTPUT for Rugged Duty Series (RDS) and Regional Haul Series (RHS), General Purpose Trucks, Construction, Package Number 223	0/0	0
13WVV	NEUTRAL AT STOP Allison Transmission Shifts to Neutral When Service Brake is Depressed and Vehicle is at Stop; Remains in Neutral Until Service Brake is Released	0/0	0
13WYH	TRANSMISSION TCM LOCATION Located Inside Cab	0/0	0
13XAM	PTO LOCATION Dual, Customer Intends to Install PTO at Left and/or Right Side of Transmission	0/0	0
14ASD	AXLE, REAR, SINGLE {Meritor RS-30-185} Single Reduction, 30,000-lb Capacity, Driver Controlled Locking Differential, T Wheel Ends . Gear Ratio: 6.14	0/297	297
14SAL	SUSPENSION, REAR, SINGLE 31,000-lb Capacity, Vari-Rate Springs, with 4500-lb Capacity Auxiliary Multileaf Springs	0/177	177
14WMH	AXLE, REAR, LUBE {EmGard FE-75W-90} Synthetic Oil; 40 thru 49.99 Pints	0/0	0
15DYP	DEF TANK 9.5 US Gal (36L) Capacity, Frame Mounted Outside Left Rail, Under Cab	13/4	17
15LNS	FUEL/WATER SEPARATOR {Racor 400 Series} 12 VDC Electric Heater, Includes Pre-Heater, with Primer Pump, Includes Water-in-Fuel Sensor, Mounted on Engine	-1/-4	-5
15SWE	FUEL TANK Top Draw, Non-Polished Aluminum, 26" Dia, 70 US Gal (265L), Mounted Left Side, Under Cab	12/8	20
16030	CAB Conventional, Day Cab	0/0	0
16BAM	AIR CONDITIONER with Integral Heater and Defroster	54/2	56
16GED	GAUGE CLUSTER Base Level; English with English Electronic Speedometer	0/0	0

INTERNATIONAL®Vehicle Specifications
2024 HV507 SFA (HV507)

August 31, 2022

<u>Code</u>	<u>Description</u>	<u>F/R Wt</u> (lbs)	<u>Tot Wt</u> (lbs)
16HGH	GAUGE, OIL TEMP, AUTO TRANS for Allison Transmission	1/0	1
16HHE	GAUGE, AIR CLEANER RESTRICTION {Filter-Minder} with Black Bezel, Mounted in Instrument Panel	2/0	2
16HKT	IP CLUSTER DISPLAY On Board Diagnostics Display of Fault Codes in Gauge Cluster	0/0	0
16JNT	SEAT, DRIVER {National 2000} Air Suspension, High Back with Integral Headrest, Vinyl, Isolator, 1 Chamber Lumbar, with 2 Position Front Cushion Adjust, -3 to +14 Degree Angle Back Adjust	-13/-5	-18
16SEE	GRAB HANDLE, EXTERIOR Chrome, Towel Bar Type, with Anti-Slip Rubber Inserts, for Cab Entry Mounted Left Side at B-Pillar	3/0	3
16SJX	MIRROR, CONVEX, HOOD MOUNTED {Lang Mekra} (2) Right and Left Sides, Bright, Heated, 7.5" Sq.	9/0	9
16SMY	SEAT, PASSENGER {Seats, Inc.} Non Suspension, High Back, Fixed Back, Integral Headrest, Vinyl, for use with Batteries in Cab	0/0	0
16SNU	MIRRORS (2) Aero Pedestal, Power Adjust, Heated, Bright Heads, Black Arms, 6.5" x 14" Flat Glass, Includes 6.5" x 6" Convex Mirrors, for 102" Load Width	0/0	0
16VKK	CAB INTERIOR TRIM Diamond, for Day Cab	6/1	7
16VSL	WINDSHIELD Heated, Single Piece	0/0	0
16WBY	ARM REST, RIGHT, DRIVER SEAT	3/0	3
16WJU	WINDOW, POWER (2) and Power Door Locks, Left and Right Doors, Includes Express Down Feature	5/0	5
16WLS	FRESH AIR FILTER Attached to Air Intake Cover on Cowl Tray in Front of Windshield Under Hood	0/0	0
16WSK	CAB REAR SUSPENSION Air Bag Type	0/0	0
16XJP	INSTRUMENT PANEL Wing Panel	0/0	0
16XWD	SUNSHADE, EXTERIOR Aerodynamic, Painted Roof Color, with Integral Clearance/Marker Lights	14/3	17
16XXC	COWL TRAY LID	7/4	11
16ZBT	ACCESS, CAB Steel, Driver & Passenger Sides, Two Steps per Door, for use with Day Cab and Extended Cab	0/0	0
16ZPH	FLOOR, COATING LINE-X, Applied to Interior Cab Floor	0/0	0
27DUL	WHEELS, FRONT {Accuride 29300} DISC; 22.5x9.00 Rims, Powder Coat Steel, 5-Hand Hole, 10-Stud, 285.75mm BC, Hub-Piloted, Flanged Nut, with Steel Hubs	72/0	72
28DUK	WHEELS, REAR {Accuride 29169} DUAL DISC; 22.5x8.25 Rims, Powder Coat Steel, 5-Hand Hole, 10-Stud, 285.75mm BC, Hub-Piloted, Flanged Nut, with .472" Thick Increased Capacity Disc and Steel Hubs	0/24	24
29PAW	PAINT IDENTITY, FRONT WHEELS Disc Front Wheels; with Vendor Applied Gray Powder Coat Paint	0/0	0
29PAX	PAINT IDENTITY, REAR WHEELS Disc Rear Wheels; with Vendor Applied Gray Powder Coat Paint	0/0	0
29WAP	WHEEL GUARDS, FRONT {Accuride} for Metric Hub Piloted Wheels with Flanged Mounting Nuts Mounted Between Hub and Wheel	0/0	0

INTERNATIONAL®

Vehicle Specifications
2024 HV507 SFA (HV507)

August 31, 2022

<u>Code</u>	<u>Description</u>	<u>F/R Wt</u> (lbs)	<u>Tot Wt</u> (lbs)
29WAR	WHEEL GUARDS, REAR {Accuride} for Metric Hub Piloted Wheels with Flanged Mounting Nuts, Mounted Between Hub & Wheel and Between Dual Wheels	0/0	0
35100	PAINT, CAB Single Color for 2,3 or 4-Tone Special Schematics	0/0	0
35207	PAINT HOOD, CONVENTIONAL CAB Two-Tone, with 1-2 Breaks on Hood.	0/0	0
60AAG	BDY INTG, REMOTE POWER MODULE Mounted Inside Cab Behind Driver Seat, Up to 6 Outputs & 6 Inputs, Max 20 amp per Channel, Max 80 amp Total; Includes 1 Switch Pack with Latched Switches	0/0	0
60ABE	BDY INTG, PTO ACCOMMODATION for Electric over Hydraulic PTO, Does Not Include Solenoids, with Latched Switch Mounted on Dash Includes Audible Alarm and Indicator Light in Gauge Cluster (Requires 1 Remote Power Module input & 1 output)	0/0	0
60AJC	BDY INTG, INDICATOR LIGHTS (2) 1 for Gate Open and 1 for Rear Alert, Includes Audible Alarm, Programmable Mode for Various Switch Action (requires 2 Remote Power Module inputs)	0/0	0
7392155420	(4) TIRE, REAR 12R22.5 Load Range H HDC1 (CONTINENTAL), 479 rev/mile, 68 MPH, Drive	0/124	124
7792545437	(2) TIRE, FRONT 315/80R22.5 Load Range L HAU 3 WT (CONTINENTAL), 480 rev/mile, 68 MPH, All-Position Cab schematic 21AWK Location 1: 4421, School Bus Yellow (Std) Location 2: 0011, Blk Non Ref (Nrf) Chassis schematic N/A	82/0	82
Services Section:			
40128	WARRANTY Standard for HV507, HV50B, HV607 Models, Effective with Vehicles Built July 1, 2017 or Later, CTS-2025A	0/0	0
40PWH	SRV CONTRACT, EXT VEH COVERAGE {Navistar} To 60-Month/100,000 Miles (160,000 km), Excludes Extended Warranty for Engine and Transmission	0/0	0
40RBK	SERVICES, TOWING {Navistar} Service Call to 60-Month/Unlimited Mileage to the Nearest Navistar Dealer for Navistar Warrantable Failure as Contract Defined; Includes Engine Failure if Supplier Declines Tow Coverage & ESC Supplied thru Navistar; \$550 (USA) Maximum Benefit per Incident	0/0	0
40TVV	SRV CONTRACT, EXT ALLISON XMSN {Allison} To 60-Month/Unlimited Miles/km, for Allison 3000 RDS with Dump Truck or Mixer Vocations (ST01, ST06, ST07)	0/0	0
40UDP	SRV CONTRACT, EXT CMS ENG/AFTR {Cummins} To 60-Month/100,000 Miles (160,000 km), Extended Cummins L9 Engine Coverage, Protection Plan 1 and Aftertreatment, (Truck Application Only)	0/0	0
Total Component Weight:		9244/5317	14561
Body/Allied Equipment <u>Code</u>	<u>Description</u>	<u>F/R Wt</u>	<u>Tot Wt</u>
Goods Purchased <u>Code</u>	<u>Description</u>	<u>F/R Wt</u>	<u>Tot Wt</u>

The weight calculations included in this proposal are an estimate of future vehicle weight. The actual weight as manufactured may be different from the estimated weight. Navistar, Inc. shall not be liable for any consequences resulting from any differences between the estimated weight of a vehicle and the actual weight.

Tenco Industries, Inc.

5700 S. Lima Rd.
 P.O. Box 635
 Lakeville, N.Y. 14480
 1-800-808-3626 Toll Free
 1-585-346-3040 Phone
 1-585-346-2982 Fax

Date: 8/26/2022
 All Quotes are Valid for 30 days.

Quote #
 26.8.22

Onondaga Co. Contract
 Quote for the Town of Carmel

AWARD #
 8996

Qty	Item#3 Option	Description	Size	Unit Price	Total
1	9	TARP SYSTEM			
1	53	PINTLE-HOOK 3/4 STEEL			
1	65	FENDERS			
3	68	GREASE LINES			
1	50	LADDER FOLDING			
4	74	EXTRA WORK LIGHT			
2	43	PLOW LIGHTS			
2	44	STOP TURN TAIL LIGHTS			
2	45	BACKUPS LIGHTS			
8	46	STROBE LIGHTS			
5	3	ELECTRIC			
1	2	CAB SHIELD			
1	4	SPINNER			
0.8	70	SPECIAL MODIFICATIONS / HOUR			
1					
1					

Tenco Industries, Inc.

5700 S. Lima Rd.
 P.O. Box 635
 Lakeville, N.Y. 14480
 1-800-808-3626 Toll Free
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Date: 8/26/2022 All Quotes are Valid for 30 days.

Quote #
26.8.22

Onondaga Co. Contract
 Quote for the Town of Carmel

AWARD #
8996

Qty	Item#3 Option	Description	Size	Unit Price	Total
1					
EX Works				Subtotal	\$237,058.57
Thank you for your business!				30.00% Discount	\$71,117.57
Truck to be shipped to: Tenco Industries, Inc.				Total	\$165,941.00

I _____ representative of/for _____ wish to accept this quote as written. _____
Your Name Signature

Tenco Industries, Inc.

5700 S. Lima Rd.
 P.O. Box 635
 Lakeville, N.Y. 14480
 1-800-808-3626 Toll Free
 1-585-346-3040 Phone
 1-585-346-2982 Fax

Date: 8/26/2022
 All Quotes are Valid for 30 days.

Quote #
 26.8.22

Onondaga Co. Contract
 Quote for the Town of Carmel

AWARD #
 8996

Qty	Item#3 Option	Description	Size	Unit Price	Total
1	TCB-10-T-AL-S-LF	10' 6 cu.yd. ALL SEASON DUMP BODY	27 x 39		
4		10' Screens			
1		Air tailgate switch			
3		Coal chute manufactured from 304 stainless steel, each installed			
1		12" Bolt-on apron manufactured from 304 stainless steel - installed			
10		1/4" Floor			
1		Front panel, cabshield, tailgate and sides only manufactured from 304 stainless steel:			
1		- For 10' body only			
1		Pre-wetting system for models TCB-9/10/11/12			
1		incl.: one (1) 160 gals reservoir for installation below cabshield, tie down kit for reservoir,			
1		filters, hydraulic pump system, hydraulic hoses, in-cab electric sconsole, installation hardware			
1		Summer chute			
1		Double acting telescopic cylinder for all models, except TCB-15-T-AH and TCB-16-T-AH			
1	TCW-11H-39-N-R	11' CUTTING EDGE HEAVY DUTY 3/16" MOLD BOARD SKIN STEEL WING	32 x 39 1/2		
1	TCP-11-T-42-E2-HA2	11' CUTTING EDGE HEAVY DUTY TENELENE REVERSIBLE PLOW	42"		
11		Carbide cutting edge 3/4" X 6", installed PER FOOR			

Tenco Industries, Inc.

5700 S. Lima Rd.
 P.O. Box 635
 Lakeville, N.Y. 14480
 1-800-808-3626 Toll Free
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Date: 8/26/2022
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Quote #
 26.8.22

Onondaga Co. Contract
 Quote for the Town of Carmel

AWARD #
 8996

Qty	Item#3 Option	Description	Size	Unit Price	Total
1		Rubber deflector			
1		Marker rods			
1		Tencoloc, plow portion only			
1	H345-FW	Heavy duty front hitch - to suit single side wing system			
1	OH01	Tencoloc jaws (pair - hitch portion)			
1	FFH48-R	48" full hydraulic front post, c/w PFIX fixed hinge			
1	P48R	4-8-30° hinge			
1	FAF3-R	Patrol type full hydraulic rear post and 3 point adjustable rear attachment			
1	34B	PUMP & VALVES (PISTON)			
1	64	LOW-OIL SHUTDOWN			
6	36c	CABS CONTROLS PER SECTION ELECTRIC			
9	79	STAINLESS STEEL TUBING WITH SHORT HOSES PER SECTION			
1	77	VALVE ENCLOSURE BOX			
1	41B	SANDER CONTROL(Closed Loop)			
1	33	RESERVOIR			
1	1	12M BODY installation			

WS9/14/2022 AGENDA ITEM #9

TOWN OF CARMEL

60 MCALPIN AVE
 MAHOPAC, NY 10541
 PHONE # (845) 628-1500 FAX #

Check Number:
 Voucher Number: 47526
 Batch Number: DE
 PO Number: 31740
 Pay Due: 08/31/2022
 Check ID: 00019
 Check Date:
 Creation Date: 08/29/2022
 Invoice Number: 102273
 Page: 1 of 1

Voucher

Vendor: 0000000476
 BEE & JAY CORP.
 PLUMBING AND HEATING
 719 ROUTE 6
 MAHOPAC, NY 10541

CONTRACT # BOARD ACKNOWLEDGEMENT
FED ID/SS: 13-2536375

Ship To:
 TOWN OF CARMEL
 ENGINEERING DEPT.
 60 MCALPIN AVENUE
 MAHOPAC, NY 10541
 Phone # (845) 628-1500

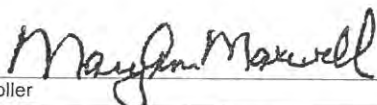
Bill To:
 TOWN OF CARMEL
 ENGINEERING DEPT.
 60 MCALPIN AVENUE
 MAHOPAC, NY 10541

Description: CWD3, EMERGENCY SPRING ST STATION PUMP REPLACEMENT ***INSURANCE

Total \$10,815.40

Date	Qty.	Unit	Description	Unit Price	Amount
08/08/2022			CWD3, EMERGENCY SPRING ST STATION PUMP REPLACEMENT ***INSURANCE		10,815.40
			603.8310.0047 (Balance Available: -7,491.41) (CWD #3-LAKE SECOR...EMERGENCY REPAIRS)		
			Total:		\$10,815.40

*****APPROVAL FOR PAYMENT***** The claim is approved and ordered paid from the appropriations indicated above.

Comptroller  Date

Town Comptroller

TOWN OF CARMEL

60 MCALPIN AVE
MAHOPAC, NY 10541

PO Number : 31740
Date : 08/25/2022
Page: 1 of 1

Purchase Order

Vendor : 0000000476
BEE & JAY CORP.
PLUMBING AND HEATING
719 ROUTE 6
MAHOPAC, NY 10541

Ship To:
TOWN OF CARMEL
ENGINEERING DEPT.
60 MCALPIN AVENUE
MAHOPAC, NY 10541
Phone # (845) 628-1500

Bill To:
TOWN OF CARMEL
ENGINEERING DEPT.
60 MCALPIN AVENUE
MAHOPAC, NY 10541

CONTRACT # BOARD ACKNOWLEDGEMENT

Description: CWD3, EMERGENCY SPRING ST STATION PUMP REPLACEMENT ***INSURANCE

Qty.	Unit	Description	Unit Price	Amount
		CWD3, EMERGENCY SPRING ST STATION PUMP REPLACEMENT ***INSURANCE 603.8310.0047 (CWD #3-LAKE SECOR...EMERGENCY REPAIRS)		10,815.40
			Total:	\$10,815.40

Ordered By: DONNA Req. Date: 08/23/2022 Req. No: 28002 Approved By/Date:

Authorized Official

Date



INVOICE

P.O. Box 78 - 719 Route 6 - Mahopac, NY 10541

p: 845.628.3924 f: 845.628.4062

e: service@beeandjay.com

DATE	INVOICE #
8/8/2022	102273

www.BEEANDJAY.com

BILL TO:

Town Of Carmel- CWD 3
Engineering Dept.
60 McAlpin Ave.
Mahopac, NY 10541

SERVICE LOCATION:

Town Of Carmel- CWD 3
Spring Street Station
Mahopac, NY

PROFESSIONAL SERVICE 58 YEARS 1964-2022

Master Plumbers Lic.#s W.C. 556 P.C. 363

CUSTOMER #	TERMS	MECHANIC	SERVICE DATE	WORK ORDER #
845 628 1500	Payment Due Upon Rec	EK	8/1/2022	62331
ITEM	QTY/HRS	DESCRIPTION	RATE	AMOUNT
Description		CWD #3 Spring Street Station - well #3 pump and motor burnt out due to lightening damage. Pulled and replaced with all related equipment and restored on line.		
Labor TOC Tech	8	1- Tech Plb	185.00	1,480.00
Labor TOC Lab...	8	1-Laborer	140.00	1,120.00
Boom Truck		Boom Truck	1,000.00	1,000.00
Material		1- 5 hp 230 v 3 phase Motor	2,340.00	2,340.00
Material		1- 25GS350 Pump End	2,347.00	2,347.00
Material		3- Large Heat Shrinks	38.85	38.85
Material		10- Rolls Tape	50.00	50.00
Material		2- Torque Arrestor	70.00	70.00
Material		400 feet 8-4 Sub Cable	2,350.00	2,350.00
Material		1- 1-1/4x4 Brass Nipple	19.55	19.55

** Invoices not paid when due will be subjected to a finance charge of 1.5% per month

Total Due \$10,815.40

WE ACCEPT ALL MAJOR CREDIT CARDS !!

CARD TYPE: VISA MASTERCARD AMERICAN EXPRESS DISCOVER DINER'S CLUB OTHER _____

CARDHOLDER/NAME: _____ SIGNATURE: _____

CARD# _____ EXP. DATE: _____ CID # _____

EMAIL: _____

EXHIBIT "B"

**Emergency Justification Form
Town of Carmel Procurement Policy**

Procurement Policy, Section VI: Emergency Procurement

Subdivision (4) of General Municipal Law §103 sets forth an exception to purchasing and bidding requirements for emergency situations

Department: Engineering

Vendor name: Bee and Jay Plumbing

Nature of emergency: Emergency Pump Replacement

Estimated cost: See attached

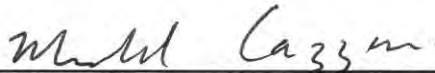
There are three basic statutory criteria to be met in order to fall within the emergency purchase exception. State the basis for identifying an emergency purchase or service, check any that apply:

- The situation arose out of an accident or unforeseen occurrence or condition.
- Public buildings, public property, or the life, health, safety or property of the political sub-division's residents were affected.
- The situation required immediate action, which could not await competitive bidding.
- The emergency purchases or services exceeded \$10,000 and will be submitted to the Town Board for presentation at a Town Board Meeting to acknowledge said emergency. A Town Board Resolution should be passed acknowledging the same.
- Other (provide explanation):

Purchasing Agent's signature for approval: _____



Department Head's signature for approval: _____



U.S. Department of Labor
Wage and Hour Division

PAYROLL
(For Contractor's Optional Use; See Instructions at www.dol.gov/whd/forms/wh347instr.htm)



Persons are not required to respond to the collection of information unless it displays a currently valid OMB control number.

NAME OF CONTRACTOR OR SUBCONTRACTOR
BREK + JAY PLS + HTG Corp.

ADDRESS: **719 RT. 6 MANTON, N.Y. 10541**

PAYROLL NO. [] FOR WEEK ENDING: **8/6/22**

PROJECT AND LOCATION: **Tour of Cherry**

PROJECT OR CONTRACT NO.: **Unit # 3 + Unit # 9**

OMB No.: 1235-0008
Expires: 04/30/2021

(1) NAME AND INDIVIDUAL IDENTIFYING NUMBER (e.g., LAST FOUR DIGITS OF SOCIAL SECURITY NUMBER) OF WORKER	(2) NO. OF WITHHOLDING EXEMPTIONS	(3) WORK CLASSIFICATION	(4) DAY AND DATE							(5) TOTAL HOURS	(6) RATE OF PAY	(7) GROSS AMOUNT EARNED	(8) DEDUCTIONS				(9) NET WAGES PAID FOR WEEK			
			OT	OR	ST	HOURS WORKED EACH DAY							FICA	WITH-HOLDING TAX	OTHER	TOTAL DEDUCTIONS				
Joseph Scollan [REDACTED]		PLS mech										3	3	56.46	220.22					
EUGENE KUGLER [REDACTED]		PLS mech										8	8	56.94	557.96					
UWAN FERRE [REDACTED]		PLS mech										3	3	56.96	220.22					
NIKE STAVETIK [REDACTED]		Lab										8	8	46.53	518.82					

While completion of Form WH-347 is optional, it is mandatory for covered contractors and subcontractors performing work on Federally financed or assisted construction contracts to respond to the information collection contained in 29 C.F.R. §§ 3.3, 5.5(a). The Copeland Act (40 U.S.C. § 3145) contractors and subcontractors performing work on Federally financed or assisted construction contracts to "furnish weekly a statement with respect to the wages paid each employee during the preceding week." U.S. Department of Labor (DOL) regulations at 29 C.F.R. § 5.5(a)(3)(ii) require contractors to submit weekly a copy of all payrolls to the Federal agency contracting for or financing the construction project, accompanied by a signed "Statement of Compliance" indicating that the payrolls are correct and complete and that each laborer or mechanic has been paid not less than the proper Davis-Bacon prevailing wage rate for the work performed. DOL and federal contracting agencies receiving this information review the information to determine that employees have received legally required wages and fringe benefits.

Public Burden Statement

We estimate that it will take an average of 55 minutes to complete this collection, including time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. If you have any comments regarding these estimates or any other aspect of this collection, including suggestions for reducing this burden, send them to the Administrator, Wage and Hour Division, U.S. Department of Labor, Room S3502, 200 Constitution Avenue, N.W., Washington, D.C. 20210

MICHAEL S. CAZZARI
Town Supervisor

ROBERT F. SCHANIL, JR.
Town Councilman
Deputy Supervisor

STEPHEN J. BARANOWSKI
Town Councilman
FRANK D. LOMBARDI
Town Councilman
SUZANNE MC DONOUGH
Town Councilwoman

TOWN OF CARMEL
TOWN HALL



60 McAlpin Avenue
Mahopac, New York 10541
Tel. (845) 628-1500 • Fax (845) 628-6836
www.carmelny.org

ANN SPOFFORD
Town Clerk

KATHLEEN KRAUS
Receiver of Taxes

MICHAEL SIMONE
Superintendent of Highways
Tel. (845) 628-7474

MEMORANDUM

To: Town Board

Date: September 14, 2022

From: Supervisor M. Cazzari

RE: Improving the Availability of Public Parking

I believe that the key to revitalization is through improving the availability of public parking.

Mahopac

The rehabilitation of the hamlet of Mahopac hinges on the creation of municipal parking. The hamlet has insufficient public parking and experiences congestion during the summer months when the marinas are active and the retail/restaurant core is at its peak. A parking study conducted in 2018 found that there is a 70 parking space deficiency in the hamlet at peak times. The lack of available parking limits access to the town's retail and restaurant enterprises, causing businesses to fail and stunting any substantial revitalization or growth.

Carmel

There are 39 businesses within 250 feet of the center of the hamlet of Carmel's business district. The available on street parking stretches one mile along Route 52. The municipal parking area on Willow Road servicing the Putnam Trailway is two miles from the downtown businesses. The lack of convenient accessible public parking in the hamlet has limited the success of local businesses. The close proximity to the county building and court house should attract more retail traffic and restaurant patrons. In my opinion this lack of convenient parking hampers commerce.

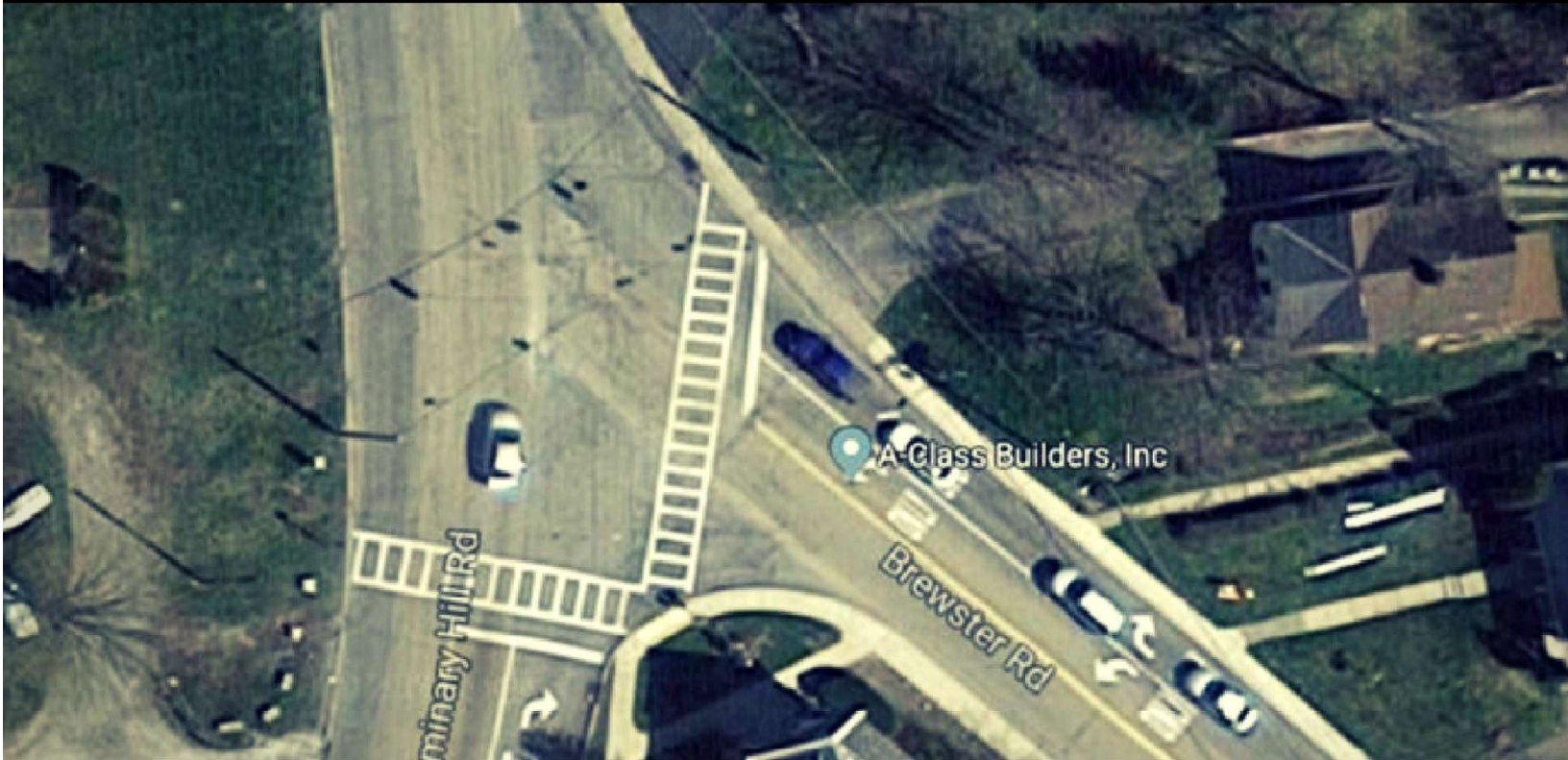
Solution

I have engaged members of the Carmel Hamlet Civic Association, Mahopac-Carmel Chamber of Commerce, business owners and community members to form a working group for the purpose of finding solutions, whether by seeing the issue through a different prospective or locating a new or innovative strategy to enhance our public parking. For the businesses in our retail district to thrive there must be ample and accessible parking. I am confident that the benefits of this improved parking capacity will extend to the business district increasing retail and restaurant patronage and improving customer bases thus improving revenues and our tax base.

CORRIDOR 2

NYS ROUTE 52 & US ROUTE 6

HAMLET OF CARMEL
(TOWN OF CARMEL)



US ROUTE 52 AND U.S. ROUTE 6 Hamlet of Carmel (Town of Carmel)



CORRIDR OVERVIEW

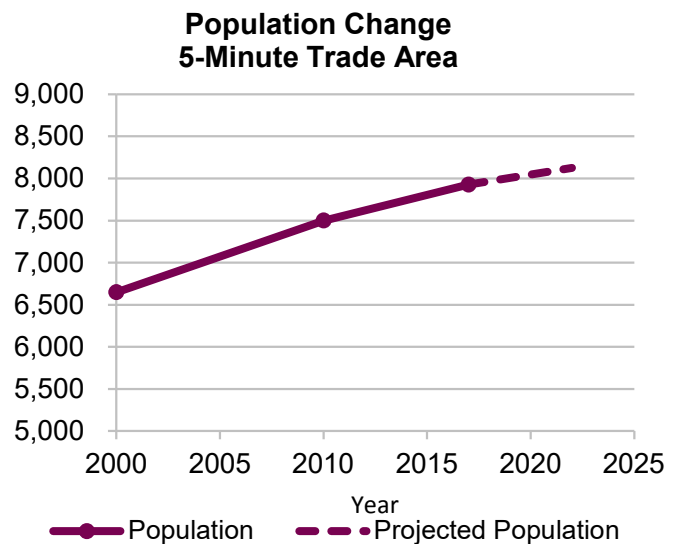
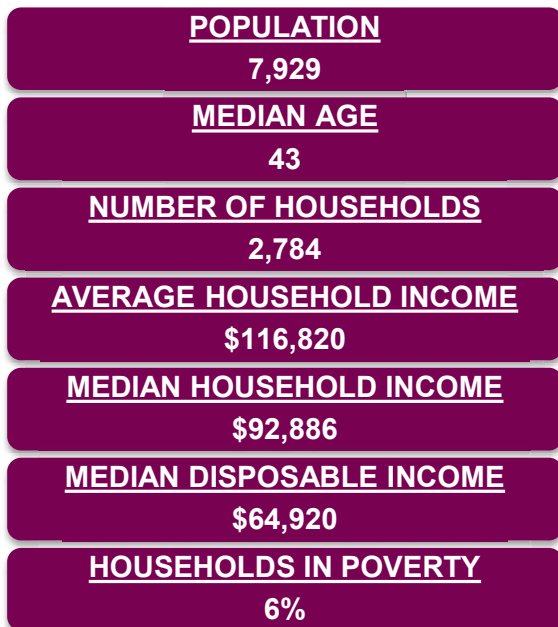
Corridor Description

The entirety of the study corridor is within the Hamlet of Carmel in the Town of Carmel. The northern boundary of the corridor is the intersection of U.S. Route 6 (Gleneida Avenue) and Vink Drive. The corridor extends along Route 6 to the intersection of Route 6 and Willow Road. The corridor also includes a short section of Brewster Road extending from the intersection of Brewster Road and Route 6 to the intersection of Church Street and Brewster Road.

Demographic Snapshot

The charts below depict demographic information about households and the population within a 5-minute drive (5-minute trade area) to the study corridor. In 2000, the population in the 5-minute trade area was 6,646. Over the next 17 years the population increased by 1,283, reaching a total population of 7,929 in 2017. This population growth represents an 19% increase in population in the 5-minute trade area from 2000 to 2017. Over that same period, the population of Putnam County as a whole increased at a slower rate of 6%.

According to ESRI Business Analyst, the median household income of the 5-minute trade area (\$92,886) is lower than the median household income of Putnam County (\$101,430). Within the 5-minute trade area there is a significant difference between the median household income and the average household income; average household income is \$23,934 higher than median household income. This indicates that there is wide range of household incomes. There are likely a handful of outlier households with relatively higher incomes that are skewing the average upwards. Median household disposable income in both the 5-minute trade area and Putnam County is approximately 70% of total median household income. In comparison, median household disposable income for New York State as a whole is 78% of total median household income.

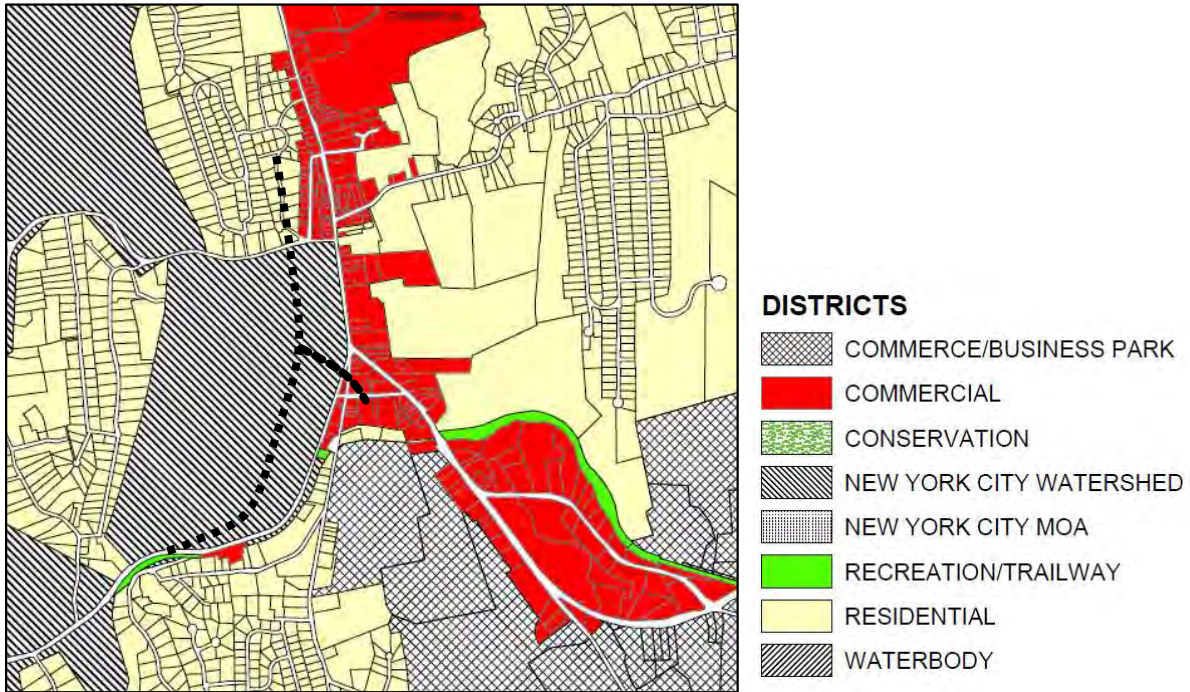


Source: ESRI Business Analyst 2017

ZONING AND LAND USE

The majority of the study corridor is within the Commercial zone. The Commercial zone allows for general retail and office development. Clustered residential development is a conditional use in the Commercial zone. A small section of the southern end of the study corridor is in the Residential zone where single-family dwellings are a permitted use.

Town of Carmel Zoning Map



Town of Carmel Commercial Zone (C)

Principal Permitted Uses

- Retail sales and service establishments excluding self-storage warehouse
- General business and professional offices
- Banks and other financial institutions
- Fully enclosed eating and drinking establishments
- Commercial entertainment establishments
- Municipal and other government buildings
- Existing apartments in mixed-use structures
- Multifamily dwellings on waterfront
- Wholesale storage and distributive establishments, including lumberyards
- Auto sales and showroom establishments, but not including auto body repair shops exclusively as principal uses

Town of Carmel Commercial Zone (C)

Conditional Uses
<ul style="list-style-type: none"> • Farm stand or market • Public or private recreational facilities • Private schools • Membership clubs • Places of religious worship • Private stables • Camps • Residential cluster development • Professional offices • Public utility installations • Bed-and-breakfasts • Multifamily dwelling for the elderly • Recreation center

Town of Carmel Residential Zone (R)

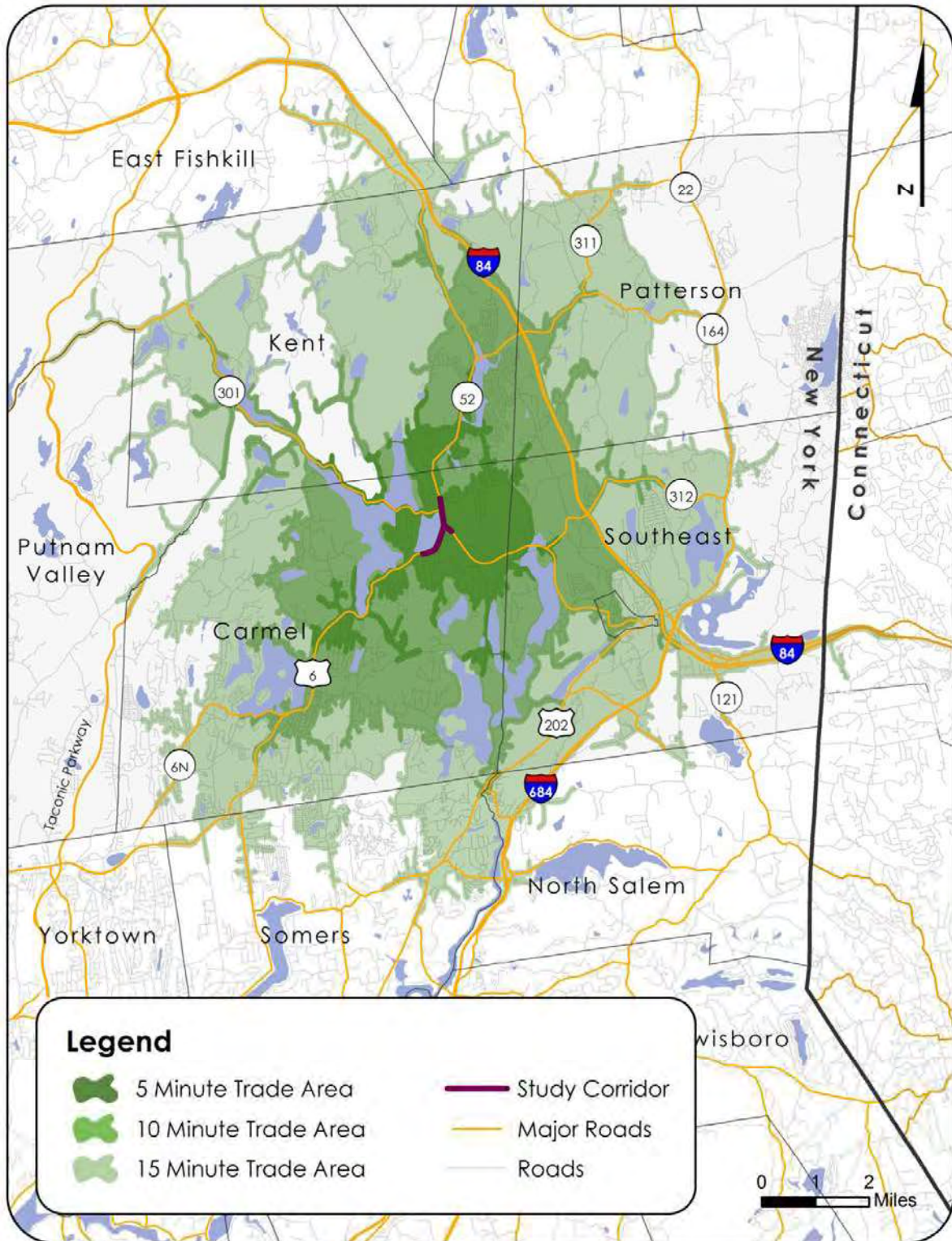
Principal Permitted Uses
<ul style="list-style-type: none"> • Single family dwellings • Farms, truck gardens, nurseries and other agriculture activities • Parks, playgrounds and other recreation facilities operated by the Town of Carmel • Hospitals existing at the time of adoption of this chapter • Nursery schools and day nurseries

Table 2-A – Bulk Requirements

	Commercial Zone (C)	Residential Zone (R)
Minimum Lot size	40,000 sq ft (0.9 ac)	120,000 sq ft (2.75 ac)
Minimum Floor Area	5,000 sq ft	None
Maximum Floor to Area Ratio (FAR)	None	None
Maximum Building Coverage	30% 40% for office buildings	15%
Minimum Front Setback for Principal Building	40 ft	40 ft
Minimum Side Setback for Principal Building	25 ft	25 ft
Minimum Rear Setback for Principal Building	30 ft	40 ft
Maximum Building Height	35 ft 60 ft for office buildings	35 ft

TRADE AREAS

NYS Route 52 and U.S. Route 6 – Hamlet of Carmel (Town of Carmel)

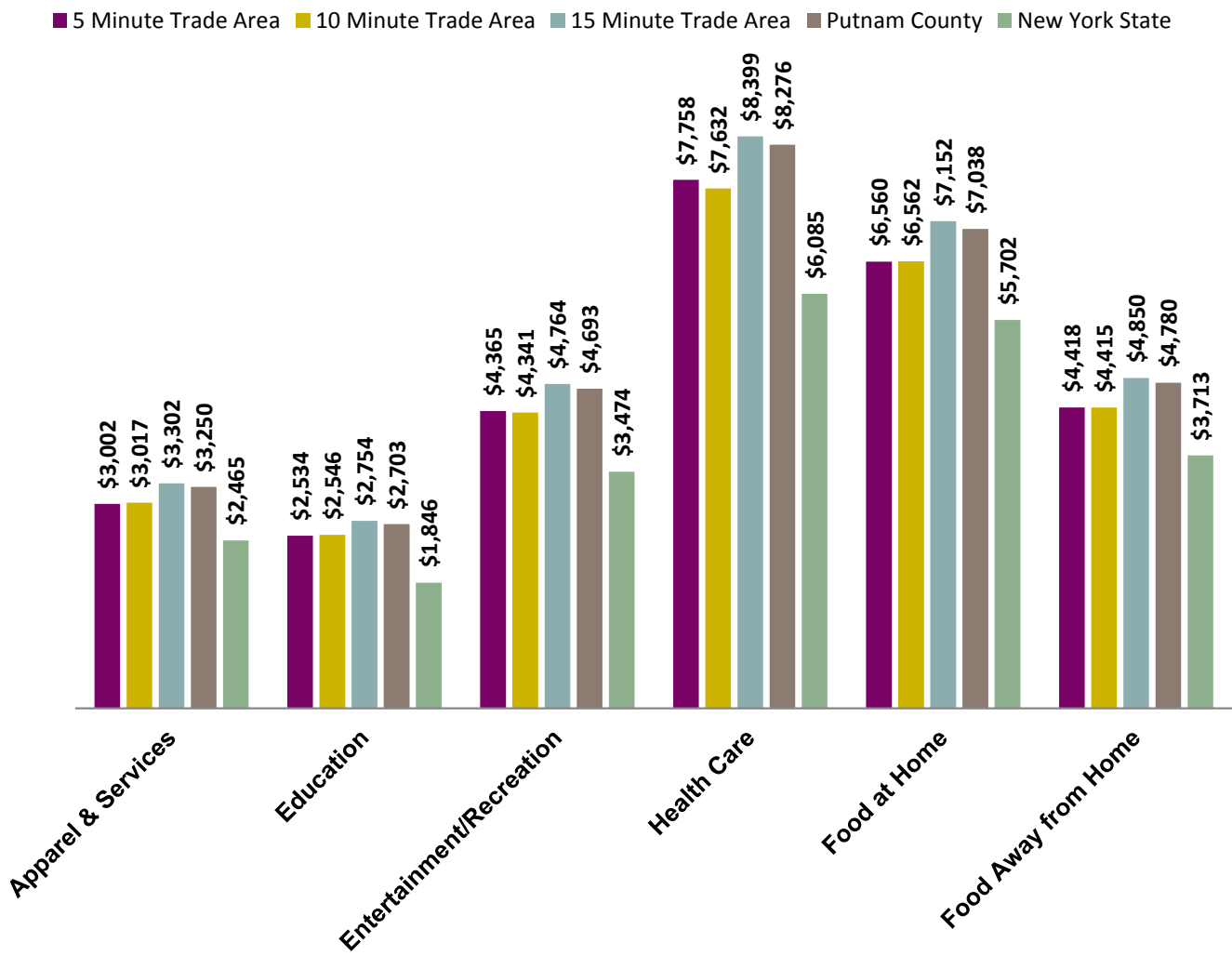


CONSUMER PROFILE

Household Spending

The chart below depicts an estimate of average annual household spending by category for households in the 5, 10, and 15-minute trade areas, Putnam County, and New York State. The spending habits of households within the 5-minute trade area are similar to the spending habits of Putnam County as a whole. Households in the 5-minute trade area spend slightly less than households in Putnam County in every category.

Table 2-B – Average Annual Household Spending

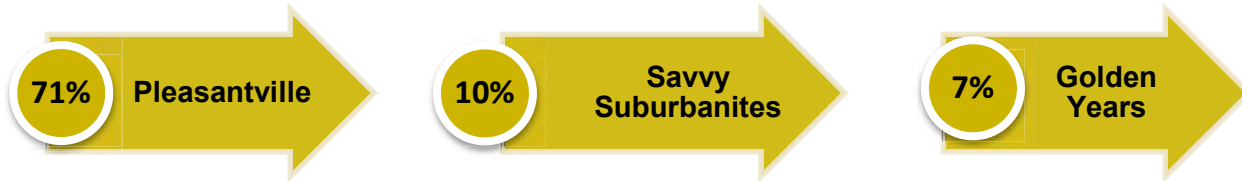


Source: ESRI Business analyst, 2017

Tapestry Segmentation

Tapestry Segmentation is a tool developed by ESRI, a Geographic Information Science (GIS) company. Tapestry segmentation organizes households in the United States into groups (segments) that share similar demographics, socioeconomic indicators, and lifestyle choices. Tapestry segmentation provides a macro-level understanding of the type of households present in a given area. Below are descriptions of the top three most common tapestry segments represented by households within the 10-minute trade area.

Top 3-Tapestry Segments in the 10-Minute Trade Area/Percent of Households



Pleasantville

Prosperous domesticity best describes the settled citizens of Pleasantville. Situated principally in older housing in suburban areas in the Northeast (especially in NY and NJ) and secondarily in the West (especially in CA), these slightly older couples move less than any other market. Many couples have already transitioned to empty nesters; many are still home to adult children. Families own older, single-family homes and maintain their standard of living with dual incomes. These consumers have higher incomes and home values and much higher net worth (Index 400). Older homes require upkeep; home improvement and remodeling projects are a priority -preferably done by contractors. Residents spend their spare time participating in a variety of sports or watching movies. They shop online and in a variety of stores, from upscale to discount, and use the internet largely for financial purposes.

Savvy Suburbanites

Savvy Suburbanites residents are well educated, well read, and well capitalized. Families include empty nesters and empty nester wannabes, who still have adult children at home. Located in older neighborhoods outside the urban core, their suburban lifestyle includes home remodeling and gardening plus the active pursuit of sports and exercise. They enjoy good food and wine, plus the amenities of the city's cultural events.

Golden Years

Independent, active seniors nearing the end of their careers or already in retirement best describes Golden Years residents. This market is primarily singles living alone or empty nesters. Those still active in the labor force are employed in professional occupations; however, these consumers are actively pursuing a variety of leisure interests—travel, sports, dining out, museums, and concerts. They are involved, focused on physical fitness, and enjoying their lives. This market is smaller, but growing, and financially secure.

Consumer Survey

A survey of shoppers in the study corridor was conducted in an effort to achieve a better understanding of consumer spending habits and the factors that most impact spending decisions. In-person surveying was conducted by Pattern staff on a Tuesday in July from 12pm to 2pm and from 5pm to 7pm. In-person surveying was also conducted on a Saturday in July from 12pm to 2 pm. With help from the local chambers of commerce, flyers with a link to an online version of the survey were distributed to local businesses throughout the study corridor. Between the in-person surveys and the online version of the survey, a total of 65 surveys were collected from the study corridor. Below are the key findings from this survey.

Why are people coming to the Hamlet of Carmel?

Work was the most common activity reported as the reason for coming to the Hamlet of Carmel. 72% of survey respondents reported coming to the Hamlet of Carmel for work 5 or more times per week. This is likely attributable to the presence of the Putnam County workforce. Other popular reasons to come to the Hamlet of Carmel were retail shopping and eating out. 63% of survey respondents reported that they come to the Hamlet of Carmel for retail shopping at least once a week, and 62% of survey respondents reported that they come to the Hamlet to eat out at least once a week.

When are people shopping in Hamlet of Carmel?

The majority of survey respondents reported shopping in the Hamlet of Carmel on weekdays more often than weekends. The most common times to shop in the Hamlet of Carmel were 11am to 2pm and after 5pm. When asked whether businesses in the Hamlet are open when they want to shop, 44% of survey respondents agreed and 38% were neutral.

How are people getting to the Hamlet of Carmel?

The vast majority (97%) of survey respondents reported that they use a personal vehicle as the primary method of getting to the Hamlet of Carmel. Two survey respondents reported that walking was the primary mode of transportation that they used to get to the Hamlet. There were no survey respondents that selected bicycle, cab service, or bus service as their primary mode of transportation to the Hamlet.

What type of businesses do consumers want?

In an effort to understand what is missing from the Hamlet of Carmel, survey respondents were asked to choose up to five types of businesses and amenities that they would most like to see developed in the Hamlet of Carmel. By far the most common response was clothing stores. Sixty percent (60%) of survey respondents reported that they want more clothing stores in the Hamlet of Carmel. The second most common answer was a hotel/conference center (40% of survey respondents). The third most common answer was fine dining (39% of survey respondents).

Local competition

In an effort to identify other commercial areas the Hamlet of Carmel is competing with, survey respondents were asked how often they shop at other nearby locations other than the Hamlet of Carmel.

- 45% of survey respondents reported that they shop in the Village of Brewster at least once a week.
- 40% of survey respondents reported that they shop in the City of Danbury at least once a week.
- The most commonly reported reason for choosing to shop at another location instead of the Hamlet of Carmel was a better selection of stores at the other location.

Other Comments

At the end of the survey there was an open ended question asking respondents for any other additional comments. Three survey respondents stated that they would like to shop locally more often, but currently there is not enough selection. Several of the comments stated an interest in more retail shops in the Hamlet. Two survey respondents specifically stated that they would like more clothing stores to move into the Hamlet. One of the respondents suggested that a coffee shop and a drug store would both be popular among Putnam County employees working at the nearby county building. Two of the survey respondents called for better access to and integration with the bike path.

Other Survey Findings

- 76% do most of their shopping at shopping center developments.
- 65% always *try* to shop locally.
- 36% eat out for lunch at least 2-4 times a week.
- 59% eat out for lunch a least once per week.
- 70% eat out for dinner at least once a week.

RETAIL GAP ANALYSIS

Leakage / Surplus

Table 2-C depicts a leakage/surplus factor for trade areas delineated by a 5, 10 and 15 minute drive from the study corridor. The leakage/surplus factor is a representation of the balance between supply and demand among various industries. In this chart the industries are broken out by North American Industry Classification (NAICS) code. The leakage/surplus factor is measured on a scale from 100 to -100. A value of 100 represents an area where there is household demand but there is no supply so all of the potential retail sales are leaking out of the area. A value of -100 represents an area where there is a surplus of supply but there is no household demand. The closer the value is to zero, the more balance there is between supply and demand.

Table 2-C is color coded on a gradient of green to red with the darkest green representing a value of 100, and the darkest red representing a value of -100. The greatest industry potential revealed by the leakage/surplus factor is the Clothing and Accessories industry with a leakage/surplus factor of 68 in the 5-minute trade area. The surplus/leakage factor for this industry is even larger in the 10 and 15-minute trade areas. This indicates that there is significant demand for clothing and accessories that is not being met by local retailers. The Health and Personal Care industry and Food and Beverage industry have the lowest leakage/surplus ratio in the 5-minute trade area at -37.8 and -37.7 respectively. This indicates that there is a moderate surplus of these types of industries within the 5-minute trade area.

Table 2-C – Leakage/Surplus Factor

Industry	5 Minute Trade Area	10 minute Trade Area	15 Minute Trade Area
Motor Vehicle and Parts Dealers (NAICS 441)	16.5	21	30.2
Furniture/Home Furnishing Stores (NAICS 442)	-21.4	13.1	22.3
Electronics & Appliance Stores (NAICS 443)	48.3	47.8	37.7
Bldg/Garden Equip/Supply Stores (NAICS 444)	-4	-12.5	5.7
Food and Beverage Stores (NAICS 445)	-37.7	-12.4	-1.6
Health and Personal Care Stores (NAICS 446)	-37.8	-9.9	8.2
Gasoline Stations (NAICS 447)	-23.7	-2	-10.9
Clothing/Accessories Stores (NAICS 448)	68	80	75.9
Sports/Hobby/Book/Music Stores (NAICS 451)	10.7	-1.7	12.6
General Merchandise Stores (NAICS 452)	46.9	15.3	46.1
Miscellaneous Store Retailers (NAICS 453)	-26.1	-10	8
Food Services & Drinking Places (NAICS 722)	4.1	17.2	28.5
Total Retail (including Food/Drink Sales)	-6.8	7.5	18.6

Source: ESRI Business analyst, 2017

Table 2-D depicts an estimation of industry leakage and surplus expressed in actual dollar amounts for the 10-minute trade area. Dollar values in the leakage column represent the estimated amount of money leaking out of the 10-minute trade area. Dollar values in the surplus column represent additional sales in the 10-minute trade area that are being generated by households outside of the trade area. These values are calculated by taking the difference between total sales in the trade area (estimated from reported business earnings) and potential sales in the trade area (estimated from household spending trends). When actual sales are lower than potential sales, there is a leakage (households are spending outside of the trade area). When actual sales are higher than potential sales, there is a surplus (households from outside of the trade area are spending in the trade area).

ESRI estimates that the industry with the most leakage is the Clothing and Accessories industry. An estimated \$38.3 million in clothing and accessories spending from households within the 10-minute trade area is being spent at clothing and accessory stores outside of the 10-minute trade area. Overall there is an estimated \$76 million in total retail sales leaking from the 10-minute trade area. This means the average household in the 10-minute trade area is spending approximately \$7,400 in total retail outside of the 10-minute trade area.

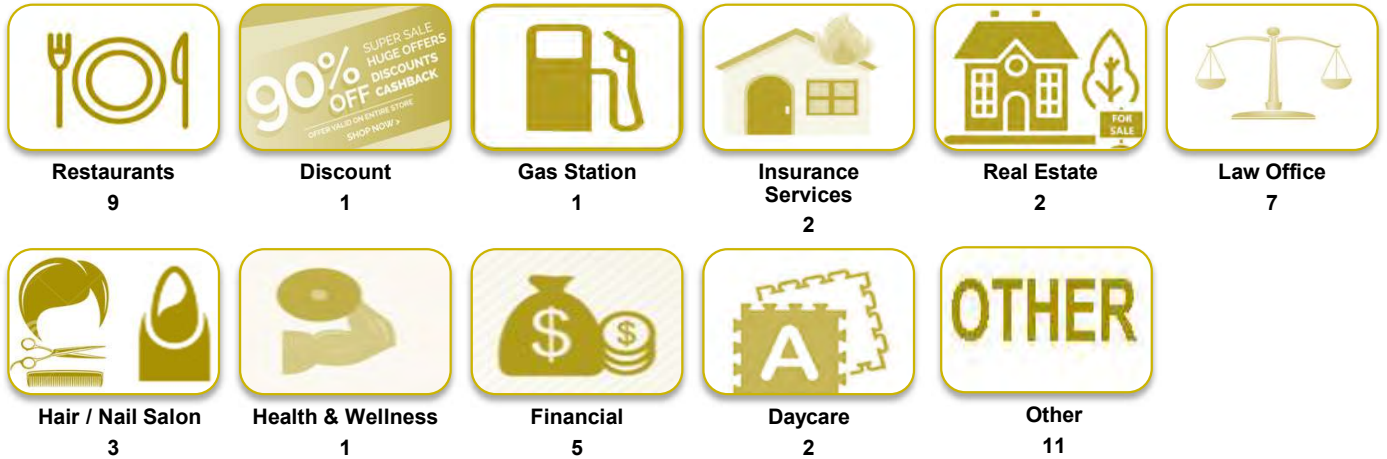
Table 2-D – 10 Minute Trade Area Industry Leakage/Surplus Factor

Industry	Leakage (Millions)	Surplus (Millions)	Leakage Surplus Factor
Clothing/Accessories Stores (NAICS 448)	\$ 38.3		80
Motor Vehicle and Parts Dealers (NAICS 441)	\$ 33.7		21
Food Services & Drinking Places (NAICS 722)	\$ 16.2		17.2
General Merchandise Stores (NAICS 452)	\$ 15.6		15.3
Electronics & Appliance Stores (NAICS 443)	\$ 12.4		47.8
Nonstore Retailers (NAICS 454)	\$ 4.4		16.1
Furniture/Home Furnishing Stores (NAICS 442)	\$ 4.2		13.1
Sports/Hobby/Book/Music Stores (NAICS 451)		\$ 0.5	-1.7
Gasoline Stations (NAICS 447)		\$ 2.0	-2
Miscellaneous Store Retailers (NAICS 453)		\$ 4.2	-10
Health and Personal Care Stores (NAICS 446)		\$ 9.0	-9.9
Bldg/Garden Equip/Supply Stores (NAICS 444)		\$ 9.2	-12.5
Food and Beverage Stores (NAICS 445)		\$ 24.1	-12.4
Total Retail (including Food/Drink Sales)	\$ 76.0		7.5

Source: ESRI Business analyst, 2017

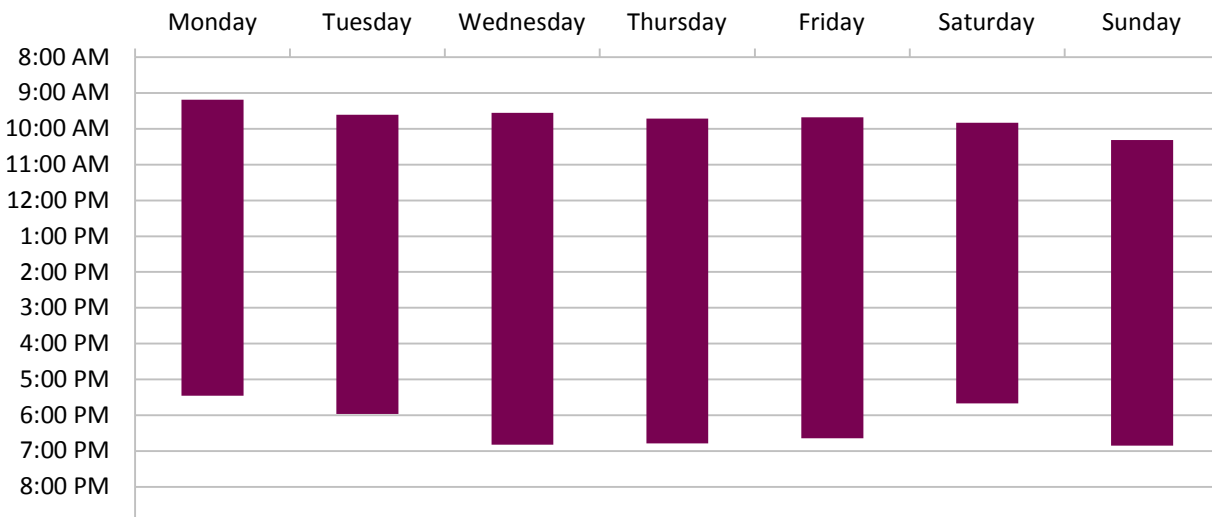
Existing Businesses

Below is a list of the number of existing businesses in the corridor by business type. This list was developed by Pattern staff during field visits to the corridor. Approximately 60% of businesses in this corridor are service-based businesses and approximately 40% of the businesses are retail businesses.



Store Hours

Hours of operation for businesses in the study corridor were collected during a field visit and supplemented with information available online. The chart below depicts average hours of operation for business in the study corridor where information about hours of operation were available. Over half of businesses closed on Sundays. The next most common day of the week for businesses to close is Monday. Many of the businesses that are closed on Monday are restaurants, a common practice in the restaurant industry.



Business Owner Forum

A business owner forum was convened to solicit input from the local business owner community. The forum was held in the Hamlet of Carmel with business owners and representatives from the Putnam County Chamber of Commerce and the Mahopac-Carmel Chamber of commerce.

The participants at the business forum identified several attributes of the community that positively impact business. The Hamlet of Carmel is the County Seat for Putnam County and there are several county buildings adjacent to the study corridor. Forum participants discussed how the presence of the county workforce positively affects their business. One business owner stated that the presence of the county workforce was the primary reason they decided to locate their business in the Hamlet of Carmel. There was a sense that the Hamlet of Carmel is home to a strong middle class with enough disposable income to support local business. The overall outlook about the future of the community was optimistic. Forum participants discussed how a handful of popular new businesses are attracting people from greater distances to the Hamlet.

There are also a number of obstacles to business present in the Hamlet of Carmel that were identified during the business owner forum. Participants discussed the perceived poor quality of the infrastructure in the area and its detrimental effect on business. Specifically, forum participants cited potholes, poor storm water management, and crumbling sidewalks as significant infrastructure concerns. Lastly, the business owners discussed how the presence of the NYC watershed makes new development extremely difficult due to regulations associated with protecting the watershed.

Several ideas and suggestions about traffic circulation and signage were discussed at the business owner forum. Forum participants reported that traffic often accumulates at the intersection of Route 6 and Seminary Hill Road near the southern end of the study corridor. The traffic accumulation occurs when vehicles traveling south on Route 6 are attempting to take a left turn onto Seminary Hill Road and have to wait for a break in oncoming traffic. A similar traffic concern was pointed out at the intersection of Route 6 and Fair Street. One participant suggested that a left turn arrow should be installed at the intersection to alleviate the traffic that accumulates behind southbound cars attempting to take a left onto Fair Street. Lastly, one of the forum participants pointed out that many of the street signs in the Hamlet appear to be too big for the downtown setting. They thought that the size of some of the street signs was more appropriate for a highway or interstate and that perhaps they had been installed by mistake.

TRANSPORTATION

NYS Route 52 and U.S. Route 6 – Hamlet of Carmel (Town of Carmel)

Existing Conditions and Data Collection

Corridor Characteristics

U.S. Route 6 in the Hamlet of Carmel is two-lane, east-west roadway that carries approximately 16,860 vehicles per day. The roadway is classified by the NYSDOT as a Principal Arterial Other and is owned by NYSDOT. The speed limits range from 35 to 40 miles per hour. On-street parking is provided near Seminary Hill Road.

NYS Route 52 is a two-lane, north-south roadway that intersects U.S. Route 6 near Seminary Hill Road. The roadway is classified as a Minor Arterial and is owned by NYSDOT. The speed limit is 30 miles per hour. On-street parking is provided.

Sidewalks are located on the east side of NYS Route 52 between U.S. Route 6/Brewster Road and NYS Route 301. Sidewalks are provided on both sides of the street between NYS Route 301 and the Old Baptist Cemetery north of Fair Street. Access to the Putnam Trailway is provided near the Seminary Hill/ Gleneida Court intersection; however, there are no facilities or wayfinding signage connecting the Trailway with the Hamlet business district. The corridor is serviced by the Putnam Area Rapid Transit (PART) Lines 2 and 5.

There is a roadway improvement project in place for Fair Street east of NYS Route 52 which would include improving the vertical and horizontal geometry to meet current standards, providing an additional westbound left-turn lane at NYS Route 52, and repairing sidewalks. A summary of the corridor’s transportation characteristics are presented in Table 2-E.

Table 2-E – Corridor Characteristic Summary
U.S Route 6/NYS Route 52 – Hamlet of Carmel

<u>Average Daily Traffic</u> 16,861 ¹	<u>Number of Lanes</u> 2	<u>Speed Limit (MPH)</u> 30-45
<u>On-Street Parking (Y/N)</u> Y	<u>Pedestrian Facilities (Y/N)</u> Y	<u>Bike Facilities (Y/N)</u> Y-Putnam Trailway
	<u>Access to Waterways (Y/N)</u> Y-Lake Gleneida	<u>Transit Facilities (Y/N)</u> Y- PART Bus Lines 2 and 5

Notes:

1. Automatic Tube Recorder collected May 2017

Parking Utilization

Parking utilization counts were collected during typical weekdays (Tuesday, Wednesday, or Thursday) and weekend days in June 2017 and July 2017 at three locations on the study corridor:

- Putnam Trailway Parking at Willow Road
- U.S. Route 6 near Seminary Hill Road
- NYS 52 between Brewster Road and Route 301

While there was sufficient capacity/underutilization of the parking spaces at each of the study locations, it should be noted anecdotally on Sundays the parking is closer to capacity to service the religious centers along the corridor. Table 2-F presents the parking utilization by peak period and time of day.

Table 2-F – Parking Utilization - Hamlet of Carmel

Time	Putnam Co. Trailway Parking Willow Rd/ Rt 6 and along Willow Rd		Pull Out On-street Parking Rt 6 at Seminary Hill Road		NYS Rt 52 between Brewster Rd to Rt 301	
	Capacity	Parking Utilization	Capacity	Parking Utilization	Capacity	Parking Utilization
Weekday – Midday Peak Period						
12:00 PM	31	29%	11	0%	74	31%
12:30 PM		29%		0%		46%
1:00 PM		32%		0%		49%
1:30 PM		29%		0%		28%
Weekday – PM Peak Period						
4:00 PM	31	23%	11	0%	74	3%
4:30 PM		35%		0%		7%
5:00 PM		52%		0%		0%
5:30 PM		48%		0%		1%
Weekend – Midday Peak Period						
11:00 AM	31	16%	11	0%	74	28%
11:30 AM		16%		0%		34%
12:00 PM		13%		0%		30%
12:30 PM		35%		0%		32%
1:00 PM		39%		9%		31%
1:30 PM		35%		0%		18%
2:00 PM		29%		0%		5%
2:30 PM		29%		0%		1%
Notes:						
1. Highlighted cells considered at capacity (parking at or above 85 percent)						
2. Data collected on a two weekdays (6/1/2017 and 7/21/2017) and two weekend days (6/3/2017 and 7/23/2017)						

Crash Data

Crash data over a three year period (March 1, 2014 through February 28, 2017) was obtained from NYSDOT. Table 2-G provides a summary on the number and type of crashes on U.S. Route 6 between Willow Road and Fowler Avenue. Over a three year period, there were 110 crashes along this corridor, with the greatest number (44) being rear end crashes. Rear end crashes typically occur at congested locations and signalized intersections.

Table 2-G – Crash Summary - U.S. Route 6 between Willow Road and Fowler Avenue

	2014	2015	2016	2017	Total	ACC/MVM ¹
Fatalities	0	0	0	0	0	
Injured	16	23	11	0	50	
# of Crashes	32	39	34	5	110	5.4
Over-Taking	2	3	2	0	7	
Rear End	9	17	17	1	44	
Right Angle	3	0	3	1	7	
Left Turn (with other car)	0	1	0	0	1	
Left Turn (against other car)	1	1	0	0	2	
Right Turn (with other car)	0	0	0	1	1	
Right Turn (against other car)	0	0	0	0	0	
Side Swipe	3	1	2	0	6	
Ped/Bike	1	0	0	0	1	
Head On	0	0	0	0	0	
Fixed Object	1	2	2	1	6	
Animal	0	3	0	0	3	
Other	7	5	7	1	20	
Unknown	5	6	1	0	12	

Notes: Crash Data for March 1, 2014 through February 28, 2017.

1. Accidents per millions vehicle miles traveled = (accidents * 1,000,000)/(365*number of years*AADT*length of corridor)

Source: New York State Department of Transportation (NYSDOT)

NYSDOT provides average accident rates for state highways for different facilities. The 2015/2016 average accident rate for a two-lane, undivided highway is 3.5 accidents/million vehicle miles (ACC/MVM). The study corridor's 5.4 ACC/MVM exceeds the State's average of similar facilities.

Identification of Future Needs

Based on the existing conditions data collection, field visits, and discussions with the County, the following future transportation needs are necessary to enhance the corridor are to be addressed:

- Congestion at the NYS Route 52/Fair Street and U.S. Route 6/NYS Route 52/Brewster Road/Seminary Hill Road intersections.
- On-street parking on NYS Route 52 southbound near Fair Street which contributes to congestion.
- Lack of pedestrian facilities for passengers accessing parked vehicles on the west side of NYS Route 52 between NYS Route 301 and U.S. Route 6/Brewster Road.
- No wayfinding signage and facilities to connect the Putnam Trailway access point at Seminary Hill Road / Gleneida Court to the Hamlet business district.
- No pedestrian facilities on the west side of NYS Route 52 between U.S. Route 6/Brewster Road and NYS Route 301.
- Lack of pedestrian crosswalks on NYS Route 52 between NYS Route 52 between U.S. Route 6/Brewster Road and NYS Route 301.
- Address rear end collisions in the corridor.

TRANSPORTATION RECOMMENDATIONS

Proposed transportation enhancements are described below. Additional Transportation enhancements are presented in Figure 1. Should the State, County or local municipality, depending on jurisdiction, decide to pursue any of the below recommendations, they would be required to follow additional steps including coordination and obtaining required permits. For example, the project sponsor will be required to coordinate with the New York State Department of Transportation (NYSDOT) for any work to be performed in the NYSDOT Right-of-Way (ROW) to obtain the required permits from NYSDOT as part of the Highway Work Process (HWP). In addition, the County will coordinate as necessary with any other local or county transportation agency or departments.

Short-Term Transportation Recommendations (1 to 3 Years)

- In addition to the improvements planned for Fair Street near NYS Route 52, the on-street parking on the west side of NYS Route 52 north of Fair Street should be removed. This will improve southbound traffic operations and improve visibility for vehicles entering and exiting the driveways on this stretch of roadway.
- Add wayfinding signage for municipal parking lots near NYS Route 52 and Fair Street to accommodate the removal of on-street parking north of Fair Street.
- Add wayfinding signage to the Causeway at the NYS Route 52/ NYS Route 301 intersection.
- Add crosswalks to the NYS Route 52/NYS Route 301 intersection on the northbound and westbound approaches.

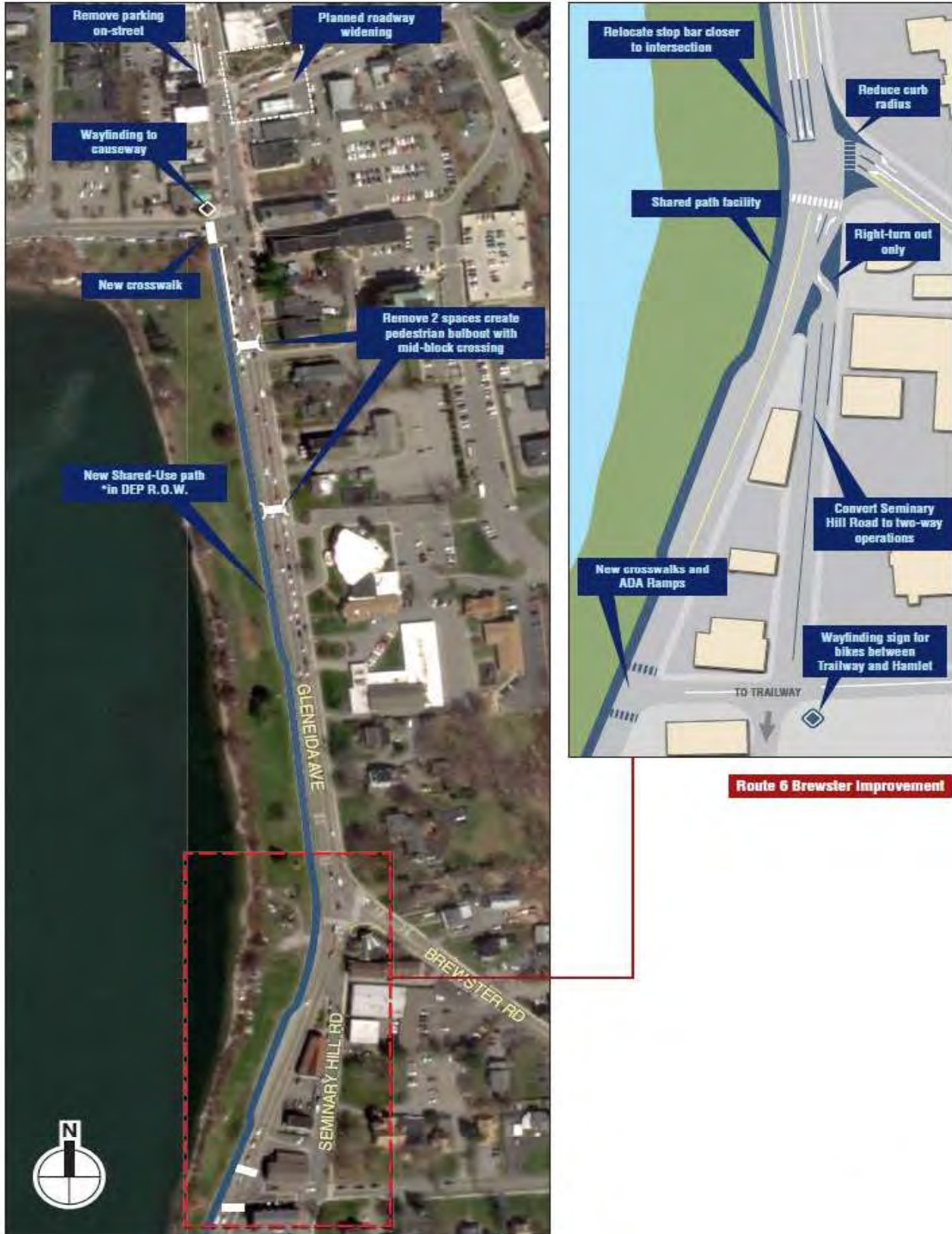
Medium-Term Transportation Recommendations (3 to 5 Years)

- Convert Seminary Hill Road to only allow northbound-right-turn out thus removing the uncontrolled southbound left-turn that contributes to congestion in the area. Southbound left-turning vehicles will be able to make a left-turn at the signalized Brewster Road or signalized Church Street intersections.
- Convert Seminary Hill Road from one-way northbound to two-way between U.S. Route 6 and Church Street to provide access to land uses on this roadway from Church Street. This would be consistent with Seminary Hill Road operations south of Church Street.
- Install way-finding signage for connections between the Putnam Trailway and the Hamlet business district.
- Extend the curb on the northwest corner of NYS Route 52 and U.S. Route 6/Brewster Road. This would shorten the pedestrian crossing distance as well as reduce vehicle turning speeds.

Long-Term Transportation Recommendations (5 or More Years)

- Provide a shared-use path for pedestrians and bicyclists on the west side of NYS Route 52 between NYS Route 301 and Church Street. This would require a high level of coordination with New York State Department of Environmental Protection (DEP) since the proposed facility would be located on DEP owned property and is therefore listed as a long-term recommendation.
- Install crosswalks at U.S. Route 6 and Church Street to provide access to the proposed shared-use path facility.
- Provide mid-block crossings on NYS Route 52 between NYS Route 31 and U.S. Route 6/Brewster to facilitate the existing pedestrian crossing between the parking on the west side of NYS Route 52 with the religious centers and land uses on the east side of NYS Route 52 and compliment the proposed shared-use path.

Figure 1 - Conceptual Improvements - Route 6/52-Hamlet of Carmel



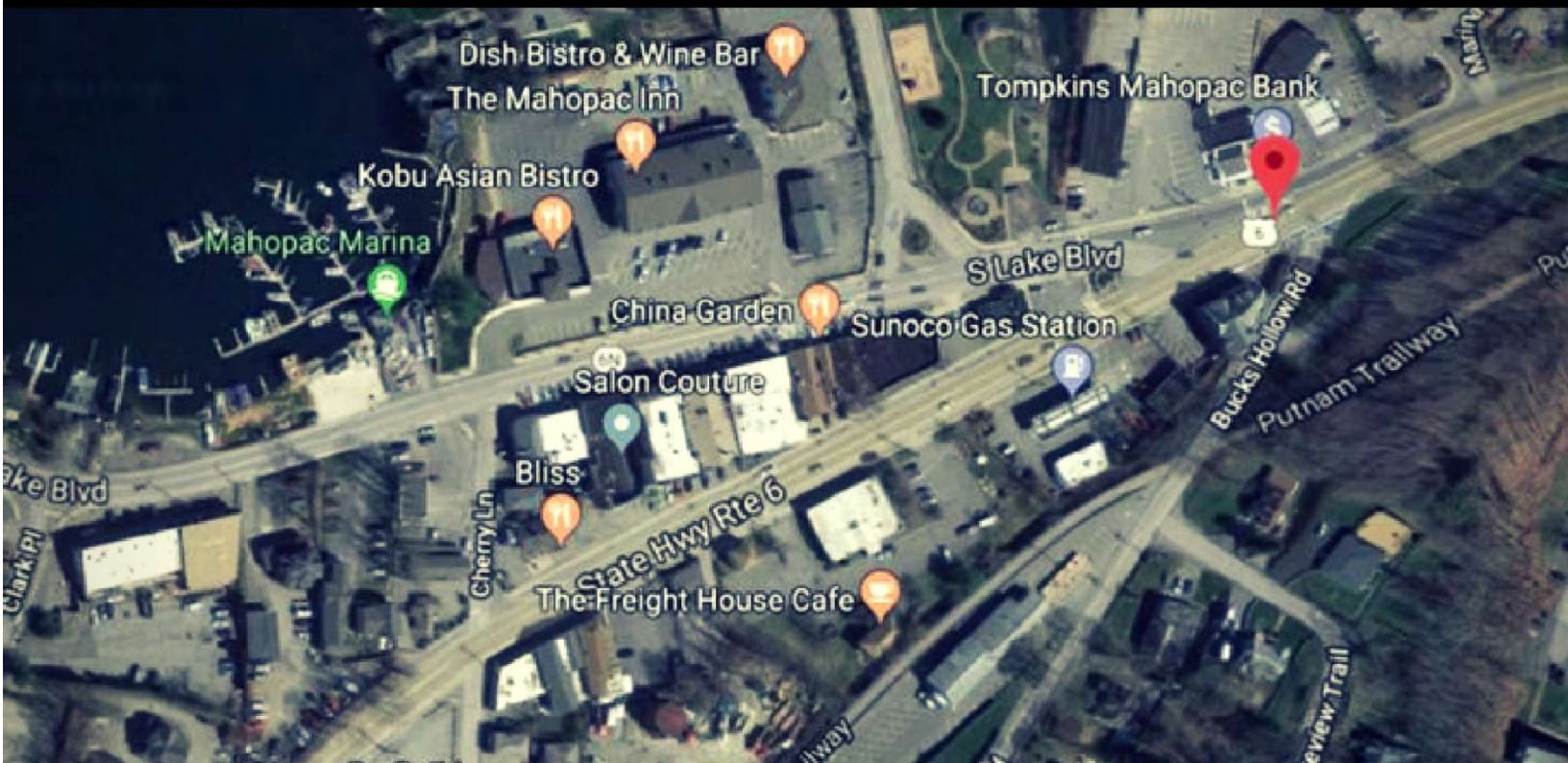
COMMUNITY AND ECONOMIC DEVELOPMENT RECOMMENDATIONS

Proposed community and economic development enhancements are described below. Many of the recommendations would require coordination with local elected officials and the business community.

- Seek out and encourage clothing store retailers to move into commercial space on Route 52. Clothing stores were the most requested type of business identified by the consumer survey. The leakage/surplus analysis also indicates that there is unmet demand for clothing stores in the 5, 10, and 15-minute trade areas.
- Seek out and encourage more small retailers to move into existing commercial space on Route 52. Currently, the majority of corridor space in the Hamlet is occupied by professional offices and service-based industries. More small retailers would balance the mix of businesses and encourage pedestrians to walk around and improve the window shopping appeal and downtown feel of the Hamlet
- Consider amending the zoning code to allow for new mixed-use development with downstairs commercial space and upstairs residential. Currently, the Commercial District permits only existing mixed use development. This zoning change could be accomplished through the use of an overlay district so as not to permit new mixed use development in all areas in the Town of Carmel zoned as commercial.

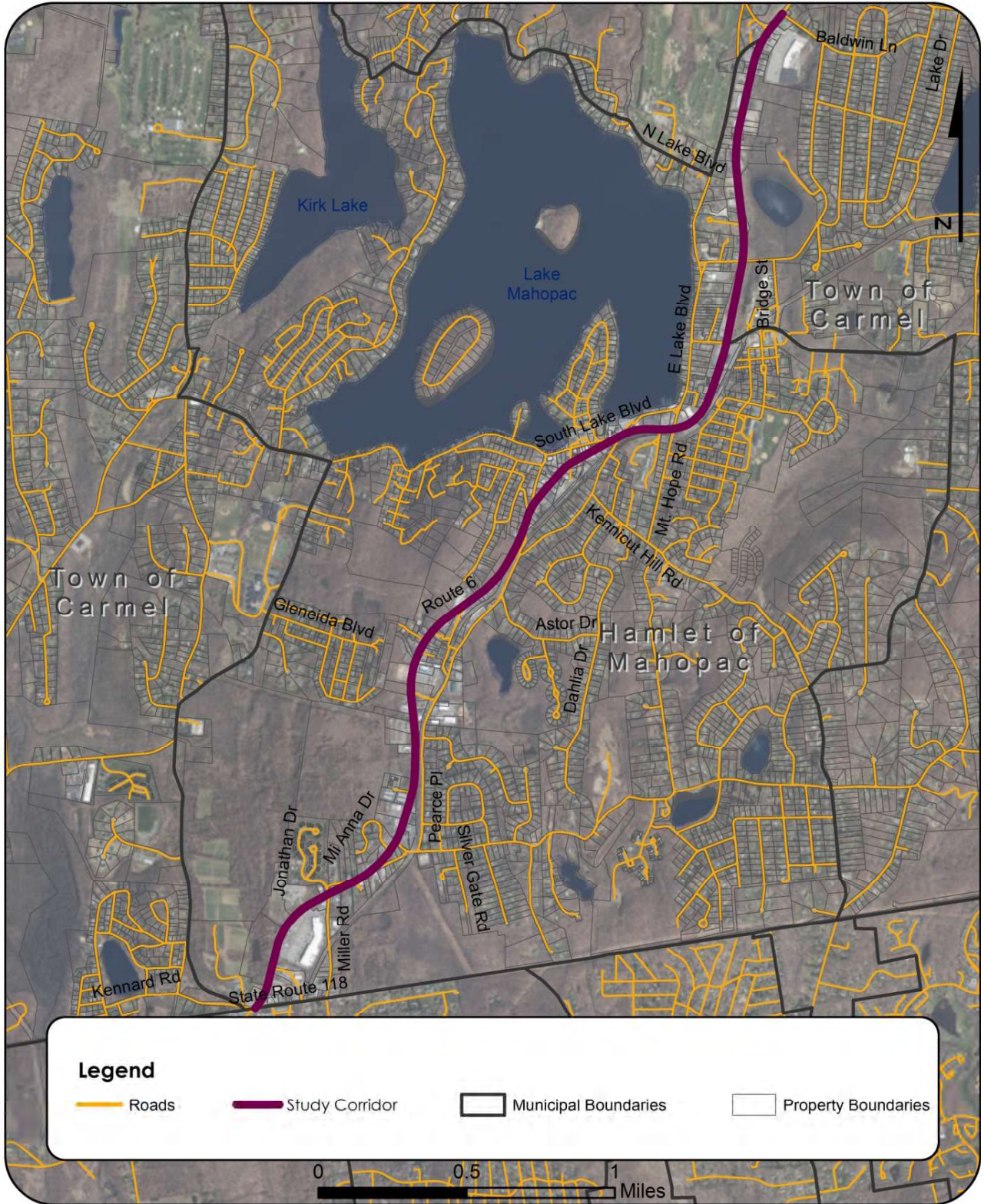
ROUTE 6

HAMLET OF MAHOPAC



U.S. ROUTE 6

Hamlet of Mahopac (Town of Carmel)



CORRIDOR OVERVIEW

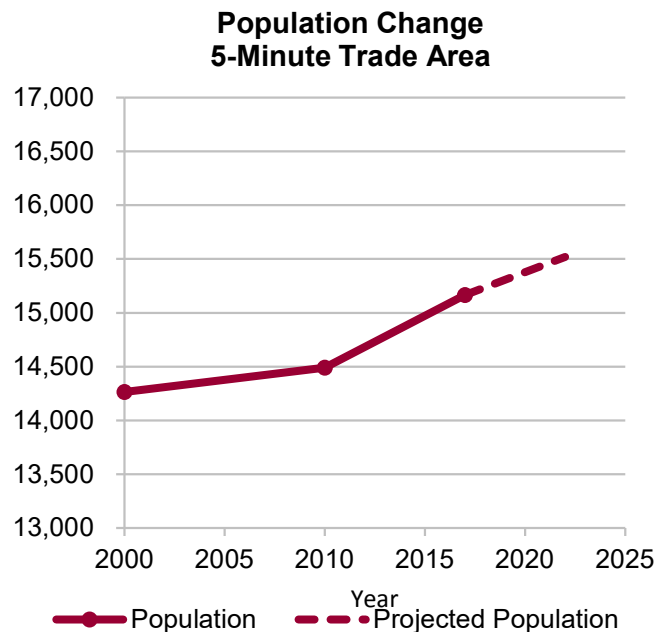
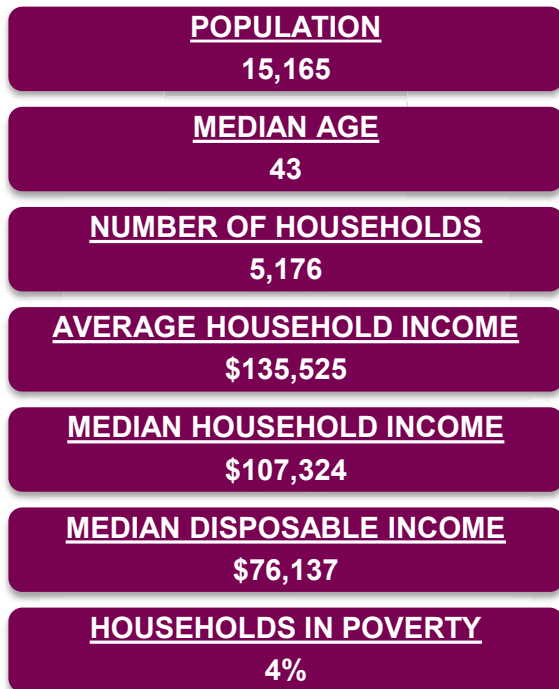
Corridor Description

The study corridor is located on Route 6 in the Town of Carmel. Most of the study corridor is within the Hamlet of Mahopac. The southern bound of the corridor is the intersection of U.S. Route 6 and Tomahawk Street. The northern bound of the corridor is the intersection of Route 6 and Baldwin Lane.

Demographic Snapshot

The charts below depict demographic information about households and the population within a 5-minute drive (5-minute trade area) to the study corridor. From 2000 to 2010 the population in the 5-minute trade area increased by 2% from 14,265 to 14,491, increasing by an average of 22 additional people each year. Over the next 7 years, the rate of population growth increased. From 2010 to 2017 the population in the 5-minute trade area increased by 5% from 14,491 to 15,165, increasing by an average of 96 people each year.

According to ESRI Business Analyst, the median household income of the 5-minute trade area (\$107,324) is higher than the median household income of Putnam County (\$101,430). Within the 5-minute trade area there is a significant difference between the median household income and the average household income; average household income is \$28,201 higher than median household income. This indicates that there is wide range of household incomes. There are likely a handful of outlier households with relatively higher incomes that are skewing the average upwards. Median household disposable income in both the 5-minute trade area and Putnam County is approximately 70% of total median household income. In comparison, median household disposable income for New York State as a whole is 78% of total median household income.

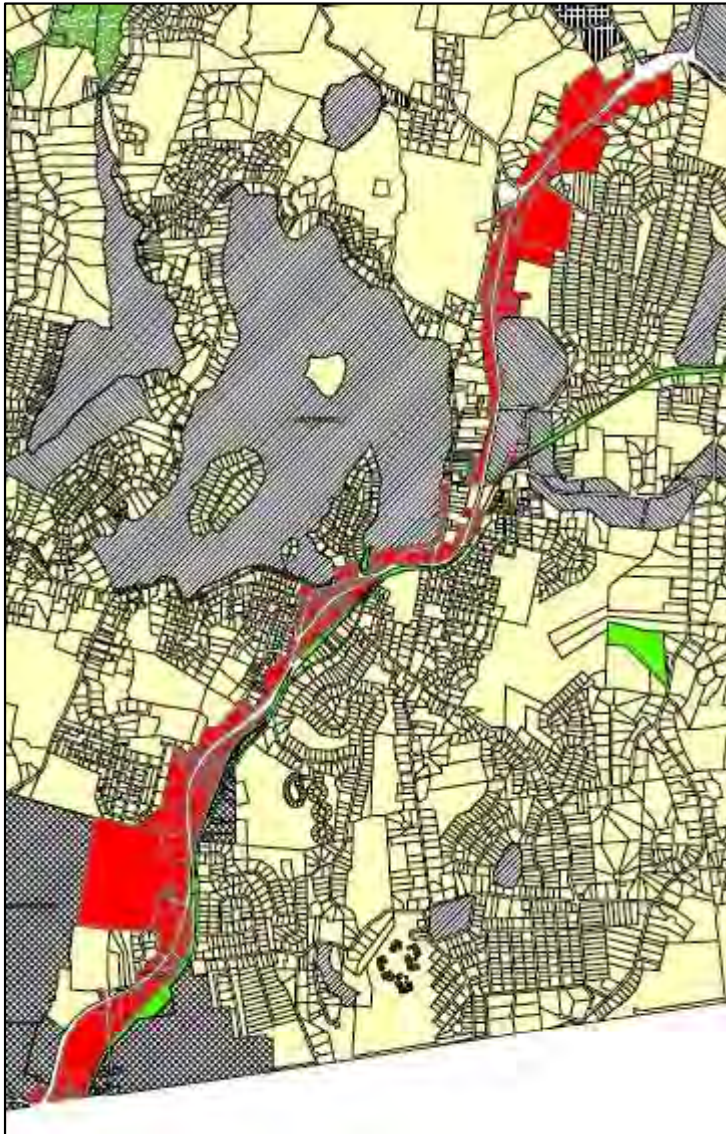


Source: ESRI Business Analyst 2017

ZONING

The majority of the study corridor is within the Commercial zone. The Commercial zone allows for general retail and office development. Clustered residential development is a conditional use in the Commercial zone. Some short sections of the study corridor are in the Residential zone where single-family dwellings are a permitted use.

Town of Carmel Zoning Map



DISTRICTS

-  COMMERCE/BUSINESS PARK
-  COMMERCIAL
-  CONSERVATION
-  NEW YORK CITY WATERSHED
-  NEW YORK CITY MOA
-  RECREATION/TRAILWAY
-  RESIDENTIAL
-  WATERBODY

Commercial Zone (C)

Principal Permitted Uses

- Retail sales and service establishments excluding self-storage warehouse
- General business and professional offices
- Banks and other financial institutions
- Fully enclosed eating and drinking establishments
- Commercial entertainment establishments
- Municipal and other government buildings
- Existing apartments in mixed-use structures
- Multifamily dwellings on waterfront
- Wholesale storage and distributive establishments, including lumberyards
- Auto sales and showroom establishments, but not including auto body repair shops exclusively as principal uses

Conditional Uses

- Farm stand or Market
- Public or private recreational facilities
- Private schools
- Membership clubs
- Place of religious worship
- Private stables
- Camps
- Residential cluster development
- Professional offices
- Public utility installations
- Bed-and-breakfasts
- Multifamily dwellings for the elderly
- Recreation center

Residential Zone (R)

Principal Permitted Uses

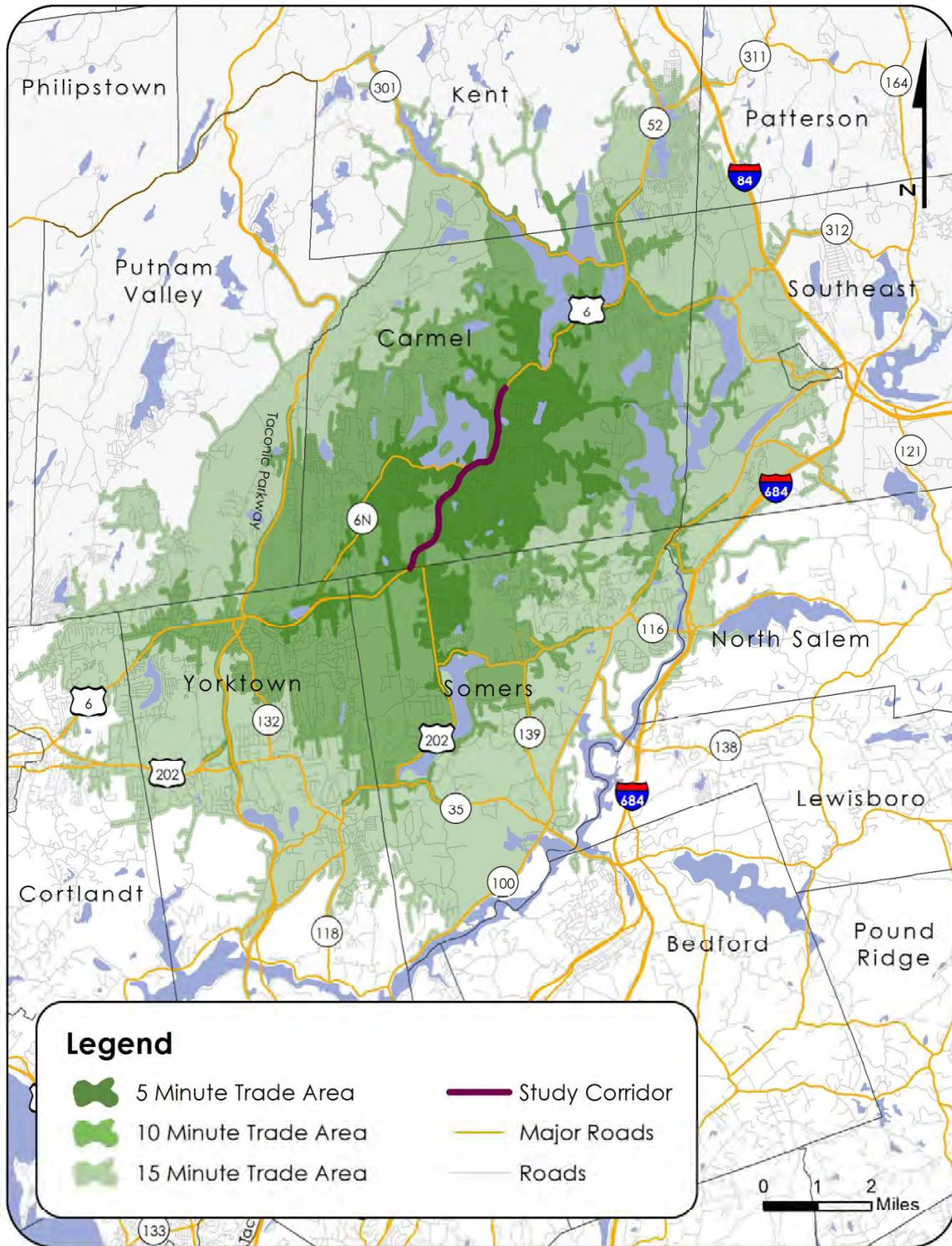
- Single-Family dwellings
- Farms, truck gardens, nurseries and other agriculture activities
- Parks, playgrounds and other recreation facilities operated by the Town of Carmel
- Municipal offices, libraries, fire and police stations, schools and other similar buildings
- Hospitals existing at the time of adoption of this chapter
- Nursery schools and day nurseries

Table 3-A – Bulk Requirements

	Commercial Zone (C)	Residential Zone (R)
Minimum Lot size	40,000 sq ft (0.9 ac)	120,000 sq ft (2.75 ac)
Minimum Floor Area	5,000 sq ft	None
Maximum Floor to Area Ratio (FAR)	None	None
Maximum Building Coverage	30% 40% for office buildings	15%
Minimum Front Setback for Principal Building	40 ft	40 ft
Minimum Side Setback for Principal Building	25 ft	25 ft
Minimum Rear Setback for Principal Building	30 ft	40 ft
Maximum Building Height	35 ft 60 ft for office buildings	35 ft

TRADE AREAS

U.S. Route 6 – Hamlet of Mahopac (Town of Carmel)

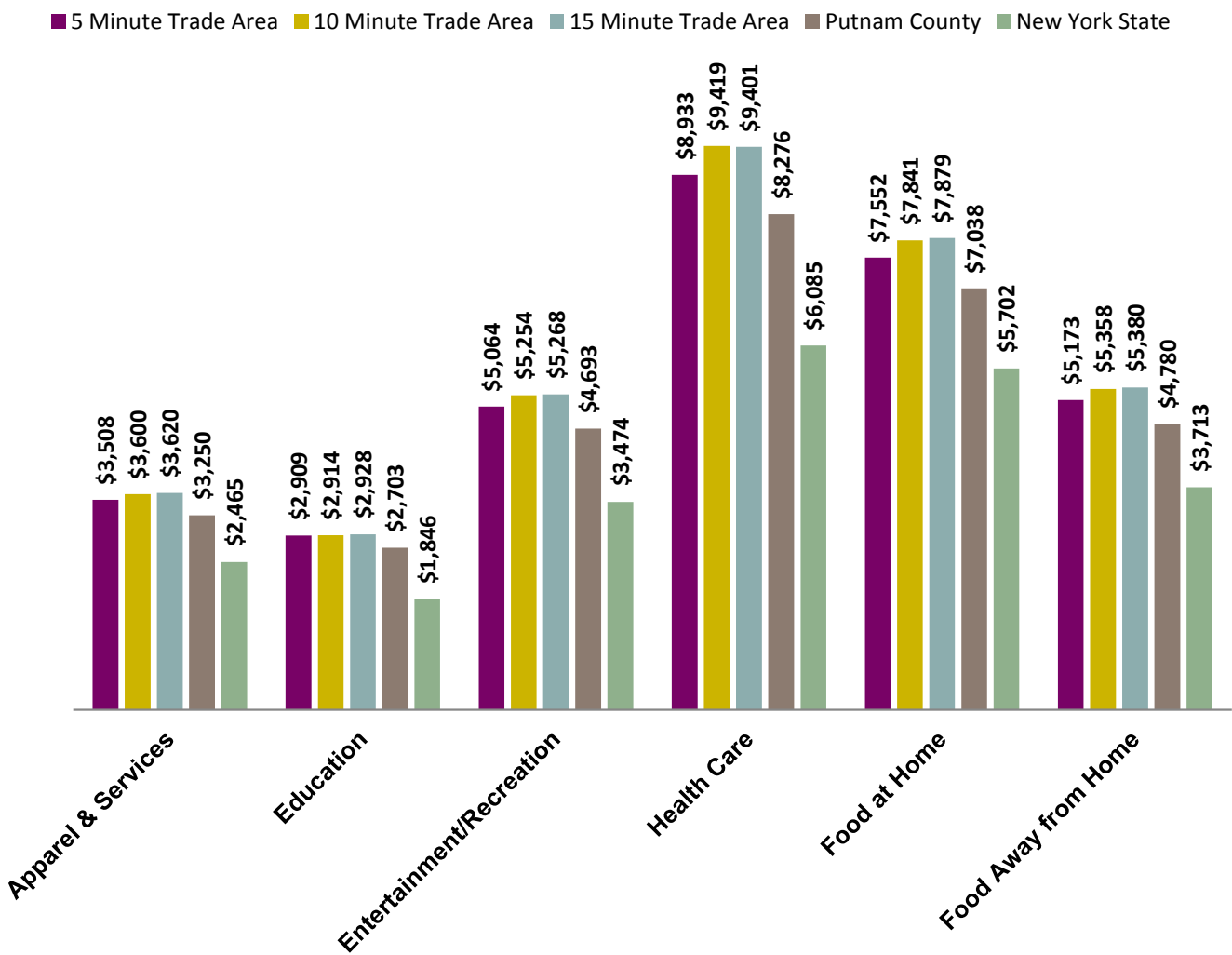


CONSUMER PROFILE

Household Spending

Table 3-B depicts an estimate of average annual household spending by category for households in the 5, 10, and 15-minute trade areas, Putnam County, and New York State. In all three of the trade areas average household spending was greater than average household spending in Putnam County. Interestingly, the largest difference in spending relative to the County was in the Health Care category. This may be partially explained by the fact that average household income is greater in each of trade areas than in Putnam County as a whole.

Table 3-B – Average Household Spending

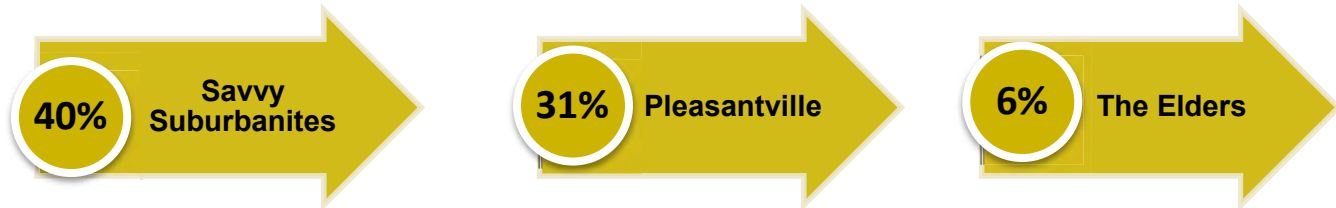


Source: ESRI Business analyst, 2017

Tapestry Segmentation

Tapestry Segmentation is a tool developed by ESRI, a Geographic Information Science (GIS) company. Tapestry segmentation organizes households in the United States into groups (segments) that share similar demographics, socioeconomic indicators, and lifestyle choices. Tapestry segmentation provides a macro-level understanding of the type of households present in a given area. Below are descriptions of the top three most common tapestry segments represented by households within the 10-minute trade area.

Top 3-Tapestry Segments in the 10-Minute Trade Area/Percent of Households



Savvy Suburbanites

Savvy Suburbanites residents are well educated, well read, and well capitalized. Families include empty nesters and empty nester wannabes, who still have adult children at home. Located in older neighborhoods outside the urban core, their suburban lifestyle includes home remodeling and gardening plus the active pursuit of sports and exercise. They enjoy good food and wine, plus the amenities of the city's cultural events.

Pleasantville

Prosperous domesticity best describes the settled citizens of Pleasantville. Situated principally in older housing in suburban areas in the Northeast (especially in NY and NJ) and secondarily in the West (especially in CA), these slightly older couples move less than any other market. Many couples have already transitioned to empty nesters; many are still home to adult children. Families own older, single-family homes and maintain their standard of living with dual incomes. These consumers have higher incomes and home values and much higher net worth (Index 400). Older homes require upkeep; home improvement and remodeling projects are a priority—preferably done by contractors. Residents spend their spare time participating in a variety of sports or watching movies. They shop online and in a variety of stores, from upscale to discount, and use the Internet largely for financial purposes.

The Elders

With a median age of 71.8 years, this is Tapestry Segmentation's oldest market. The Elders residents favor communities designed for senior or assisted living, primarily in warmer climates with seasonal populations. Most of these householders are homeowners, although their housing varies from mobile homes to single-family residences to high-rise apartments. These seniors are informed, independent, and involved.

Consumer Survey

A survey of shoppers in the study corridor was conducted in an effort to achieve a better understanding of consumer spending habits and the factors that most impact spending decisions. In-person surveying was conducted by Pattern staff on a Wednesday in July from 12pm to 2pm and from 5pm to 7pm. In-person surveying was also conducted on a Saturday in August from 12pm to 2 pm. With help from the local chambers of commerce, flyers with a link to an online version of the survey were distributed to local businesses throughout the study corridor. Between the in-person surveys and the online version of the survey, a total of 58 surveys were collected from the study corridor. Below are the key findings from this survey.

Why are people coming to the Hamlet of Mahopac?

Most commonly reported reason for being in the Hamlet of Mahopac was passing through on the way somewhere else. 73% of respondents reported driving through the Hamlet on their way somewhere else at least once a week; 46% of respondents reported driving through the Hamlet on their way somewhere else 5 or more times a week. The next most common reason reported for coming to Mahopac was for eating out; 55% of respondents reported that they come to the Hamlet of Mahopac at least once a week to eat out. Work was the least common reason listed for coming to Mahopac; 61% of survey respondents reported never coming to Mahopac for work.

When are people shopping in Hamlet of Mahopac?

On weekdays, survey respondents reported a strong preference for shopping in the Hamlet of Mahopac after 5pm. For each weekday, at least 50% of survey respondents reported that they typically shop in Mahopac after 5pm. There was a slight preference among survey respondents to shop in Mahopac during the weekend instead of a weekday. There was no significant preference for time of day to shop during the weekend.

What type of businesses do consumers want?

In an effort to understand what types of business are missing from the Hamlet of Mahopac, survey respondents were asked to choose up to five types of businesses and amenities that they would most like to see developed in the Hamlet. The most common response was clothing stores. 47% of survey respondents reported that they want more clothing stores in the Hamlet of Mahopac. The second most common answer was a hotel/conference center (42% of survey respondents). The third, fourth, and fifth most common answers were: public waterfront facilities (40%), coffee shop / café (27%), and fine dining (26%).

Local competition

In an effort to identify other commercial areas the Hamlet of Mahopac is competing with, survey respondents were asked how often they shop at other nearby locations other than the Hamlet of Mahopac.

- 52% of respondents reported that they shop in the Hamlet of Mahopac at least once a week.
- 35% of survey respondents reported that they shop in the City of Danbury at least once a week.
- The most commonly reported reason for choosing to shop at another location instead of Mahopac was a better selection of stores at the other location.
- When survey respondents choose to shop in Danbury instead of Mahopac, 73% reported doing so because there is better selection in Danbury.
- Many survey respondents reported frequently shopping in the City of White Plains and other locations in Westchester County.
- The most common reason given for choosing to shop in these Westchester County locations instead of Mahopac was better selection.

How are people getting to the Hamlet of Mahopac?

The vast majority (97%) of survey respondents reported that they use a personal vehicle as the primary method of getting to the Hamlet of Mahopac. However, only 21% of survey respondents agree that there is plenty of convenient parking. Two survey respondents reported that walking was the primary mode of transportation that they used to get to the Hamlet. There were no survey respondents that selected bicycle, cab service, or bus service as their primary mode of transportation to the Hamlet.

Other Comments

At the end of the survey there was an open ended question asking respondents for any other additional comments. Four of the survey respondents wrote about a desire for the Hamlet to have a more “downtown” feel. Related to this, four survey respondents expressed a desire for better pedestrian facilities such as sidewalks and improved crosswalks.

RETAIL GAP ANALYSIS

Leakage / Supply

Table 3-C depicts a leakage/surplus factor for trade areas delineated by a 5, 10 and 15 minute drive from the study corridor. The leakage/surplus factor is a representation of the balance between supply and demand among various industries. In this chart the industries are broken out by North American Industry Classification (NAICS) code. The leakage/surplus factor is measured on a scale from 100 to -100. A value of 100 represents an area where there is household demand but there is no supply so all of the potential retail sales are leaking out of the area. A value of -100 represents an area where there is a surplus of supply but there is no household demand. The closer the value is to zero, the more balance there is between supply and demand.

Table 3-C is color coded on a gradient of green to red with the darkest green representing a value of 100, and the darkest red representing a value of -100. The table reveals that sales in every industry are leaking in the 10-minute trade area and the 15-minute trade area. No single industry has a significantly higher Leakage / Surplus factor value; however, the electronics and appliances Industry shows consistent leakage across every trade area. Within the 5-minute trade area there is a slight surplus in some industries.

Table 3-C – Leakage/Surplus Factor

Industry	5 Minute Trade Area	10 minute Trade Area	15 Minute Trade Area
Motor Vehicle and Parts Dealers (NAICS 441)	34.4	65	16.7
Furniture/Home Furnishing Stores (NAICS 442)	-4.8	26	37.6
Electronics & Appliance Stores (NAICS 443)	38.5	53.8	48.9
Bldg/Garden Equip/Supply Stores (NAICS 444)	26.3	39.1	15.8
Food and Beverage Stores (NAICS 445)	4.4	25.4	22.8
Health and Personal Care Stores (NAICS 446)	-19.7	18.6	9.6
Gasoline Stations (NAICS 447)	13.9	30.9	11.4
Clothing/Accessories Stores (NAICS 448)	-8.6	15.7	40.4
Sports/Hobby/Book/Music Stores (NAICS 451)	-24.6	2.7	1.7
General Merchandise Stores (NAICS 452)	-16.1	23.3	9.6
Miscellaneous Store Retailers (NAICS 453)	-21.4	20.5	23.5
Food Services & Drinking Places (NAICS 722)	1.4	36.5	32.4
Total Retail (including Food/Drink Sales)	3.5	33	21

Source: ESRI Business analyst, 2017

Table 3-D depicts an estimation of industry leakage and surplus expressed in actual dollar amounts for the 10-minute trade area. Dollar values in the leakage column represent the estimated amount of money leaking out of the 10-minute trade area. Dollar values in the surplus column represent additional sales in the 10-minute trade area that are being generated by households outside of the trade area. These values are calculated by taking the difference between total sales in the trade area (estimated from reported business earnings) and potential sales in the trade area (estimated from household spending trends). When actual sales are lower than potential sales, there is a leakage (households are spending outside of the trade area). When actual sales are higher than potential sales, there is a surplus (households from outside of the trade area are spending in the trade area).

ESRI estimates that the industry with the most leakage is the motor vehicle and parts dealer industry. An estimated \$173.9 million in motor vehicle and parts dealer spending from households within the 10-minute trade area is being spent outside of the 10-minute trade area. Overall there is an estimated \$606 million in total retail sales leaking from the 10-minute trade area. This means the average household in the 10-minute trade area is spending approximately \$29,900 in total retail outside of the 10-minute trade area.

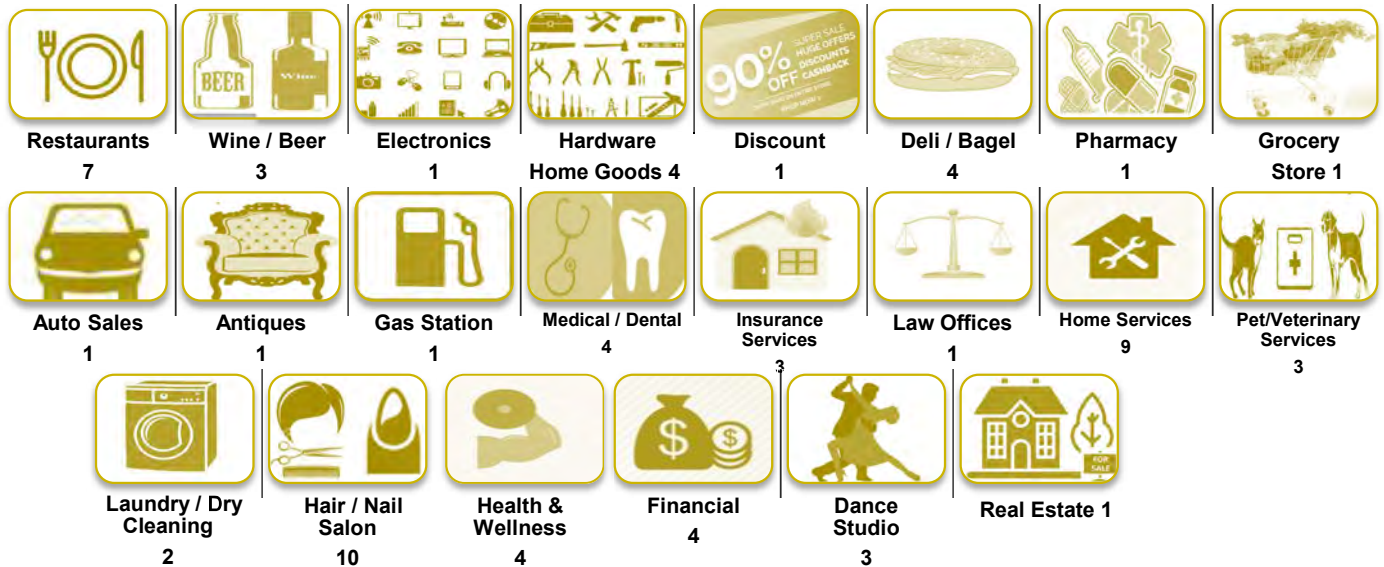
Table 3-D – 10-Minute Trade Area Industry Leakage and Surplus

Industry	Leakage (Millions)	Surplus (Millions)	Leakage/Surplus Factor
Motor Vehicle and Parts Dealers (NAICS 441)	\$ 173.9	--	65
Food and Beverage Stores (NAICS 445)	\$ 76.3	--	25.4
Food Services & Drinking Places (NAICS 722)	\$ 65.7	--	36.5
Gasoline Stations (NAICS 447)	\$ 49.3	--	30.9
General Merchandise Stores (NAICS 452)	\$ 49.2	--	23.3
Bldg/Garden Equip/Supply Stores (NAICS 444)	\$ 41.4	--	39.1
Nonstore Retailers (NAICS 454)	\$ 32.9	--	88
Electronics & Appliance Stores (NAICS 443)	\$ 29.8	--	53.8
Health and Personal Care Stores (NAICS 446)	\$ 28.7	--	18.6
Clothing/Accessories Stores (NAICS 448)	\$ 25.7	--	15.7
Furniture/Home Furnishing Stores (NAICS 442)	\$ 17.1	--	26
Miscellaneous Store Retailers (NAICS 453)	\$ 14.3	--	20.5
Sports/Hobby/Book/Music Stores (NAICS 451)	\$ 1.7	--	2.7
Total Retail (including Food/Drink Sales)	\$ 606.0	--	33

Source: ESRI Business analyst, 2017

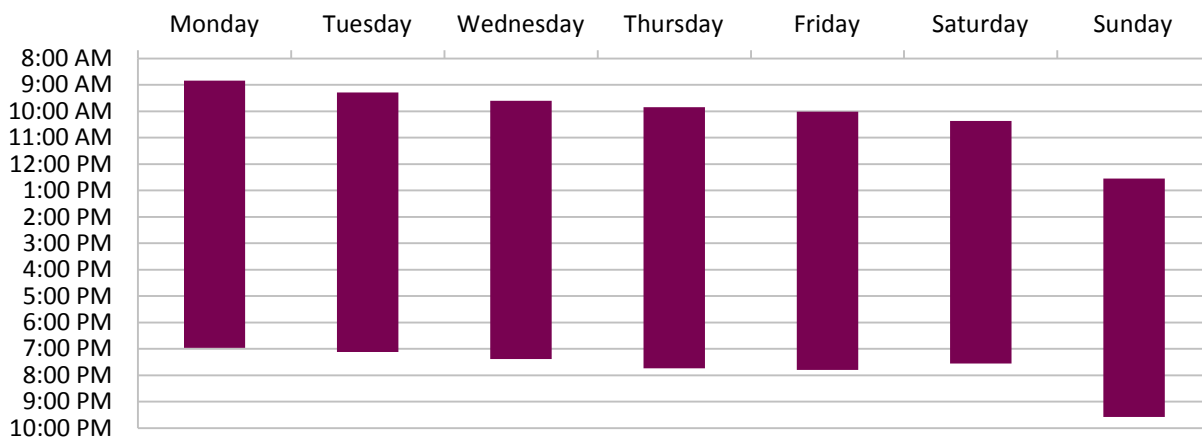
Existing Businesses

Below is a list of the number of existing businesses in the corridor by business type. This list was developed by Pattern staff during field visits to the corridor. Approximately 70% of businesses in this corridor are service-based businesses and approximately 30% of the businesses are retail businesses.



Store Hours

Hours of operation for businesses in the study corridor were collected during a field visit and supplemented with information available online. The chart below depicts average hours of operation for business in the study corridor where information about hours of operation were available. Almost half of businesses are closed on Sundays. Many of the businesses that remain open on Sunday are restaurants. Many of the restaurants provide take out and are open late. This explains why the average closing time on Sundays is significantly later than the other days of the week.



Business Owner Forum

A forum of businesses was convened to solicit input from the local business owner community. The forum was held in the Hamlet of Mahopac with business owners and representatives from the Putnam County Chamber of Commerce and the Mahopac Carmel Chamber of commerce.

The participants at the business forum identified several attributes of the community that positively affect business. Lake Mahopac was identified as an important asset for the Hamlet of Mahopac. Some restaurants in the area attract customers with dining areas that have a view of the lake. The lake is also a popular location for power boats and jet skis. The “downtown” feel of South Lake Boulevard was another asset identified at the business owner forum. While there is room for improvement, this area is walkable and contains mixed-use development with downstairs businesses and upstairs apartments.

There are also a number of obstacles to business present in the Hamlet of Mahopac that were identified during the business owner forum. One of the issues brought up by business owners was parking around South Lake Boulevard and the nearby section of Route 6. Some of the street parking in this area is difficult to get in and out of safely. Forum participants also reported that there has been discussion in the community about the development of a hotel or other overnight lodging options. Currently there are no hotels in the area, leaving visitors with no place to stay after a night of fun. The development of a hotel is hindered by the limited sewer and water infrastructure in the area.

TRANSPORTATION

U.S. Route 6 – Hamlet of Mahopac (Town of Carmel)

Existing Conditions and Data Collection

Corridor Characteristics

U.S. Route 6 in the Hamlet of Mahopac is a two-lane, north-south roadway that carries approximately 16,860 vehicles per day. The roadway is classified by the NYSDOT as a Principal Arterial Other and is owned by NYSDOT. The speed limits range from 35 to 40 miles per hour. On-street parking is provided.

Sidewalks are located between Clark Place and Mt. Hope Road and the Putnam Trailway runs parallel to U.S. Route 6 on its east side.

The corridor is serviced by the Putnam Area Rapid Transit (PART) Line 2 and the Westchester County BeeLine Route 77. The BeeLine Park-n-Ride stop is located on U.S. Route 6 between Kings Row and Mt. Hope Road. A summary of the corridor’s transportation characteristics are presented in Table 3-E.

Table 3-E – Corridor Characteristic Summary
U.S. Route 6 in the Hamlet of Mahopac

<u>Average Daily Traffic</u> 16,861 ¹	<u>Number of Lanes</u> 2	<u>Speed Limit (MPH)</u> 35-40
<u>On-Street Parking (Y/N)</u> Y	<u>Pedestrian Facilities (Y/N)</u> Y	<u>Bike Facilities (Y/N)</u> Y – Putnam Trailway
	<u>Access to Waterways (Y/N)</u> Y-Lake Mahopac Marina	<u>Transit Facilities (Y/N)</u> Y- PART Bus Line 2 B-Line Route 77

Notes:

1. Automatic Tube Recorder collected May 2017

Parking Utilization

Parking utilization counts were collected during typical weekdays (Tuesday, Wednesday, or Thursday) and weekend days in June 2017 and July 2017 at three locations on the study corridor:

- U.S. Route 6 between Clark Place and East Lake Boulevard
- South Lake Boulevard from Cherry Lane to U.S. Route 6
- Putnam Trailway parking lot between Kings Row and Mt. Hope Road

While there was sufficient capacity/underutilization of the parking spaces on U.S. Route 6 between Clark Place and East Lake Boulevard as well as at the Putnam Trailway parking lot, the parking on South Lake Boulevard next to the retail operated at or close to capacity (assumed at 85 percent ²). While not striped, vehicles have defaulted to angle parking along this segment. Table 3-F presents the parking utilization by peak period and time of day.

Table 3-F – Parking Utilization - Hamlet of Mahopac

Time	U.S. Route 6 between Clark Pl. and E. Lake Blvd		S. Lake Blvd from Cherry Ln to U.S. Route 6		Trailway Parking Lot On Rt. 6 between Kings Row and Mt Hope Rd	
	Capacity	Parking Utilization	Capacity	Parking Utilization	Capacity	Parking Utilization
Weekday – Midday Peak Period						
12:00 PM	80	28%	40	63%	11	18%
12:30 PM		25%		73%		9%
1:00 PM		26%		65%		0%
1:30 PM		29%		60%		0%
Weekday – PM Peak Period						
4:00 PM	80	20%	40	60%	11	0%
4:30 PM		25%		75%		0%
5:00 PM		20%		70%		0%
5:30 PM		24%		70%		0%
Weekend – Midday Peak Period						
11:00 AM	80	28%	40	85%	11	0%
11:30 AM		25%		78%		0%
12:00 PM		28%		78%		0%
12:30 PM		39%		63%		0%
1:00 PM		31%		80%		9%
1:30 PM		31%		80%		9%
2:00 PM		24%		75%		9%
2:30 PM		24%		83%		18%
Notes: 1. Highlighted cells considered at capacity (parking at or above 85 percent) 2. Data collected on a two weekdays (6/1/2017 and 7/21/2017) and two weekend days (6/3/2017 and 7/23/2017)						

² Litman, Todd. Parking Management Best Practices. APA, 2006.

Crash Data

Crash data over a three year period (March 1, 2014 through February 28, 2017) was obtained from NYSDOT. Table 3-G provides a summary on the number and type of crashes on U.S. Route 6 between Tomahawk Street and Baldwin Lane. While there were no clear crash trends, of the 396 crashes 142 were rear end crashes.

Table 3-G – Crash Summary - U.S. Route 6 between Tomahawk Street and Baldwin Lane

	2014	2015	2016	2017	Total	ACC/MVM ¹
Fatalities	0	1	0	0	1	
Injured	48	66	58	14	186	
# of Crashes	109	127	138	22	396	5.2
Over-Taking	5	7	11	0	23	
Rear End	33	46	56	7	142	
Right Angle	16	21	17	6	60	
Left Turn (with other car)	1	3	2	0	6	
Left Turn (against other car)	6	11	13	2	32	
Right Turn (with other car)	0	0	2	0	2	
Right Turn (against other car)	2	3	1	0	6	
Side Swipe	1	2	0	1	4	
Ped/Bike	3	2	1	0	6	
Head On	1	0	2	1	4	
Fixed Object	4	6	3	0	13	
Animal	4	1	2	0	7	
Other	14	14	14	3	45	
Unknown	19	11	14	2	46	

Notes: Crash Data for March 1, 2014 through February 28, 2017.

1. Accidents per millions vehicle miles traveled = (accidents * 1,000,000)/(365*number of years*AADT*length of corridor)

Source: New York State Department of Transportation (NYSDOT)

NYSDOT provides average accident rates for state highways for different facilities. The 2015/2016 average accident rate for a two-lane, undivided highway is 3.5 accidents/million vehicle miles (ACC/MVM). The study corridor's 5.2 ACC/MVM exceeds the State's average of similar facilities.

Identification of Future Needs

Based on the existing conditions data collection, field visits, and discussions with the County, the following future transportation needs to enhance the corridor were identified:

- Address parking capacity constraints along South Lake Boulevard.
- Minimize long pedestrian crossing distances at intersections.
- Improve connections across U.S. Route 6 between the lake front and the Putnam Trailway which are limited.
- Develop improvements at the intersection of U.S. Route 6 and South Lake Boulevard to address this congestion point. In addition, address limited pedestrian accommodations at this intersection that are caused by high turning speeds and long crosswalks.
- Enhance the Putnam Trailway crossings at Bucks Hollow Road and Mt. Hope Road due to the poor visibility between drivers and pedestrians/bicyclists.
- Address the Kings Row connection to U.S. Route 6 which results in additional congestion along the corridor, especially given the proximity to the signalized intersection at Mt. Hope Road.
- Address rear end collisions in the corridor.

In addition, the proposed Union Place development, located west of U.S. Route 6 between Baldwin Place and Boomer Road, would generate approximately 1,000 to 2,000 vehicle trips. A traffic study was conducted in 2010 and identified recommendations to improve traffic conditions at the U.S. Route 6/Union Valley and U.S. Route 6 /NYS 118 intersections within the study corridor. The recommendations at Union Place included widening the northbound, southbound, and westbound approaches to provide additional turn lanes. Based on recent field observations, the Union Place intersection has been improved to incorporate these recommendations. The improvements identified at NYS 118 involved a roadway realignment to improve the east-west alignment and widening of U.S. Route 6 to provide additional turn lanes. If the Union Place project were to move forward, the roadway realignment and widening would need to be constructed.

The Town is also currently undertaking a parking study to identify additional areas where parking could be provided, including Swan Cove. Once the parking study is complete, findings should be reviewed and added to the recommendations provided later in this report.

INFRASTRUCTURE



U.S. Route 6 – Hamlet of Mahopac (Town of Carmel)

Description of Corridor

The Route 6 Mahopac Corridor is located along U.S. Route 6 between Baldwin Lane to the north and East Baldwin Place Road to the south. The corridor also extends along South Lake Boulevard south of Lake Mahopac from its intersection with U.S. Route 6 to the east and Clark Place to the west (see Mahopac Corridor Figure). The Hamlet of Mahopac is part of the Town of Carmel and is located within the New York City Watershed. Therefore, any modifications to the water and/or sewer infrastructure would be under the jurisdiction of the New York City Department of Environmental Protection (NYCDEP) and would require coordination with the agency.

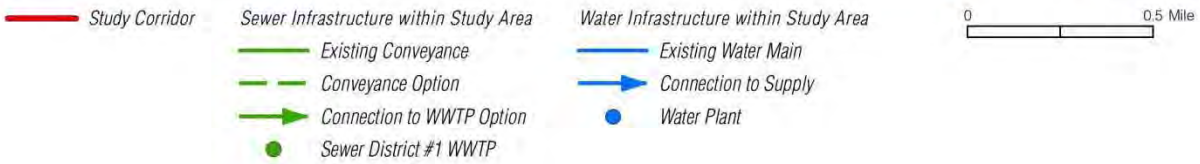
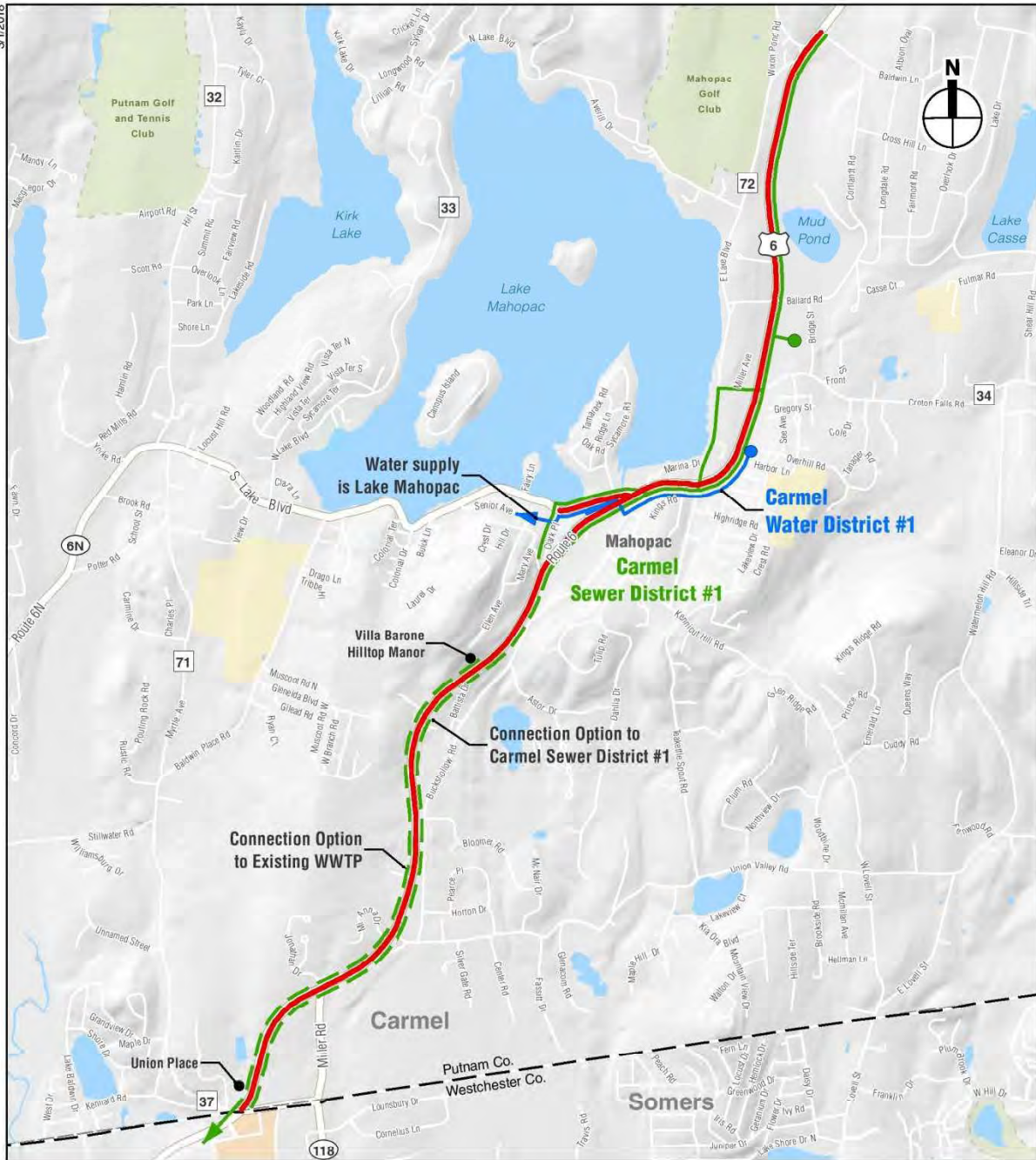
Existing Infrastructure Conditions

Sewer

The northern part of the Mahopac Corridor (between Baldwin Lane to the north and Bucks Hollow Road to the south) is located within Carmel Sewer District No. 1. The Carmel Sewer District No. 1 Waste Water Treatment Plant is located at the intersection of U.S. Route 6 and Croton Falls Road (see Mahopac Corridor Figure) and is owned and operated by NYCDEP. The remainder of the corridor is not served by a Wastewater Conveyance System (WWCS). All development on the corridor located beyond the sewer district boundary use private septic systems to treat wastewater. Some of these septic systems are dated and may be nearing or beyond their useful life.

Water

A portion of the U.S. Route 6 Mahopac Corridor is serviced by the Carmel Water District No. 1, which uses Lake Mahopac as its water source. The district serves the downtown center of the Hamlet between the intersection of the Putnam Trailway and Heather Drive to the north, and the intersection of U.S. Route 6 and Cherry Lane to the south. The water district continues east on South Lake Boulevard towards Clark Place (see Mahopac Corridor Figure). The remainder of the corridor is located outside of the water district and relies on private wells for its water supply.



Economic Development Potential, Benefits, and Needs

All development in this corridor outside of the Carmel Water and Sewer Districts are dependent upon the project sponsor's ability to site both septic and wells on their parcels. For some projects, this results in the loss of what can be considered a significant portion of the developable land making it less economically feasible to advance these projects. There are approved and contemplated projects in this corridor that are currently on hold, in part, because of the lack of sewer services. Existing development in the corridor continues to age increasing the likelihood of septic system failure. This is a significant concern for the Town due to the corridors close proximity to Lake Mahopac which is a drinking water supply for a portion of the Town.

Freeing the development of under-developed and undeveloped parcels in the corridor with the introduction of new sewer infrastructure, can be expected to drive economic growth and vitality in the area. An increase in the development potential and elimination of restrictions to growth would be expected to bolster the economic competitiveness of the area, drive an increase in property values, create new job opportunities, both in construction and operation, and generate additional tax revenues. Extending the more developed Town of Somers end of the U.S. Route 6 Corridor into Carmel, fortifies the viability of the existing and proposed development and would be expected to invite new and larger development options to the Putnam County side of the corridor and beyond.

Sewer

Development potential within the U.S. Route 6 Mahopac Corridor is currently limited by the lack of infrastructure within its southern end particularly the lack of a municipal sewer service. Without a municipal WWCS and WWTP with existing or expandable capacity, owners of vacant parcels and those who wish to expand their existing businesses/facilities are restricted by the capacity of their current or proposed on-site septic systems.

A number of existing developments and proposed projects could benefit from sewer infrastructure improvements along the corridor including:

Villa Barone – a restaurant and events space located on U.S. Route 6 at the intersection of U.S. Route 6 and Battista Drive. Villa Barone currently hosts a wide variety of events but does not have hotel accommodations which would allow guests to stay the night. Overnight guests must seek accommodations outside of Putnam County. This is an economic loss to Villa Barone, the Hamlet, Town and County. Villa Barone is currently considering adding a 70-room hotel with lounge, restaurant, and meeting rooms to its facility, but the lack of sewer infrastructure in the area prevents further development at the site due to space and topographic constraints that preclude the installation of a septic system to process its wastewater.

Union Place – a mixed use development proposed on U.S. Route 6 at the southern end of the study corridor (see Mahopac Corridor Figure). Union Place initially contemplated an onsite Wastewater Treatment Plant to accommodate wastewater flows generated at the project site. However, securing approvals for such a facility is not guaranteed.

Water

The portions of the corridor not served by the Carmel Water District No.1 are served by individual, on-site wells. In this part of Mahopac an expansion of the water district would not be warranted at this time as the water supply is not currently seen as a limiting factor to future economic development. It should be noted that as part of the Union Place project, a new water district would be created with 12 new on-site wells. The Draft Environmental Impact Statement for the Union Place project noted that these wells could potentially be available as a future water source for the Town.

Options for Infrastructure Improvements

The U.S. Route 6 Mahopac Corridor is currently occupied by commercial buildings from Croton Falls Road to Kennard Road, with potential for additional development on the western side of U.S. Route 6 between Union Vale Road to the south and Clark Place to the north. Since the entire corridor is located within the NYC Watershed any infrastructure upgrades in the area would require approval from NYCDEP.

Sewer

As described above, the northern section of the corridor is served by Carmel Sewer District No. 1. The southern part of the corridor from Mary Avenue to the intersection with East Baldwin Place Road is not served by a public sewer system. A study was conducted to determine an order of magnitude estimated average daily wastewater flow within the corridor. A rough estimate of 250,000 gallons per day of wastewater flow was expected to be generated.³ Options for providing sewer to the area include expanding Carmel Sewer District No. 1 south or connecting the southern portion of the corridor to an existing WWTP located to the south.

Expansion of the Carmel Sewer District No. 1

The Carmel Sewer District No. 1 WWTP may have sufficient capacity to accommodate flows from the southern end district to the Town and County line. Further studies would need to be undertaken to assess the flows, determine the capacity of the existing WWTP, and determine if the plant would need to be expanded. In addition, the feasibility of a WWCS expansion in this area would also need to be evaluated as part of any study.

Connection to a WWTP outside of the Town of Carmel

The feasibility of connecting to a WWCS and WWTP in an adjacent municipality could be investigated. This would require an inter-municipal agreement along with an engineering feasibility study to determine options for conveyance and treatment.

Water

As noted previously, water is not considered a limiting factor for development in this corridor. If the need to provide municipal water to existing and future developments is determined to be a benefit in the future, expansion of the Carmel Water District No. 1 could be considered. An engineering study would be used to establish the feasibility and requirements of expanding the existing water district.

³ 2016 Consolidated Funding Application made for the Mahopac Sewer System

TRANSPORTATION RECOMMENDATIONS

Proposed transportation enhancements are described below. Additional Transportation enhancements are presented in Figure 2. Should the State, County or local municipality, depending on jurisdiction, decide to pursue any of the below recommendations, they would be required to follow additional steps including coordination and obtaining required permits. For example, the project sponsor will be required to coordinate with the New York State Department of Transportation (NYSDOT) for any work to be performed in the NYSDOT Right-of-Way (ROW) to obtain the required permits from NYSDOT as part of the Highway Work Process (HWP). In addition, the County will coordinate as necessary with any other local or county transportation agency or departments.

Short-Term Transportation Recommendations (1 to 3 Years)

- Coordinate with NYSDOT to re-stripe parking on South Lake Boulevard to formalize and maximize the angle parking or convert to parallel parking.
- Explore shared-parking opportunities with the shopping center on South Lake Boulevard.
- Add wayfinding between the lake front and the Putnam Trailway.

Medium-Term Transportation Recommendations (3 to 5 Years)

- Add Putnam Trailway parking signage on U.S. Route 6 in accordance with the Empire State Trail Design Guidelines.
- Re-align the Putnam Trailway crossing at Mt. Hope Road to be closer to the U.S. Route 6 intersection thus improving vehicle and pedestrian/bicycle visibility.
- Enhance the Putnam Trailway crossing on Buck Hollow Road per treatments presented in the Empire State Trail Design Guidelines.
- Remove the raised circle and construct pedestrian bulb-outs to reduce pedestrian crossings distances on Sycamore Road to enhance the connection between the retail on South Lake Boulevard and the Mahopac Chamber Park.
- Add crosswalks and reduce curb radii at the U.S. Route 6 / Mt. Hope Road intersection.
- Add parking meters along the corridor to ensure parking turn over in the busiest parts of the corridor. Refer to the Economic Analysis of Parking Regulations in Appendix 2 for detailed information on the benefits and costs of implementing and installing parking meters.

Long-Term Transportation Recommendations (5 or More Years)

- Construct roundabout at the U.S. Route 6 / South Lake Boulevard intersection. Two conceptual options were developed to slow vehicles, reduce crossing distances, and provide additional pedestrian crossing opportunities between the Putnam Trialway and the lake front.
- Close Kings Row access at U.S. Route 6. This would require constructing a new access point to the condominium development at Mt. Hope Road (to the east), Lakeview Trail (to the west), and/or Olympus Drive (to the south).

Figure 2 - Route 6 Conceptual Improvements - Hamlet of Mahopac



COMMUNITY AND ECONOMIC DEVELOPMENT RECOMMENDATIONS

Proposed community and economic development enhancements are described below. Many of the recommendations would require coordination with local elected officials and the business community.

- Secure NYS Main Street funding for façade and streetscape improvements along the heart of the corridor.
- Seek out and encourage cafes/coffee shops to move into commercial space on Route 6 near South Lake Boulevard. These types of business cater to both commuters and pedestrians. 73% of survey respondents reported driving through Mahopac on their way to somewhere else at least once a week.
- Seek out and encourage clothing store retailers to move into commercial space on South Lake Boulevard and Route 6. Clothing stores were the most requested type of business identified by the consumer survey. The leakage/surplus analysis also indicates that there is unmet demand for clothing stores in the 10, and 15-minute trade areas.
- Consider amending the zoning code to allow for new mixed-use development with downstairs commercial space and upstairs residential. Currently, the Commercial District permits only existing mixed use development. This zoning change could be accomplished through the use of an overlay district so as not to permit new mixed use development in all areas in the Town of Carmel zoned Commercial.