

CITY OF RYE

NOTICE

There will be a regular meeting of the City Council of the City of Rye on Wednesday, June 15, 2011, at 8:00 p.m. in the Council Room of City Hall.

AGENDA

1. Pledge of Allegiance.
2. Roll Call.
3. General Announcements.
4. Recognition of Girl Scout Troop #2282.
5. Draft unapproved minutes of the regular meeting of the City Council held May 25, 2011.
6. Mayor's Management Report
 - Legal Update
7. Presentation on City Financials by Scott Oling of the auditing firm of O'Connor, Davies, Munns & Dobbins, LLP.
8. Presentation on City Financials by the City Manager and City Comptroller.
9. Continuation of Public Hearing to establish the 2012 Budgeted Fees and Charges.
10. Resolution to adopt the 2012 Budgeted Fees and Charges.
11. Presentation by the Shared Roadways Committee on prioritized master projects to facilitate biking and walking safety.
12. Continuation of Public Hearing to amend Local Law Chapter 76, "Dogs", Section 76-5, "Running at large prohibited" and Section 76-6, "When Leash Required", to establish regulations for the leashing of dogs at Rye Town Park.
13. Public Hearing to amend Local Law Chapter 167, Section 167-9, "Procedures for street openings", subsection D, "Fees", to remove the setting of fees from the Local Law.
14. Residents may be heard who have matters to discuss that do not appear on the agenda.
15. Resolution to transfer \$25,000 from Contingency to Engineering services for design fees for Capital Projects.
16. Consideration to set a Public Hearing for August 10, 2011 regarding a change to the zoning district designation of the 1051, 1037, and 1031 Boston Post Road properties from the B-1 Neighborhood Business District to the B-2 Central Business District and Change the parking district designation of 1031 Boston Post Road from the "C" to the "A" Parking District.

17. Bid Award for the Annual Street Resurfacing contract (Bid #2011-01).
Roll Call.
18. Bid Award for the Kirby Lane Extension Sanitary Sewer contract (Bid # 2011-02).
Roll Call.
19. Bid Award for the Intersection Reconstruction at Purchase Street and Locust Avenue contract (Bid # 2011-03).
Roll Call.
20. One appointment to the Rye Cable and Communications Committee for a three-year term expiring on January 1, 2014, by the Mayor with Council approval.
21. Miscellaneous communications and reports.
22. Old Business.
23. New Business.
24. Adjournment.

The next regular meeting of the City Council will be held on Wednesday, July 13, 2011.

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

* Office Hours of the Mayor on 6/15/11 will be held from 7:30 pm to 8:00 pm in the Mayor's Conference Room.



CITY COUNCIL AGENDA

NO. 4

DEPT.: City Council

DATE: June 15, 2011

CONTACT: Mayor Douglas French

AGENDA ITEM: Recognition of Girl Scout Troop #2282.

FOR THE MEETING OF:

June 15, 2011

RECOMMENDATION: That the Council commend the members of Girl Scout Troop 2282 for their work on revitalizing the Hewlett lot and adjacent walking path.

IMPACT: Environmental Fiscal Neighborhood Other:

BACKGROUND:

Rye Junior Girl Scout Troop 2282 performed a tremendous community service to the City of Rye in clearing the Hewlett lot and adjacent walking path in pursuit of the Scout's Bronze Award. Each Scout completed 15 hours on the project including trash cleanup, the removal of English ivy and other invasive plants, and the planting of native plants.

Troop Leader Anne Harshbarger and the Department of Public Works should also be acknowledged; without their support the project would not have been possible.

See attached list of Girl Scouts.

Rye Junior Girl Scout Troop 2282

Kaitlin Beechert
Martina Cappellano
Paige Carlisle
Isabel Castro
Maggie Devlin
Juliann Groglio
Adele Harshbarger
Kristina Marchand
Elizabeth Olsen
Tessa Panero
Cameron Robson
Larysa Shelton
Nola Storey
Julia Walker
Rina Yamaguchi

Troop Leader: Anne Harshbarger



CITY COUNCIL AGENDA

NO. 5

DEPT.: City Clerk

DATE: June 15, 2011

CONTACT: Dawn F. Nodarse

AGENDA ITEM Draft unapproved minutes of the regular meeting of the City Council held May 25, 2011, as attached.

FOR THE MEETING OF:

June 15, 2011

RYE CITY CODE,

CHAPTER

SECTION

RECOMMENDATION: That the Council approve the draft minutes.

IMPACT: Environmental Fiscal Neighborhood Other:

BACKGROUND:

Approve the minutes of the regular meeting of the City Council held May 25, 2011, as attached.

DRAFT UNAPPROVED MINUTES of the
Regular Meeting of the City Council of the City of
Rye held in City Hall on May 25, 2011 at 8:00 P.M.

PRESENT:

DOUGLAS FRENCH Mayor
RICHARD FILIPPI
PAULA J. GAMACHE
SUZANNA KEITH
CATHERINE F. PARKER
JOSEPH A. SACK (arrived at 8:24 p.m.)
Councilmembers

ABSENT: PETER JOVANOVIICH, Councilman

The Council convened at 7:10 p.m. Councilwoman Gamache made a motion, seconded by Councilwoman Parker and unanimously carried, to immediately adjourn into Executive Session to discuss litigation. Councilman Filippi made a motion, seconded by Councilwoman Parker and unanimously carried, to adjourn the Executive Session at 8:02 p.m. The regular meeting convened at 8:07 p.m.

1. Pledge of Allegiance

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

2. Roll Call

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

3. General Announcements

Mayor French noted the passing of Betty McKean, the wife of former Councilman Doug McKean, and Bill Mahoney (“Mr. Bill”) a long-time custodian in the schools, and offered the condolences of the Council.

4. Draft unapproved minutes of the regular meeting of the City Council held May 11, 2011

Councilwoman Gamache made a motion, seconded by Councilwoman Keith and unanimously carried, to approve the minutes of the regular meeting of the City Council held on May 11, 2011, as submitted.

5. Approval of the election of one new member to the Rye Fire Department

Councilwoman Keith made a motion, seconded by Councilman Filippi and unanimously carried, to adopt the following Resolution:

RESOLVED, that the City Council of the City of Rye hereby approves the election of Kyle Wagman to the Fire Police Patrol Company, as approved at the May meeting of the Fire Wardens.

6. Mayor's Management Report

- Presentation by the Rye Town Park Advisory Committee

Stephanie Spierings and Jeanie Golden said that they have been charged with developing plans and activities that will bring Rye residents back to the park and assist in the marketing of activities. They provided an update on their activities. Last Fall feedback was solicited from users of the park to find out what type of activities they would like to see in the park. Responses indicate that people would like more seasonal family friendly events and activities in the park. Upcoming events planned include "Fridays at 5:00", informal gatherings at the beach where families can gather with other residents. Two of these events are planned for June and two in September. A Fall Pumpkin Festival in October is also being considered.

Bishop Nowatnik and Fred Gioffre from the Town of Rye responded to a question from the audience about how the money coming into the park is being monitored. They said that changes have been implemented over the last three years in order to account for revenues and control expenses. This summer there will be someone counting cars at the entrance to the park and everyone will be given a receipt for payment. There are also cameras in each booth that are supervised by the Director of Security.

- Presentation by a representative of Kuder Island Colony, Inc.

Ira Goldenberg, Esq., General Counsel to the Kuder Island Colony, the owners of Hen Island, said that his clients are concerned with the issues the City and County are worried about on Hen Island and intend to do the right thing. The Colony's Board is expected to make a decision at their next meeting, which will then be sent to the shareholders for a vote. The Board has been meeting with representatives of the City and the County and he believes the action the Board will take will be appropriate and the City will be comfortable with the solutions proposed. Mayor French asked Mr. Goldenberg to come back to the next Council meeting to report on the Board's proposal. City Manager Pickup said that the complaint documents regarding Hen Island have been shared with both Mr. Goldenberg and the County Health Department. He said the Kuder Island Colony has been cooperative and he feels that things are moving in a positive direction.

Jordan Glass, Esq., representing HealtheHarbor, read a letter from a Hen Island shareholder, Claudio Iodice, in support of Ray Tartaglione's efforts. In addition, Mr. Glass

responded to questions that had been posed to Mr. Tartaglione at the previous Council meeting. He suggested that improved communication with Mr. Tartaglione could have prevented recent activities with the “Floatiemobile”. Councilwoman Parker said she believes there has been communication with Mr. Tartaglione because he regularly attends City Council meetings. She suggested it would be helpful if a representative from the County Board of Health came to a Council meeting. City Manager Pickup said it was unlikely that a Board of Health representative would attend a Council meeting, which was the reason the City had been dealing through the County Executive’s Office. Ray Tartaglione disagreed with Ms. Parker, saying that he does not receive answers to questions he asks about meetings that take place with the County. Charles Pateman said that he was willing to mediate the issues regarding Hen Island and suggested that a study be done with the County to find viable solutions to remedy the problems on the island.

- Presentation of the City of Rye Stormwater Management Program 2010 Annual Report

Assistant City Engineer Christopher Tallarini presented the Annual Phase II Stormwater Compliance Report. Since 2003 the City has operated its stormwater system under an MS4 permit. The City is required to meet or exceed minimum measures set forth by the New York State Department of Environmental Conservation (DEC). They include:

Public Education and Outreach – A stormwater U-Tube channel was set up that is sent out to targeted audiences, such as consultants who work in the field of erosion control and designing stormwater facilities, as well as to residents who help the City find any illicit discharges or non-compliant construction sites. A viewing schedule was also sent up on RTV for educational programs. There is also a stormwater section on the City website.

Illicit Discharge Detection and Elimination – In 2009 the EPA audited all of the City’s 110 outfalls. There were no indications of illicit discharge found. In 2010 the program continued. One-third of the outfalls were inspected and the cycle will be finished this year.

Construction Stormwater Run Off and Erosion Control – This measure only applies to projects with a land disturbance greater than one acre. A Stormwater Pollution Prevention Plan must be submitted to the City along with a report that governs post-construction procedures related to erosion control and stormwater management. Applicants are required to install, maintain and inspect erosion control measures. Property owners are required to inspect erosion control measures weekly and the City is required to inspect the site as well to verify that the information supplied is accurate. A second part of this measure is stormwater control, which is generally done with a combination of retention or detention systems.

Post Construction Best Management Practices - The current requirement is to inventory and inspect all Best Management Practices of structural drainage systems installed in relation to the Stormwater Pollution Prevention Plan. There may be legislation that will require any stormwater facilities constructed prior to the City having a Municipal Stormwater Permit to be inspected. The City has already started to inventory all locations of previous installations and include them on the City’s GIS mapping.

Good Housekeeping – This measure involves support from the Public Works Department and includes catch basin cleaning and street sweeping. Maintaining the cleanliness of the streets

has an impact on the reduction of pollutants. The City is required to report the amount of sweeping that is done. Cleaning and inspection of catch basins is done in the Spring and Fall.

The City reports to the DEC every year. There was one audit in March 2008 and the feedback received was almost 100% positive with only a few items of additional information requested. No violations were issued.

There was a suggestion made that it might be time to revisit the report made by the Stormwater Management Committee several years ago.

- Legal Update

Corporation Counsel Wilson reported on the following matters:

- *Carroll v. The Assessor* – The trial in this tax certiorari matter started about two weeks ago and has been continued. There will be at least another two days of the trial in early June.
- *Schubert v. City of Rye* -- A compliance conference will be held on June 8th with the Court of Appeals for the Second Circuit. Lou Corsi, Esq., the attorney representing the City, will attend. A briefing schedule should be discussed.

7. Public Hearing to establish the 2012 Budgeted Fees and Charges

City Comptroller Jean Gribbins said that last year the Council decided to review fees and charges prior to the budget review and hold a separate public hearing to adopt the fees and charges prior to staff preparation and presentation of the budget. This will allow determination of the charges by reviewing the current economic conditions rather than as a mechanism to balance the budget.

Prior to opening the public hearing there was a discussion among the Council regarding several of the proposed fees and the rationale used by departments to justify the suggested fee increases as well as the decision not to raise a fee. City Manager Pickup said that staff must balance out the impact of fees on City residents. A suggestion was made to include information regarding the average fee charges in other communities in Westchester. Mr. Pickup said he would work with Ms. Gribbins on the Council's feedback prior to the June 15th meeting.

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

Robert Zahm said there are three reasons for changing fees: public safety, cost of recovery for services, and raising revenue and said it was important that the Council understand the reason for raising a fee. He specifically mentioned the fees charged to the School District for false alarms and suggested that an agreement be worked out between the City and the School District. He also said that the proposed fee increases for repairing sidewalks is inconsistent with the recommendation that will come from the Shared Roadways Committee and suggested that it will discourage people from maintaining their sidewalks.

Councilwoman Gamache made a motion, seconded by Councilwoman Parker and unanimously carried to keep the public hearing open until the next meeting.

Agenda Item 8 was taken out of order prior to Agenda Item 7.

8. Public Hearing to amend Local Law Chapter 76, "Dogs", Section 76-5, "Running at large prohibited" and Section 76-6, "When Leash Required", to establish regulations for the leashing of dogs at Rye Town Park

Mayor French said that the Rye Town Park Commission wants to set an off-leash dog policy for the park, which will require a Code change by the City.

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

Members of the public commenting included: *Suki VanDyke; Bruce Stevens; Lucy Flynn; John Linder and Ann McCarthy*. They all spoke in favor of the proposal to allow dogs to be off their leashes at certain times of the day during certain months of the year. It was also suggested that the number of hours that dogs can be off their leashes should be increased by an hour; that it should be permitted all year, not just during the summer months; and that dogs should be allowed to use the entire park. Mayor French said that the policy and time frame came from the Rye Town Park Commission and suggested that interested parties should attend the Commission's next meeting and offer their suggested changes.

Councilwoman Keith made a motion, seconded by Councilman Filippi and unanimously carried, to keep the public hearing open until the next meeting.

9. Residents may be heard who have matters to discuss that do not appear on the agenda

There was no one wishing to speak under this agenda item.

10. Consideration to set a Public Hearing for June 15, 2011 to amend Local Law Chapter 167, Section 167-9, "Procedures for street openings", subsection D, "Fees", to remove the setting of fees from the Local Law

Councilman Filippi made a motion, seconded by Councilwoman Gamache and unanimously carried, to adopt the following Resolution:

WHEREAS, the Council wishes to amend Chapter 167, "Streets and Sidewalks" of the Code of the City of Rye by amending Sections 167-9 "Procedures for street openings" Subsection D "Fees" to remove the fees from the law and change the permit issuing department; and

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

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

Section 1. Pursuant to Section 20 of the Municipal Home Rule Law and the Charter of the City of Rye, New York, a public hearing will be held by the Council of said City on June 15, 2011 at 8:00 P.M. at City Hall, Boston Post Road, in said City, for the purpose of affording interested persons an opportunity to be heard concerning such proposed local law.

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

**PUBLIC NOTICE
CITY OF RYE**

Notice of Public Hearing on a proposed local law to amend Chapter 167, "Streets and Sidewalks" of the Code of the City of Rye by amending Section 167-9 "Procedures for street openings", Subsection D "Fees" to remove the fees from the law and change the permit issuing department.

Notice is hereby given that a public hearing will be held by the City Council of the City of Rye on the 15th day of June, 2011 at 8:00 P.M. at City Hall, Boston Post Road, in said City, at which interested persons will be afforded an opportunity to be heard concerning a proposal to amend Chapter 167, "Streets and Sidewalks" of the Code of the City of Rye by amending Section 167-9 "Procedures for street openings", subsection D "Fees".

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

Dawn F. Nodarse
City Clerk
Dated: May 26, 2011

11. Consideration to set a Public Hearing for July 13, 2011 on modifications to Special Permit Applications submitted by New Cingular Wireless PCS, LLC ("AT&T"): #TC010 for an existing wireless telecommunications facility on the roof top of 66 Milton Road

and #TC013 for an existing wireless telecommunications facility at 350 Theodore Fremd Avenue

Councilwoman Keith made a motion, seconded by Councilman Filippi and unanimously carried, to adopt the following Resolution:

WHEREAS, applications for special use permits to modify existing wireless telecommunications facilities located at 66 Milton Road (TC010) and 350 Theodore Fremd Avenue (TC013) have heretofore been introduced at this meeting and placed before the Mayor and each Councilman; and

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

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

Section 1. Pursuant to Section 20 of the Municipal Home Rule Law and the Charter of the City of Rye, New York, a public hearing will be held by the Council of said City, on July 13, 2011 at 8:00 P.M. at City Hall, Boston Post Road, in said City, for the purpose of affording interested persons an opportunity to be heard concerning such application.

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

CITY OF RYE
Public Notice

Notice of Public Hearing for approval for special use permit applications (TC010 & TC013) by New Cingular Wireless PCS, LLC (“AT&T”) for modifications to its existing wireless telecommunications facilities located at 66 Milton Road and 350 Theodore Fremd Ave.

PLEASE TAKE NOTICE that, pursuant to Chapter 196 of the Code of the City of Rye (Wireless Telecommunications), the Rye City Council has scheduled a public hearing for Wednesday evening 8:00 P.M., July 13, 2011 in the Council Room of the Rye City Hall on the following matter:

New Cingular Wireless PCS, LLC (“AT&T”) has applied for approval for special permits for the purpose of modifying its existing telecommunications facilities located at 66 Milton Road and 350 Theodore Fremd Ave. These properties known on the Rye City Tax Map as Sheet 146.11, Block 1, Lot 73, (RA-3 Apartments District) and Sheet 146.0, Block 1, Lot 62.2 (B1 District)

All information pertaining to this matter is available at the City Clerk's Office in Rye City Hall. Any person interested or affected will be given an opportunity to be heard.

Dawn F. Nodarse
City Clerk
May 26, 2011

Agenda Item 12 was taken out of order prior to Agenda Item 9.

12. Consideration to set Public Hearings for August 10, 2011 regarding a request by Avon to amend Local Law Chapter 90, Section 90-10, "Rear or side line fences in business districts" to allow for a fence height of six feet, and Chapter 197, Section 197-86, "Zoning Table B", to clarify the minimum lot size

Seth Mandelbaum, Esq., representing Avon Corporation, said that Avon is preparing to renovate its facility and has an application pending before the Planning Commission. They have determined that an amendment is necessary regarding fence height restrictions within 35' of a street line in a B-5 Interchange Office Business District as well as an amendment to the zoning code to increase the minimum lot size for office buildings in the B-5 District. They request the public hearing be set for August 10th to allow time for the Planning Commission and County Planning Board to review the proposal and comment.

Councilwoman Keith made a motion, seconded by Councilman Filippi and unanimously carried, to adopt the following Resolution:

WHEREAS, the City Council has received a petition from Avon, Inc. to amend the fence height restrictions in the B-5 Interchange Office Building District, and

WHEREAS, the City Council believes that this amendment would be beneficial to the City; and

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

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

Section 1. Pursuant to Section 20 of the Municipal Home Rule Law and the Charter of the City of Rye, New York, a public hearing will be held by the Council of said City on August 10, 2011 at 8:00 P.M. at City Hall, Boston Post Road, in said City, for the purpose of affording interested persons an opportunity to be heard concerning such proposed local law.

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

**PUBLIC NOTICE
CITY OF RYE**

**Notice of Public Hearing on a proposed local law to amend Chapter 90,
Section 90-10 "Rear or side line fences" of the Code of the City of Rye to
permit six foot high fences in the front yard setback of properties in the B-5
Interchange Office Building District.**

Notice is hereby given that a public hearing will be held by the City Council of the City of Rye on the 10th day of August 2011 at 8:00 P.M. at City Hall, Boston Post Road, in said City, at which interested persons will be afforded an opportunity to be heard concerning the proposed amendment to Chapter 90, Section 90-10 "Rear or side line fences in business districts" to allow for a fence height of six feet.

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

Dawn F. Nodarse
City Clerk
Dated: May 26, 2011

Councilwoman Keith made a motion, seconded by Councilman Filippi and unanimously carried, to adopt the following Resolution:

WHEREAS, the City Council has received a petition from Avon, Inc. to amend the Zoning Table to reduce the minimum lot size in the B-5 District from four to three acres, and

WHEREAS, the City Council believes that this amendment would be beneficial to the City; and

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

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

Section 1. Pursuant to Section 20 of the Municipal Home Rule Law and the Charter of the City of Rye, New York, a public hearing will be held by the Council of said City on August 10, 2011 at 8:00 P.M. at City Hall, Boston Post Road, in said City, for the purpose of affording interested persons an opportunity to be heard concerning such proposed local law.

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

**PUBLIC NOTICE
CITY OF RYE**

Notice of Public Hearing on a proposed local law to amend Chapter 197, Section 197-86 "Zoning Table B" of the Code of the City of Rye to reduce the minimum lot size in the B-5 District from four to three acres.

Notice is hereby given that a public hearing will be held by the City Council of the City of Rye on the 10th day of August 2011 at 8:00 P.M. at City Hall, Boston Post Road, in said City, at which interested persons will be afforded an opportunity to be heard concerning the proposed amendment to Chapter 197, Section 197-86 "Zoning Table B" to reduce the minimum lot size in the B-5 District from four to three acres.

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

Dawn F. Nodarse
City Clerk
Dated: May 26, 2011

Councilwoman Keith made a motion, seconded by Councilman Filippi and unanimously carried, that the City Council declares its intention to be Lead Agency under SEQRA in connection with the proposed local laws.

13. Authorization for City Manager to enter into an Agreement with the County of Westchester for 2011-2012 Prisoner Transportation Services
Roll Call

Councilwoman Gamache made a motion, seconded by Councilman Filippi, to adopt the following Resolution:

RESOLVED, that the City Manager is hereby authorized to enter into a Prisoner Transportation Agreement with Westchester County for the period of January 1, 2011 through December 31, 2012.

ROLL CALL:

AYES: Mayor French, Councilmembers Filippi, Gamache, Keith, Parker and Sack
NAYS: None
ABSENT: Jovanovich

The Resolution was adopted by a 6-0 vote.

14. Appointment of Christian K. Miller, AICP, City Planner to the Watershed Advisory Board to represent the City of Rye

Councilwoman Gamache made a motion, seconded by Councilman Filippi and unanimously carried, to appoint Christian K. Miller, AICP, to the Watershed Advisory Board to represent the City of Rye.

15. One appointment to the Rye Cable and Communications Committee for a three-year term expiring on January 1, 2014, by the Mayor with Council approval

Councilwoman Gamache made a motion, seconded by Councilman Filippi and unanimously carried, to appoint Lisa Tidball to the Rye Cable and Communications Committee, as a non-voting member, for a three-year term expiring on January 1, 2014.

16. Designation of the Chairman of the Rye Cable and Communications Committee by the Mayor

Mayor French designated Stephen Fairchild to serve as the Chair of the Rye Cable and Communications Committee

17. Miscellaneous Communications and Reports

Councilwoman Keith said that the Shared Roadways Committee would be presenting recommendations at the June 15th meeting. She added that representatives of the Sustainability Committee toured Whitby Castle and will be looking at City Hall and also looking at baseline measurements from ICLEI on how to evaluate public buildings.

Councilwoman Parker offered the thanks of the Chamber of Commerce for the new larger Memorial Day flags that have been put up in town by DPW.

City Manager Pickup said he would get a written update from the County Health Department regarding the issues on Hen Island.

18. Old Business

Councilwoman Keith said that the Shared Roadways Committee is looking to apply for a grant in order to go forward with further steps to introduce a Complete Streets Policy.

19. New Business

Councilwoman Gamache suggested that Councilmembers should review the draft minutes they receive before a meeting and email the City Clerk with any proposed changes prior to the meeting.

20. Adjournment

There being no further business to discuss Councilman Filippi made a motion, seconded by Councilwoman Keith and unanimously carried, to adjourn the meeting at 11:09 p.m.

Respectfully submitted,

Dawn F. Nodarse
City Clerk



CITY COUNCIL AGENDA

NO. 6

DEPT.: City Council

DATE: June 15, 2011

CONTACT: Mayor Douglas French

AGENDA ITEM: Mayor's Management Report

FOR THE MEETING OF:

June 15, 2011

RYE CITY CODE,

CHAPTER

SECTION

RECOMMENDATION: That the City Manager provide a report on requested topics.

IMPACT: Environmental Fiscal Neighborhood Other:

BACKGROUND: The Mayor has requested an update from the City Manager on the following:

- Legal Update



CITY COUNCIL AGENDA

NO. 7

DEPT.: Finance

DATE: June 15, 2011

CONTACT: Jean Gribbins, City Comptroller

AGENDA ITEM: Presentation on City Financials by Scott Oling of the auditing firm of O'Connor, Davies, Munns & Dobbins, LLP.

FOR THE MEETING OF:

June 15, 2011

RYE CITY CODE,

CHAPTER

SECTION

RECOMMENDATION:

IMPACT: Environmental Fiscal Neighborhood Other:

BACKGROUND:

A presentation will be made by Scott Oling of the auditing firm of O'Connor, Davies, Munns & Dobbins, LLP on City Financials.



CITY COUNCIL AGENDA

NO. 8

DEPT.: Finance

DATE: June 15, 2011

CONTACT: Jean Gribbins, City Comptroller

AGENDA ITEM: Presentation on City Financials by the City Manager and City Comptroller.

FOR THE MEETING OF:

June 15, 2011

**RYE CITY CODE,
CHAPTER
SECTION**

RECOMMENDATION:

IMPACT: Environmental Fiscal Neighborhood Other:

BACKGROUND:

A presentation will be made by City Manager Scott Pickup and the City Comptroller Jean Gribbins on City Financials.



CITY COUNCIL AGENDA

NO. 9

DEPT.: Finance

DATE: June 15, 2011

CONTACT: Jean Gribbins, City Comptroller

AGENDA ITEM: Continuation of Public Hearing to establish the 2012 Budgeted Fees and Charges.

FOR THE MEETING OF:

June 15, 2011

RYE CITY CODE:

CHAPTER
SECTION

RECOMMENDATION:

IMPACT: Environmental Fiscal Neighborhood Other:

BACKGROUND:

A Public Hearing will be continued to establish the 2012 fees and charges which will be incorporated into the City's 2012 Budget.

See attached.

FEE SCHEDULE

CITY OF RYE, NEW YORK
GENERAL FUND
ANNUAL BUDGET

FOR FISCAL YEAR ENDING DECEMBER 31, 2011
LAST
CHANGED

FEE DESCRIPTION	CITY CODE	2010	2011	2012	\$\$\$ Increase over 2011	% Increase over 2011	Comments
<u>ASSESSOR'S OFFICE</u>							
GENERAL							
Standard Photocopy Fee							
Letter/Legal per page		1999	0.25	0.25	0.25	\$ -	-
MAPS							
City Maps 3'x5"		1996	15.00	15.00	15.00	\$ -	-
Aerial Map		1996	15.00	15.00	15.00	\$ -	-
Drain & Sewer map from blueprints (blue on white)		1996	60.00	60.00	60.00	\$ -	-
Standard Tax Map		1996	15.00	15.00	15.00	\$ -	-
Tax index map (40"x64")		1996	15.00	15.00	15.00	\$ -	-
Topographical maps		1996	60.00	60.00	60.00	\$ -	-
<u>BOARD OF APPEALS</u>							
GENERAL							
Multi & Commercial Appeals	197-84	2010	375.00	475.00	500.00	\$ 25.00	5.26%
Single Family Appeals	197-84	2010	175.00	275.00	300.00	\$ 25.00	9.09%
Adjourned Applications		2003	100.00	100.00	100.00	\$ -	-
Revised Plans		2003	75.00	75.00	75.00	\$ -	-
<u>BUILDING</u>							
ELECTRICAL							
Electrical permits in existing building where a building permit is not required: for multiple residences, commercial or industrial buildings	68-12	2006	70.00	100.00	100.00	\$ -	-
Electrical Permits in existing buildings where a building permit is not required: for one & two family dwellings with contracts valued at \$500 or more	68-12	2006	35.00	70.00	70.00	\$ -	-
GENERAL							
Building Permits (1) - minimum fee	68-12	2006	55.00	75.00	75.00	\$ -	-
Building Permits (2) - add'l charge per \$1,000 est. work	68-12	2010	15.00	16.00	16.00	\$ -	-
Building Permit (3) - penalty for work begun without permit	68-12D, 197-84E	2003	1,000.00	1,000.00	1,000.00	\$ -	-
Certificate for Commercial Buildings	68-12	2003	155.00	175.00	175.00	\$ -	-
Certificate of Occupancy: to be paid with application for building permit	68-12	2006	80.00	100.00	100.00	\$ -	-

Set by local law - will need to set a public hearing, and have a public hearing to change fee. In 2009, there were 23, in 2010 there were 28, and there have been 7 to date in 2011.

FEE SCHEDULE

CITY OF RYE, NEW YORK
GENERAL FUND
ANNUAL BUDGET

FOR FISCAL YEAR ENDING DECEMBER 31, 2011
LAST

FEE DESCRIPTION	CITY CODE	CHANGED	2010	2011	2012	\$\$ Increase over 2011	% Increase over 2011	Comments
Changes in Approved Plans	68-12	2006	80.00	100.00	100.00	\$ -	-	
Demolition Permits - Commercial and residential structures	68-12	2010	2,000.00	2,000.00	2,000.00	\$ -	-	
Demo Pmts - In-ground pools tennis crts detached garages	68-12	2010	750.00	750.00	750.00	\$ -	-	
Demo Pmts - Sheds, above ground pools, pool decks, gazebo	68-12	2010	0.00	200.00	200.00	\$ -	-	
New Certificate for old buildings	68-12	2006	80.00	100.00	100.00	\$ -	-	
Search for Municipal Records / Pre-date letters		2006	80.00	80.00	80.00	\$ -	-	
PLUMBING								
<i>Oil or gas heating permits in existing building w/o building permit required:</i>								
New heating equipment installation or replacement	68-12	2006	70.00	100.00	100.00	\$ -	-	
Plumbing - No building permit required (min)	68-12	2006	35.00	70.00	70.00	\$ -	-	
Plumbing - for each fixture above 5	68-12	2003	3.00	5.00	5.00	\$ -	-	
Sewer or storm drain connection (per)	68-12	2006	35.00	70.00	70.00	\$ -	-	
<u>CITY CLERK</u>								
ALARMS								
Alarms permit - Fire/Burglar	46-5	2006	35.00	35.00	35.00	\$ -	-	
False alarm: 2nd call per annum*(Requires change to Code)	46-8	2010	50.00	50.00	50.00	\$ -	-	
False alarm: 3rd, 4th call each per annum		2003	100.00	100.00	100.00	\$ -	-	
False alarm: over 4 per annum		2003	200.00	200.00	200.00	\$ -	-	
FIRE PREVENTION								
Explosive Inspection Fee	98-41	2005	115.00	115.00	115.00	\$ -	-	
Fireworks Display (each)	98-45	2010	750.00	750.00	750.00	\$ -	-	
Installation of liquefied petroleum gas	98-82	2005	57.00	57.00	57.00	\$ -	-	
Place of assembly 100 or more people	98-101	2005	115.00	115.00	115.00	\$ -	-	
Storage of Flammable liquids (permits & insp.)	98-51	2005	115.00	115.00	115.00	\$ -	-	
Storage of lumber (in excess of 100,000 bd. ft.)	98-85	2005	57.00	57.00	57.00	\$ -	-	
Storage of underground tanks <1100 gal.(permits & insp.)	98-57	2005	57.00	57.00	57.00	\$ -	-	
Storage of underground tanks >1100 gal. (permits & insp.)		2005	115.00	115.00	115.00	\$ -	-	
Welding & cutting	98-130	2001	55.00	55.00	55.00	\$ -	-	

The School district had a very big year in 2007 (due to construction) with approximately 125 False Alarms, totalling about \$20,250. The School district had about 30 calls per year in 2008 & 2009 at about \$2,850 per year, 35 calls in 2010 at about \$3,350

FEE SCHEDULE

CITY OF RYE, NEW YORK
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FOR FISCAL YEAR ENDING DECEMBER 31, 2011
LAST CHANGED

FEE DESCRIPTION	CITY CODE	LAST CHANGED	2010	2011	2012	\$\$ Increase over 2011	% Increase over 2011	Comments
GENERAL								
Auctioneer	56-3	2010	500.00	500.00	500.00	\$ -	-	
Birth Certificate	NYS-Governed		10.00	10.00	10.00	\$ -	-	
Blasting Permit	98-41	2005	200.00	200.00	300.00	\$ 100.00	50.00%	
Cabaret	50-5	2005	100.00	100.00	200.00	\$ 100.00	100.00%	
Christmas Tree Sale Refundable Bond	98-124	2001	45.00	45.00	45.00	\$ -	-	
Christmas Tree Sales: Inspection	98-124	2003	100.00	100.00	100.00	\$ -	-	
Code of the City of Rye	AT-COST	2005	300.00	300.00	300.00	\$ -	-	
Code of the City of Rye - Supplement		2005	60.00	60.00	60.00	\$ -	-	
Codes: Zoning	AT-COST	2005	30.00	30.00	30.00	\$ -	-	
Coin operated Dry Cleaning Establishment	98-29	2005	90.00	90.00	90.00	\$ -	-	
Coin operated Laundry: Establishment	98-36	2005	90.00	90.00	90.00	\$ -	-	
Death Transcript	NYS-Governed		10.00	10.00	10.00	\$ -	-	
Dog License: Nuetered Dog - Owner's Cost	76-5		12.50	13.50	14.00	\$ 0.50	3.70%	
Breakdown of Owner's Cost:								
City of Rye Fee	76-5		10.00	12.50	13.00	\$ 0.50	4.00%	
NYS Fee	NYS-Governed		2.50	1.00	1.00	\$ -	-	
Dog License: Non-Nuetered Dog - Owner's Cost				21.50	22.00	\$ 0.50	2.33%	
Breakdown of Owner's Cost:								
City of Rye Fee	76-5			18.50	19.00	\$ 0.50	2.70%	
NYS Fee	NYS-Governed			3.00	3.00	\$ -	-	
Dog Redemption: with current license	76-4	1977	10.00	10.00	10.00	\$ -	-	
Dog Redemption: without current license	76-4	1977	25.00	25.00	25.00	\$ -	-	
Dry Cleaning Establishment	98-22	2005	90.00	90.00	90.00	\$ -	-	
Debris Collection Container:	167-14	2001	40.00	40.00	40.00	\$ -	-	
Filming: Private Property	93-6	2003	400.00	400.00	450.00	\$ 50.00	12.50%	7 permits were issued in 2009, 8 permits were issued in 2010, and 1 permit has been issued so far in 2011
Filming: Public Property (Maximum)	93-6	2001	16,000.00	16,000.00	25,000.00	\$ 9,000.00	0.36	Increase since 5/25/11 Council Meeting. No permits issued in 2009, 2010, or YTD 2011
Filming: Public Property (Minimum)	93-6	2001	1,600.00	1,600.00	1,600.00	\$ -	-	
Junk Merchant: Establish place of business	113-4	2005	275.00	275.00	275.00	\$ -	-	
Junk Peddler	113-4	2005	60.00	60.00	60.00	\$ -	-	
Laundromat	121-4	2005	150.00	150.00	150.00	\$ -	-	
Marriage License	NYS-Governed	2003	40.00	40.00	40.00	\$ -	-	
Marriage Transcript	NYS-Governed	2002	10.00	10.00	10.00	\$ -	-	
Non-refundable Bid fee (per every \$50 of bid)		2001	5.00-100.00	5.00-100.00	15.00-100.00	\$ -	-	
Other Pamphlet Codes	AT-COST		8.00	8.00	8.00	\$ -	-	

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FEE DESCRIPTION	CITY CODE	LAST CHANGED	2010	2011	2012	\$\$ Increase over 2011	% Increase over 2011	Comments
Peddler, Hawker, Solicitor	144-6	2005	275.00	275.00	300.00	\$ 25.00	9.09%	
Sign posting @ Boston Post Road & Cross Street		2010	25.00	35.00	35.00	\$ -	0.00%	
Tourist Park or Camp App. 5 units or less	157-9	2001	50.00	50.00	50.00	\$ -	-	
Tourist Park or Camp App. 6 units or less	157-9	2001	10.00	10.00	10.00	\$ -	-	
Tourist Park or Camp license (per unit)	157-12	2001	60.00	60.00	60.00	\$ -	-	
MECHANICAL INSTALLATION LICENSE								
Gas Heat	68-12	2006	115.00	115.00	150.00	\$ 35.00	30.43%	
Oil Heat	68-12	2006	115.00	115.00	150.00	\$ 35.00	30.43%	
MISCELLANEOUS LICENSES								
Bowling Alleys	50-5	2005	90.00	90.00	90.00	\$ -	-	
Circus	50-5	2005	90.00	90.00	90.00	\$ -	-	
Driving Range	50-5	2005	90.00	90.00	90.00	\$ -	-	
Miniature Golf	50-5	2005	90.00	90.00	90.00	\$ -	-	
Moving Picture House	50-5	2005	90.00	90.00	90.00	\$ -	-	
Public Exhibition	50-5	2005	90.00	90.00	90.00	\$ -	-	
Public Hall	50-5	2005	90.00	90.00	90.00	\$ -	-	
Shooting Gallery	50-5	2005	90.00	90.00	90.00	\$ -	-	
Skating Rink	50-5	2006	65.00	65.00	90.00	\$ 25.00	38.46%	
Taxi Cab License	180-12	2006	120.00	120.00	130.00	\$ 10.00	8.33%	
Taxi Driver License	180-8	2006	65.00	65.00	75.00	\$ 10.00	15.38%	
Theater	50-5	2005	90.00	90.00	90.00	\$ -	-	
<u>PARKING</u>								
Non-Resident Commuter (Includes Tax)	191-47	2002	550.00	720.00	720.00	\$ -	-	
Resident Commuter (Includes Tax)	191-47	2001	336.00	720.00	720.00	\$ -	-	
Merchant Parking (Non-Taxable)	191-47	2008	372.00	410.00	410.00	\$ -	-	
Taxi Stall Rental (Plus tax)	2005	2005	700.00	700.00	700.00	\$ -	-	
Guest Parking Overnight (max. 14 days per night)		1997	5.00	5.00	10.00	\$ 5.00	100.00%	
Replacement Sticker (without old sticker)	191-47	2001	55.00	55.00	60.00	\$ 5.00	9.09%	
Replacement Sticker (with old sticker)	191-47	1993	5.00	5.00	10.00	\$ 5.00	100.00%	
Resident All Day/All Night	191-47	2007	660.00	660.00	684.00	\$ 24.00	3.64%	
Resident All Night	191-47	2007	330.00	330.00	342.00	\$ 12.00	3.64%	
Special Permits (Theo. Fremd Lot)		2003	120.00	120.00	n/a Due to work on Theo Fremd Wall, these will not be available			
Commuter Parking Waitlist Fee (Per Year)		2010	25.00	25.00	50.00	\$ 25.00	100.00%	
Commuter Meters - Daily Rate (12 hours)			3.00	4.00	4.00	\$ -	-	
Paystation rate per hour		2005	0.50	0.75	0.75	\$ -	-	

PARKING VIOLATIONS

FEE SCHEDULE

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LAST

FEE DESCRIPTION	CITY CODE	CHANGED	2010	2011	2012	\$\$ Increase over 2011	% Increase over 2011	Comments
No Handicapped Permit (including NYS Surcharge)	191-32 to191-35	2011	65.00	150.00	150.00	\$ -	-	
Parking in Front of a Fire Hydrant	191-32 to191-35	2011	35.00	150.00	150.00	\$ -	-	
Beach Area Parking	191-32 to191-35	2011	35.00	75.00	75.00	\$ -	-	
Parking on the Street During the Snow Ordinance	191-32 to191-35	2011	25.00	75.00	75.00	\$ -	-	
Parking in a Crosswalk	191-32 to191-35	2011	25.00	75.00	75.00	\$ -	-	
<u>ENGINEERING</u>								
GENERAL								
Constructed or Replaced Curb		1993	30.00	30.00	100.00	\$ 70.00	233.33%	
Constructed or Replaced Depressed Curb (min)		1993	30.00	30.00	100.00	\$ 70.00	233.33%	
Constructed or Replaced Driveway (min)		1993	30.00	30.00	50.00	\$ 20.00	66.67%	
Constructed or Replaced Sidewalks (min)	167-8	1993	30.00	30.00	50.00	\$ 20.00	66.67%	
Construction Debris Containers (per day)	167-14	1997	50.00	50.00	50.00	\$ -	-	
Street Obstructions, Storage of Materials, Operating Machinery, loading & unloading, scaffolding & bridging	167-13	1993	100.00	100.00	180.00	\$ 80.00	80.00%	
Street Opening: Curbing-Asphalt/Concrete/Flag		1997	180.00	180.00	210.00	\$ 30.00	16.67%	
Street Opening: Sidewalk Area-Asphalt/Concrete/Flag		1997	180.00	180.00	210.00	\$ 30.00	16.67%	
Street Opening: Street Area-Asphalt	167-9	1997	180.00	180.00	210.00	\$ 30.00	16.67%	
Street Opening: Street Area-Concrete		1997	180.00	180.00	210.00	\$ 30.00	16.67%	
Street Opening: Test Holes (keyhole method) (each)	167-9	1990	60.00	60.00	65.00	\$ 5.00	8.33%	
Street Opening: Unpaved Areas		1997	180.00	180.00	210.00	\$ 30.00	16.67%	
Street Opening Permit Surcharge		2003	175.00	175.00	185.00	\$ 10.00	5.71%	
Street Opening Public Service Fee (per LF, over 72 FT length)	167-9		2.50	2.50	3.50	\$ 1.00	40.00%	
Surface Water Control Application fee (Stand Alone)	173-9	2003	150.00	150.00	225.00	\$ 75.00	50.00%	
Surface Water Control Application fee (W/Building Permit)	NEW for 2012				300.00	\$ 300.00		
STREETS/SIDEWALKS								
Construction Manhole/Catch Basin (min)		1986	100.00	100.00	180.00	\$ 80.00	80.00%	
Driving Pipes (min)		1986	50.00	50.00	100.00	\$ 50.00	100.00%	
Install Underground Tank/Vault (min)		2003	100.00	100.00	110.00	\$ 10.00	10.00%	
Plumbing Connection to Structures:								
Manholes/Catch Basin (min)	1.67	1986	30.00	30.00	45.00	\$ 15.00	50.00%	
Plumbing Connection to Structures:								
Sewer or Drain Line (min)		1986	25.00	25.00	35.00	\$ 10.00	40.00%	
<u>FIRE</u>								
GENERAL								
Inspection Fee (per inspection)		2010	125.00	125.00	135.00	\$ 10.00	8.00%	
Return Inspection		2006	35.00	35.00	50.00	\$ 15.00	42.86%	

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FOR FISCAL YEAR ENDING DECEMBER 31, 2011
LAST CHANGED

FEE DESCRIPTION	CITY CODE	2010	2011	2012	\$\$\$ Increase over 2011	% Increase over 2011	Comments
Tank Removal Inspection		2010	100.00	100.00	100.00	\$ -	-
<u>PLANNING</u>							
COASTAL ZONE MANAGEMENT							
Waterfront Consistency Review Application	73-6	2006	814.00	814.00	825.00	\$ 11.00	1.35%
GENERAL							
Copies of Subdivision or site plans - complete sets only (per sheet)		2006	11.00	11.00	12.00	\$ 1.00	9.09%
SITE PLAN REVIEW							
Informal review	197-84.F. (1) (A)	2006	651.00	651.00	675.00	\$ 24.00	3.69%
Preliminary Application (up to 10 parking spaces)	197-84.F. (1) (B)	2006	977.00	977.00	985.00	\$ 8.00	0.82%
Preliminary Application - Add'l charge per required parking space over 10 spaces		2006	28.00	28.00	30.00	\$ 2.00	7.14%
Modification or Extension of Preliminary Application	197-84.F. (1) (D)	2006	814.00	814.00	825.00	\$ 11.00	1.35%
Final Application (up to 10 parking spaces)	197-84.F. (1) (C)	2006	1,218.00	1,218.00	1,225.00	\$ 7.00	0.57%
Final Application - Add'l charge per required parking space over 10		2006	28.00	28.00	30.00	\$ 2.00	7.14%
Modification or Extension of Preliminary Application	197-84.F. (1) (G)	2006	893.00	893.00	900.00	\$ 7.00	0.78%
Inspection Fee (Fee + 7.0% cost of improvement)	197-84.F. (1) (H)	2006	541.00	541.00	550.00	\$ 9.00	1.66%
Construction and Use without prior approval	197-84.F. (1) (J)	2006	2,730.00	2,730.00	2,730.00	\$ -	0.00%
Modification of Tree Preservation Plan by the City Planner		2006	489.00	489.00	500.00	\$ 11.00	2.25%
Tree Replacement, fee in lieu of	170-15.D. (9)	2006	1,838.00	1,838.00	1,850.00	\$ 12.00	0.65%
SUBDIVISION REVIEW							
Informal Review	170-5.D.	2006	436.00	436.00	450.00	\$ 14.00	3.21%
Preliminary Application	170-6.B. (4)	2006	814.00	814.00	825.00	\$ 11.00	1.35%
Preliminary Application - Add'l charge per lot		2006	384.00	384.00	390.00	\$ 6.00	1.56%
Waiver of Preliminary Application - Add'l charge per lot		2006	352.00	352.00	360.00	\$ 8.00	2.27%
Modification or Extension of Preliminary Application	170-11.B.	2006	630.00	630.00	650.00	\$ 20.00	3.17%
Final Application	170-7.A.	2006	1,103.00	1,103.00	1,120.00	\$ 17.00	1.54%
Final Application - Add'l charge per lot		2006	378.00	378.00	385.00	\$ 7.00	1.85%
Modification or Extension of Final Application	170-11.B.	2006	651.00	651.00	675.00	\$ 24.00	3.69%
Waiver of Penalty Application	170-7.A.	2006	541.00	541.00	550.00	\$ 9.00	1.66%
Inspection Fee - 7% of cost of improvement plus \$50 per lot, or \$500, whichever is greater	170-8.B. (3)	2006	541.00	541.00	550.00	\$ 9.00	1.66%
Modification of Tree Preservation Plan by City Planner		2006	489.00	489.00	500.00	\$ 11.00	2.25%
Tree Replacement, fee in lieu of	170-17.A.(1)	2006	1,838.00	1,838.00	1,850.00	\$ 12.00	0.65%

FEE SCHEDULE

CITY OF RYE, NEW YORK
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LAST

FEE DESCRIPTION	CITY CODE	CHANGED	2010	2011	2012	\$\$ Increase over 2011	% Increase over 2011	Comments
Fee in lieu of Parkland - In trust-minimum (dollars per square foot of lot area)	170-17.A. (1)	1990						
<i>R-1 One Family District</i>			0.13	0.13	0.14	\$ 0.01	7.69%	
<i>R-2 One Family District</i>			0.24	0.24	0.25	\$ 0.01	4.17%	
<i>R-3 One Family District</i>			0.34	0.34	0.35	\$ 0.01	2.94%	
<i>R-3 One Family District (Floodplain)</i>			0.24	0.24	0.25	\$ 0.01	4.17%	
<i>R-4 One Family District</i>			0.39	0.39	0.40	\$ 0.01	2.56%	
<i>R-4 One Family District (Floodplain)</i>			0.24	0.24	0.25	\$ 0.01	4.17%	
<i>R-5 One Family District</i>			0.48	0.48	0.49	\$ 0.01	2.08%	
<i>R-5 One Family District (Floodplain)</i>			0.24	0.24	0.25	\$ 0.01	4.17%	
<i>R-6 One Family District</i>			0.56	0.56	0.57	\$ 0.01	1.79%	
<i>R-6 One Family District (Floodplain)</i>			0.24	0.24	0.25	\$ 0.01	4.17%	
<i>RT Two-Family district (1 and 2 Family Residence)</i>			0.56	0.56	0.57	\$ 0.01	1.79%	
<i>RS School & Church District (1 Family Residence)</i>			0.34	0.34	0.35	\$ 0.01	2.94%	
<i>RA-1 District (1 Family Residence)</i>			0.56	0.56	0.57	\$ 0.01	1.79%	
<i>RA-1 District (2 Family Residence)</i>			0.40	0.40	0.41	\$ 0.01	2.50%	
<i>RA-2 District (1 Family Residence)</i>			0.56	0.56	0.57	\$ 0.01	1.79%	
<i>RA-2 District (2 Family Residence)</i>			0.48	0.48	0.49	\$ 0.01	2.08%	
<i>RA-3 District (1 and 2 Family Residence)</i>			0.56	0.56	0.57	\$ 0.01	1.79%	
<i>RA-4 District (1 and 2 Family Residence)</i>			0.56	0.56	0.57	\$ 0.01	1.79%	
<i>B-1 Business District (1 and 2 Family Residence)</i>			0.56	0.56	0.57	\$ 0.01	1.79%	
Apportionment Application	170-11.C.	2006	599.00	599.00	650.00	\$ 51.00	8.51%	
Construction and Use without prior approval	170-6.B.	2006	2,730.00	2,730.00	2,730.00	\$ -	0.00%	
RE-ZONING APPLICATIONS		2006	1,103.00	1,103.00	1,120.00	\$ 17.00	1.54%	
WETLANDS/WATER COURSES								
Application Fee	195	2006	977.00	977.00	985.00	\$ 8.00	0.82%	
Inspection Fee	195	2006	541.00	541.00	550.00	\$ 9.00	1.66%	
Appeal of Determination	195	2006	541.00	541.00	550.00	\$ 9.00	1.66%	
Extension of Prior Approval		2006	541.00	541.00	600.00	\$ 59.00	10.91%	
Outdoor Dining Fee		2009	500.00	500.00	500.00	\$ -	-	
<u>POLICE</u>								
GENERAL								
Auxiliary Police Services Event Fee		1993	100.00	100.00	200.00	\$ 100.00	100.00%	
Defensive Driving Course		1993	45.00	45.00	50.00	\$ 5.00	11.11%	

FEE SCHEDULE

CITY OF RYE, NEW YORK
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FOR FISCAL YEAR ENDING DECEMBER 31, 2011

FEE DESCRIPTION	CITY CODE	LAST CHANGED	2010	2011	2012	\$\$ Increase over 2011	% Increase over 2011	Comments
Fingerprinting Fees		2005	20.00	20.00	100.00	\$ 80.00	400.00%	
Good Conduct Certificates		2005	40.00	40.00	75.00	\$ 35.00	87.50%	
Mooring Permits (per permit)		2003	150.00	150.00	150.00	\$ -	-	
Police report copies (per copy)		1990	0.25	0.25	0.25	\$ -	-	
Redemption of Shopping Carts	164-6	1962	5.00	5.00	50.00	\$ 45.00	900.00%	
Reprints of Photographs		2005	15.00	15.00	30.00	\$ 15.00	100.00%	
Subpoena Fees for Records (min)		1995	15.00	15.00	30.00	\$ 15.00	100.00%	
LOCAL ORDINANCE								
Failure to shovel snow after a storm	167-48	2011	10.00	50.00	50.00	\$ -	0.00%	
<u>PUBLIC WORKS</u>								
GENERAL								
Collection of bulky metals at curbside (minimum)	157-34	2003	30.00	30.00	35.00	\$ 5.00	0.14	2009 collected \$720, 2010 collected \$750 - raising the fees by \$5 would generate about \$100 per year in additional revenues for the City.
Collection of bulky waste in excess of 2 cubic yards (min)	157-34	2003	30.00	30.00	35.00	\$ 5.00	0.14	
Penalty for amounts not paid within 60 days	157-34	2001	25.00	25.00	25.00	\$ -	-	
Penalty for amounts not paid within 90 days	157-34	2001	25.00	25.00	25.00	\$ -	-	
Add'l penalty for amounts not paid if collection by levy is required	157-34	2001	25.00	25.00	25.00	\$ -	-	
<u>RECREATION</u>								
ATHLETIC FIELD USE SURCHARGE (per person/per prog)		2005	5.00	15.00	15.00	\$ -	-	
BUILDING FEES								
Auditorium (per hour)		2009	100.00	100.00	100.00	\$ -	-	
Other Rooms (per hour)		2009	75.00	75.00	75.00	\$ -	-	
Auditorium: Non-Profit/Co-Sponsor Rate (per hour)		2009	75.00	75.00	75.00	\$ -	-	
Other Rooms: Non-Profit/Co-Sponsor Rate (per hour)		2009	50.00	50.00	50.00	\$ -	-	
New Multi Purpose Room (4 Hours)		2009	0.00/675.00	5.00/675.00	575.00/675.00	\$ -	-	
Birthday Party: Basic Program (two hours)		2009	5.00/290.00	0.00/300.00	200.00/300.00	\$ -	-	
Private Party: Other rooms (each)		2008	0.00/575.00	5.00/575.00	475.00/575.00	\$ -	-	
Maintenance Coverage (per hour) Full-time		2006	50.00	50.00	50.00	\$ -	-	
Maintenance Coverage (per hour) Part-time		2006	35.00	35.00	35.00	\$ -	-	
Alcohol Permit Fee		2010	50.00	50.00	50.00	\$ -	-	
Security Deposit (Refundable)			N/A	100.00	100.00	\$ -	-	

DAY CAMP

FEE SCHEDULE

CITY OF RYE, NEW YORK
GENERAL FUND
ANNUAL BUDGET

FOR FISCAL YEAR ENDING DECEMBER 31, 2011

FEE DESCRIPTION	CITY CODE	LAST CHANGED	2010		2011		2012	\$\$ Increase over 2011	% Increase over 2011	Comments
			2010	2011	2010	2011				
Day Camp - 1/2 day program (resident)		2010	540.00	565.00	575.00		\$	10.00	1.77%	
Day Camp - 2 week session (resident)		2010	480.00	495.00	505.00		\$	10.00	2.02%	
Day Camp - 6 week basic (non-resident)		2010	1,380.00	1,450.00	1,480.00		\$	30.00	2.07%	
Day Camp - 6 week basic (resident)		2010	680.00	715.00	730.00		\$	15.00	2.10%	
Day Camp - 6 week extended program (resident)		2010	1,040.00	1,095.00	1,145.00		\$	50.00	4.57%	
Day Camp - Swim group		2009	70.00	80.00	80.00		\$	-	0.00%	
Day Camp - Swim lessons (with group)		2009	105.00	115.00	115.00		\$	-	0.00%	
Kiddy Camp (resident)		2010	625.00	655.00	670.00		\$	15.00	2.29%	
Kiddy Camp - 2 week session (resident)		2010	445.00	465.00	475.00		\$	10.00	2.15%	
Registration fee after deadline		2010	180/30 wk	180/30 wk	180/30 wk		\$	-	-	
Camp 78 - 6 weeks		2010	960.00	1,000.00	1,020.00		\$	20.00	2.00%	
Camp 78 - 2 weeks		2010	425.00	445.00	500.00		\$	55.00	12.36%	
Camp Withdrawal Fee		2008	75.00	100.00	100.00		\$	-	-	
INDOOR RECREATION										
Daily Fees (resident & non-resident)		2010	5.00/10.00	5.00/10.00	5.00/10.00		\$	-	-	
OUTDOOR RECREATION										
All day field permit (10am-6pm)		2008	675.00	700.00	700.00		\$	-	-	
Field permit (2 hrs.)		2009	160.00	200.00	200.00		\$	-	-	
Field/Facility Use - Basketball - Outdoor lights (2hrs)		2009	160.00	160.00	160.00		\$	-	-	
Softball - Men's Adult (per team)		2010	335.00	360.00	360.00		\$	-	-	
Softball - Woman's Adult (per team)		2010	285.00	315.00	315.00		\$	-	-	
PICNIC										
Non-profit/Police/Fire			N/A	35.00	50.00		\$	15.00	42.86%	
Refundable Deposit (Part of Fee)		2010	25.00	50.00	50.00		\$	-	-	
Weekday Picnic (4-Dark)			N/A	165.00	165.00		\$	-	-	
Resident: 10-50		2009	120.00	Omit	Omit		\$	-	-	
Up to 75 (Resident/Non Resident)			N/A	0.00/300.00	200.00/300.00		\$	-	-	
Resident: 51-100		2010	375.00	Omit	Omit		\$	-	-	
75 to 150 (Resident/Non Resident)			N/A	0.00/500.00	400.00/500.00		\$	-	-	
Resident: 101-150		2010	600.00	Omit	Omit		\$	-	-	
Weekday Discount		2010	0.20	Omit	Omit		\$	-	-	
TENNIS										
Permit - Adult (19 & over)		2008	100.00	110.00	110.00		\$	-	-	
Permit - Family (max. 5)		2008	275.00	285.00	285.00		\$	-	-	
Permit - Individual (non-resident)		2009	200.00	220.00	220.00		\$	-	-	
Permit - Junior (6-13 /14-18 years)		2008	50.00	60.00	60.00		\$	-	-	

FEE SCHEDULE

CITY OF RYE, NEW YORK
 GENERAL FUND
 ANNUAL BUDGET

FOR FISCAL YEAR ENDING DECEMBER 31, 2011

FEE DESCRIPTION	CITY CODE	LAST CHANGED	2010	2011	2012	\$\$ Increase over 2011	% Increase over 2011	Comments
Permit - Senior (60+)		2008	70.00	75.00	75.00	\$ -	-	
Clinic - Adult Tennis (4 classes)		2007	85.00	\$80/\$90	\$90/115	\$10/15		
Clinic - Youth Tennis (4 classes)		2007	88.00	\$80/\$90	\$80/\$90	\$ -	-	
Daily Fee (resident only)		2010	12.00/6.00	13.00/7.00	13.00/7.00	\$ -	-	
Guest of Permit Holder - Hourly fee		2009	12.00/6.00	13.00/7.00	13.00/7.00	\$ -	-	
Private lessons: Per half hour		2010	35.00	38.00	38.00	\$ -	-	
Private lessons: Per hour		2010	50.00	52.00	52.00	\$ -	-	
Non-Resident Senior		2009	140.00	145.00	145.00	\$ -	-	



CITY COUNCIL AGENDA

NO. 10

DEPT.: Finance

DATE: June 15, 2011

CONTACT: Jean Gribbins, City Comptroller

AGENDA ITEM: Resolution to adopt the 2012 Budgeted Fees and Charges.

FOR THE MEETING OF:

June 15, 2011

RYE CITY CODE:

CHAPTER
SECTION

RECOMMENDATION: That the Council adopt the fees and charges for the 2012 Budget.

IMPACT: Environmental Fiscal Neighborhood Other:

BACKGROUND:

The fees and charges reviewed and established at the Public Hearing will be incorporated into the City's 2012 Budget.



CITY COUNCIL AGENDA

NO. 11 DEPT.: City Manager's Office DATE: June 15, 2011
CONTACT: Scott D. Pickup, City Manager

AGENDA ITEM: Presentation by the Rye Shared Roadways Committee on prioritized master projects to facilitate biking and walking safety.

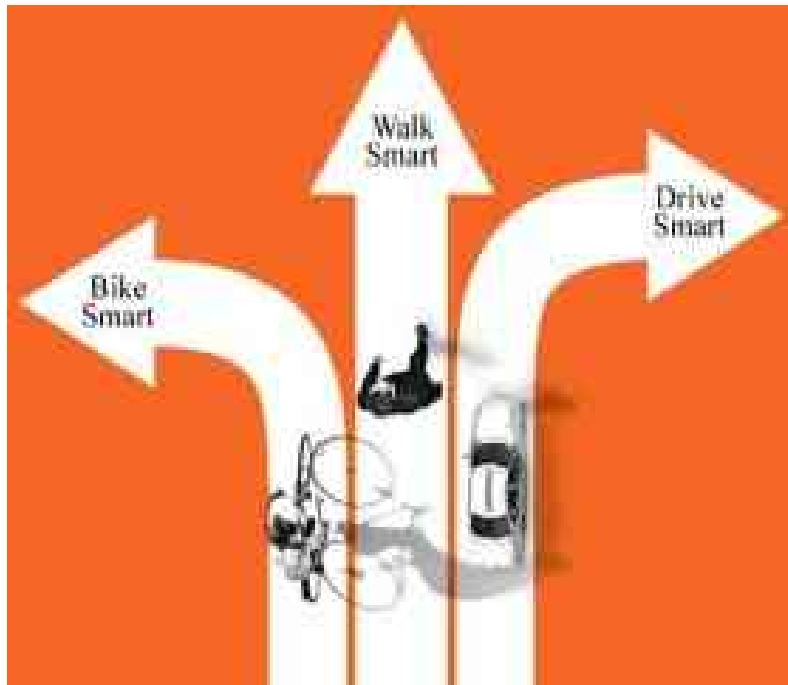
FOR THE MEETING OF:
June 15, 2011
RYE CITY CODE,
CHAPTER
SECTION

RECOMMENDATION:

IMPACT: Environmental Fiscal Neighborhood Other:

BACKGROUND:

The Rye Shared Roadways Committee will provide an update on prioritized master projects to make walking and/or biking in Rye safer and more pleasurable.

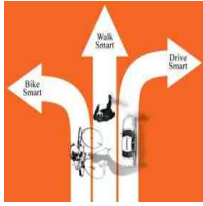


RYE SHARED ROADWAYS COMMITTEE

A Blueprint for Rye

Interim Report

Presented to the Rye City Council
June 15, 2011



Rye Shared Roadways Committee

RSRC Background and Mission

The Rye Shared Roadways Committee (RSRC) was chartered in September 2010 by Rye City Council for the purpose of evaluating, recommending and prioritizing ways for the City of Rye to become a safer and more enjoyable walking and biking community.

Committee members include a cross section of our community: concerned residents, non-profit organizations, schools, and community leaders. Our belief is that our community wants and will increasingly demand a greater feeling of safety on our roadways when walking and biking, improved ability to leave cars behind for local trips, and more opportunities for safe outdoor exercise and recreation.

Our Process

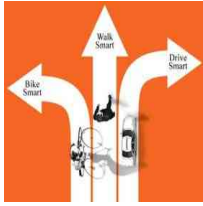
Our approach was straightforward. We began by identifying key non-motorist user groups in the community (e.g., school kids, seniors, commuters and shoppers). We then determined key “civic nodes” or destinations of those users including schools, the Rye MTA station and the Central Business District. We identified the routes employed by those user groups to get to those destinations, and observed those users traveling those routes.

Our Initial Recommendations

We grouped our findings into three categories:

- A. Engineering Projects for review for inclusion in the CIP process
- B. Changes or additions to formal policies and procedures requiring Council legislative action
- C. Education and Awareness opportunities.

This full report that follows this summary is preliminary. Our final report will be presented at the end of July 2011.

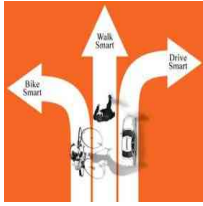


Rye Shared Roadways Committee

A. Projects to be included in the Capital Improvement Plan

The first section, grouped by general category, contains observations and recommendations, many of which are engineering and construction projects which should be included in the next update to the Capital Improvement Plan. We did not attempt to rank them in order of importance or timing, but instead simply present them for action as and when the timing and funding are appropriate.

1. **Sidewalk installation and maintenance.** This is in the current CIP, but the budgeted amount should be increased to accommodate the long list of identified issues.
2. **Crosswalk installation and maintenance.** In conjunction with our “priority corridors” recommendation which follows, this would include the use of raised crosswalks, alternate materials, accompanying signage and other treatments.
3. **Re-paving and re-striping of Forest Avenue.** This will include widening of the roadway where feasible which in turn will require moving or removal of resident-placed rocks in the City right-of-way, striping to a narrow 9-10 foot lane width, and indicated road markings.
4. **Theo Fremd Ave from Blind Brook north through the Purchase/Purdy intersection.** Elements of this recommendation exist in the current CIP (repair of the Blind Brook retaining wall, and the Traffic Signal project.) Those projects should be supplemented to include a sidewalk and crosswalk or re-striping to create pedestrian buffer where no sidewalk is feasible.
5. **Rye Metro North train station.** A version of this recommendation is included in the current CIP. There is an existing renovation plan developed previously by MetroNorth which should be reviewed for adequacy of crosswalks, signage, lighting, definition of vehicle travel lanes, bike parking, etc, and augmented with features such as bike racks and lockers.
6. The **Loudon Woods embankment wall.** This is included in the current CIP. The wall needs to be reinforced or rebuilt, thereby re-opening a critical sidewalk for commuters and schoolkids.
7. **Eve Lane easement.** There is strong community demand for improving and maintaining this shortcut which needs improvements.
8. The **5 Corners intersection at Kelly’s.** We recommend a conceptual study for this difficult intersection.
9. **Fireman’s Memorial.** Possible redesign as a proper traffic circle, with improved crosswalks, markings, signage and signal timing.



Rye Shared Roadways Committee

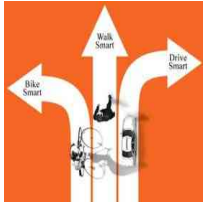
Additional critical issues were identified, especially regarding sidewalks and crosswalks in the vicinity of schools, which should be addressed during the Annual Sidewalk/Curbing and Street Resurfacing programs. These issues are noted in the report.

B. Policy recommendations requiring Council legislative action

In addition to engineering projects, we've identified opportunities for improvement via Council legislative action. These types of actions provide a framework that guides the choice and details of project work. The philosophies, awareness and citizen advocacy that have taken us to this point need to be institutionalized into the City's practices and procedures to assure continuity of this process.

Our recommendations may in some cases be controversial. They should be vetted, with public input.

1. **Council should adopt a "Complete Streets" resolution.** This would provide the guiding vision and directives for all projects, whether new design, retrofit or maintenance. This resolution should also provide for a Complete Streets Advisory Board, the designation of a Complete Streets project coordinator, and designation of a grant consultant.
2. **The City of Rye should designate select routes or zones as "priority shared roadway corridors".** Zones with this designation would receive priority for maintenance and improvement measures such as raised crosswalks, improved signage, improved roadway markings, and repair/repaving. Such a designation would be applied, for instance, to Forest Avenue, already heavily-used by cyclists, pedestrians and motorists, or to school zones or key routes approaching the central business district.
3. **Council should update its sidewalk and crosswalk policies and ordinances.** Policies should improve and clarify such components as design, maintenance, accompanying signage, standards for when crosswalks and sidewalks are unusable due to construction, and snow removal. They should include an annual survey of conditions. For sidewalks, the model of complaint-based abutter responsibility for maintenance and repair should be revisited, and the positioning of utility poles should be addressed.



Rye Shared Roadways Committee

Education and Awareness

Educating the public is a critical component in creating a pedestrian and bike friendly community. It is more effective when introduced at a young age, and practiced by everyone in the family. Our report contains ideas and suggestions for initiatives targeting everyone from school kids to seniors. Many are best accomplished through partnership with other entities such as the Board of Education, Safe Routes to School, etc. Some suggestions may require Council approval, such as approval of a car-free Sundays in the CBD, or sponsorship of programs targeting reduced car use, such as Bike/Walk Commuter days.

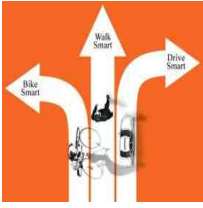
Funding

The Shared Roadways Committee recognizes that the availability of funding is a significant impediment to achieving timely resolution of many of these points. We recommend the following (recognizing that the City may already have these steps in place)

- **Remain vigilant to grant opportunities and vigorously pursue them**, enlisting community advocates to help monitor and apply for them.
- **Prioritize the *overall* Capital Improvement Plan** (not just the Transportation projects) with consideration toward re-allocation of priority to issues affecting roadway safety, at the expense of other nice-to-have but less critical items.
- **Consider a bond issue** as a funding source. Term funding is appropriate for projects that have long lives. Additionally, interest rates are at historic lows, so the cost of borrowing is commensurately low.

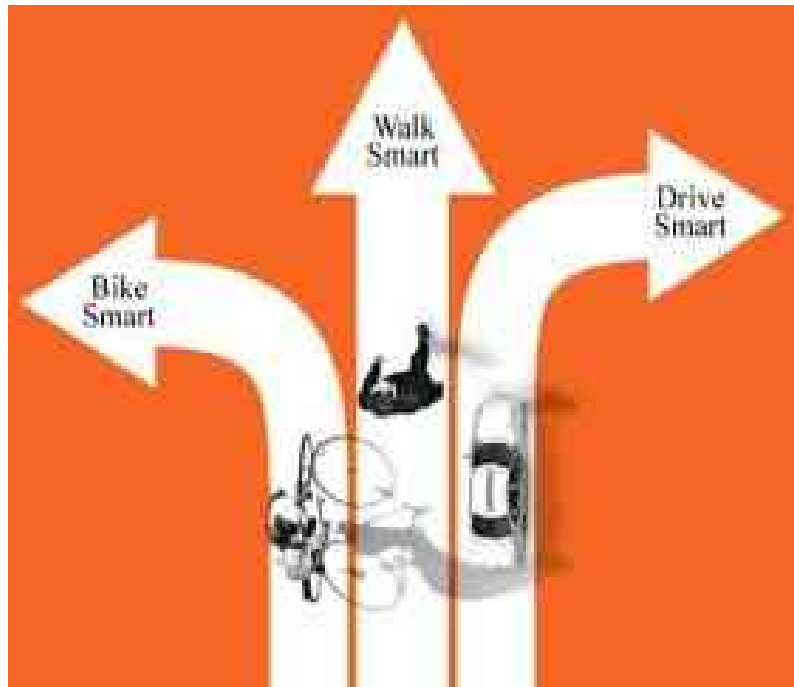
Next Steps

- **Review and finalize the project list** for inclusion in the CIP with City staff, in time for the budgeting process.
- **Hold a workshop** as soon as practical, to review and discuss our findings and recommendations in more depth. Members of the community should be invited and encouraged to attend.



Rye Shared Roadways Committee

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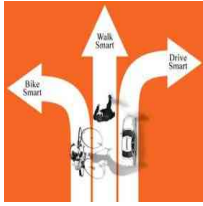
RYE SHARED ROADWAYS COMMITTEE

A Blueprint for Rye

DRAFT FINAL REPORT

Presented to the Rye City Council
June 15, 2011

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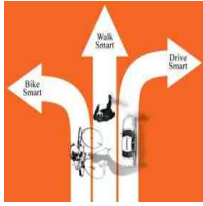
INTRODUCTION

Rye is not alone in its concern for traffic and pedestrian safety. The statistics below provide us with a wider perspective and impetus to move forward with recommendations outlined in this interim report.

- From 2000 - 2009 an automobile struck a pedestrian every 7 minutes in the US. This is the same number of deaths as from a jumbo jet crashing every month.
- Nearly 3,900 children 15 years and younger were killed while walking from 2000 through 2007, representing between 25 and 30 percent of all traffic deaths.
- Pedestrian injury is the third leading cause of death by unintentional injury for children 15 and younger, according to CDC mortality data.
- 76% of all trips under one mile in metro areas, a distance walkable in 20 minutes or bikeable in 10 minutes, are by car. In 2001 half of schoolkids living between $\frac{1}{4}$ and $\frac{1}{2}$ mile (approximately 5-10 minutes' walk) arrived in a private vehicle. In 1969, 90% of school kids who lived within one mile of school, and 48% of all kids, walked to school. In 2001, those numbers were 31% and 15% respectively.
- For children living close to their schools (within 2 miles), half of the parents thought the amount or speed of traffic was a serious issue in letting their kids walk to school. Less than a quarter thought crime or weather was a serious issue.
- In 2008-9, about 25% of children 5-15 years old reported taking no walks or bike rides outside for any reason in the previous week. Nearly $\frac{1}{3}$ of younger adults aged 16-65, and almost half of Americans 65 and older report taking no walks outside for any purpose in the previous week.



Our generation now has experience with a lifestyle grown increasingly dependent on the automobile. The results have included road related injuries and death, dependence on



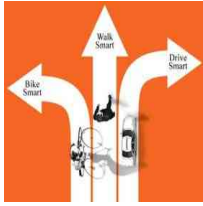
Rye Shared Roadways Committee

DRAFT

petroleum, increased pollution, global warming, increasing sedentary lifestyles, obesity, and congestion, to mention a few.

Communities are waking up to the problems that arise when planning centers around cars. Over the last several years, there has been a growing focus on pedestrian safety, livable communities' initiatives, environmental sustainability, and responsible planning, even as budgets become ever tighter at all levels of government.

The Shared Roadways Committee was chartered in the Fall of 2010 to provide citizen input into the planning and capital planning processes in Rye. It builds upon the groundbreaking work of the earlier Temporary Trailways and Schools Safety Committee which in 2007 undertook a similar mission to this Committee's. In addition to prior TTSSC work, the committee drew upon the work of two Complete Streets related projects undertaken by the Rye Y: the Oct. 2010 Complete Streets workshop conducted with the County DOT and Alta Planning and Design (focused on Boston Post Rd. stretching from the Rye train station to Rye High School); and the NYU Capstone project which focused on the Forest Ave. corridor from Grace Church St. to Van Wagenen.



Rye Shared Roadways Committee

DRAFT

COMMITTEE BACKGROUND

We were chartered in September 2010 by the City of Rye City Council, for the purpose of evaluating, recommending and prioritizing ways for the City of Rye to become a safer and more enjoyable walking and biking community. We are comprised of a cross section of our community: concerned residents, non-profit organizations, schools, and community leaders. Our belief is that our community wants and will increasingly demand a greater feeling of safety on our roadways when walking and biking, improved ability to leave cars behind for local trips, and more opportunities for safe outdoor exercise and recreation.

Our goal is to make Rye a more environmentally sustainable, healthy and more livable community for a range of ages and user groups by improving and enhancing safe pedestrian and bicycle opportunities. We are working to achieve this by working with City Staff to identify problems and areas for improvement, recommending changes and additions to City policies, educating and informing the community on a range of related topics, and seeking to institutionalize these approaches into the long term planning process.

COMMITTEE MEMBERS

Jimmy Amico

Steve Cadenhead (co-chair)

Doug Carey

Lucy Cassidy

Helen Gates

Susan Gervais

Maureen Gomez (co-chair)

Katy Keohane Glassberg

Gregg Howells

Dinah Howland

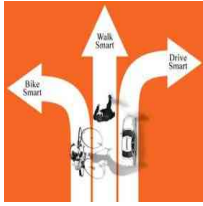
Howard Husock

David Kimmel

Kate Madigan

Martha McDade

Bob Zahm



Rye Shared Roadways Committee

DRAFT

COMMITTEE PROCESS

Our approach was straightforward. We began by identifying key non-motorist user groups in the community, such as school kids, seniors, commuters and shoppers. We then determined key “civic nodes” or destinations of those users, such as schools, the Rye MTA station and the Central Business District. We identified the routes employed by those users to get to those destinations, and observed those users traveling those routes.

Key users on whom we focused our efforts

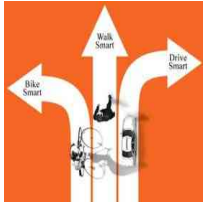
- Kids who are or could be walking or biking to school
- Commuters who are or could be walking or biking to the train
- Shoppers and employees who are or could be walking or biking to the CBD
- Joggers, bikers, walkers and others who are or could be walking, jogging or biking through their neighborhoods, to Rye’s parks, historical sites, central business district, etc.
- Rye’s older residents and people with disabilities

Key Destinations of our users in the City of Rye

- Schools
- Rye Train Station
- Central business district
- Forest Avenue
- Parks and the Nature Center

Over a period of months, various teams of committee members observed pedestrian, motorist and cyclist behavior throughout Rye. Our initial findings, described in the subsequent section, are presented in 3 categories:

- **Projects** to be included in the CIP
- **Legislative recommendations** requiring Council action
- **Education and Awareness** opportunities.



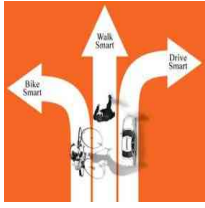
SIDEWALKS

Observations

1. Sidewalk maintenance suffers from a “poverty of the commons”. All costs fall to the property owner with virtually all benefits accruing to the public.
2. Repairs & clearance driven by complaint-based enforcement; no systematic review / scheduling of repairs leading to long repair times and general deterioration
3. Undefined sidewalk standards continue unsafe situations; e.g., blocked lines of sight; utility poles in sidewalks, narrow paths moving walkers into streets; incomplete sidewalks; etc.
4. Sidewalk obstruction “clearance” standards are undefined and inconsistently enforced; e.g., width of snow clearance; removal of obstructing foliage; siting of utility poles in sidewalks; etc. City snow clearance results in blocked sidewalks and does nothing for bus stops

Recommendations

1. The City takes over administration of sidewalks compliance. Annually survey and publish sidewalk conditions; notify abutter of requirements, their options, timeframe for remediation, penalties. Set timeframe for full citywide compliance (e.g. 7 years).
.Employ construction zones for efficiency.
2. Update and codify definitions of sidewalks, sidewalk clearance, and obstruction removal, construction requirements including minimum width, shy space, utility pole placement, level and continuous with driveways etc. Implement appropriate penalty structure for noncompliance.
3. Change city snow clearance practices to prevent snow accumulation on sidewalks. Automatically clear and bill responsible party after [] hours. Establish “will-shovel” snow removal registry ala “No Knock” registry



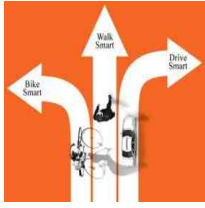
New sidewalks needed

- Nursery side of Milton Road
- North Street's East side along Nature Center & to Playland Parkway Access road.
- North side of Fremd from municipal parking lot to Purchase St.

Existing sidewalks needing immediate attention

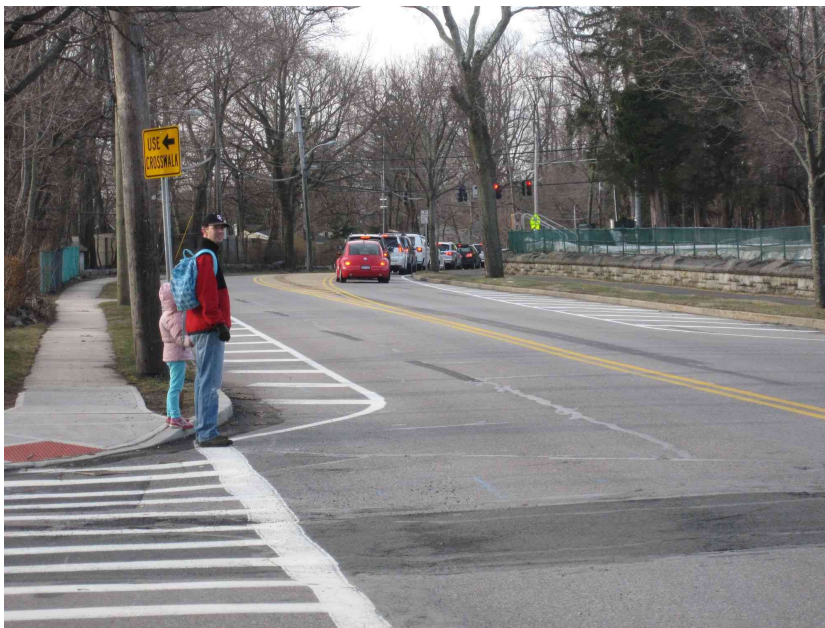
- BPR fm Marshlands to Rye Pool
- Locust Ave. sidewalk west of Fremd
- Osborn home sidewalk
along the Playland access road continuing along Theall Road to the Osborn home



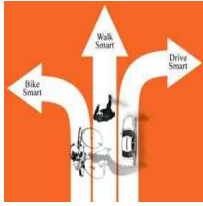


CROSSWALKS

<u>Observations</u>	<u>Recommendations</u>
<ol style="list-style-type: none">1. Crosswalks absent in important locations; some in wrong locations2. Crosswalks often in poor condition3. Markings not uniform4. No use of newer technologies (raised crosswalks, textured materials, retro-reflective materials)5. Aren't always accompanied by appropriate signage6. Sight often blocked by parked cars	<ol style="list-style-type: none">1. Within identified priority corridors consider "branding" our crosswalks with creative touches<ul style="list-style-type: none">• raised crossing• alternate materials and color schemes• accompanying markings and signage2. Enforce no parking within [10] feet



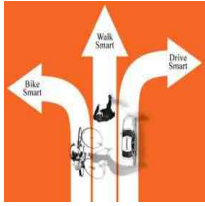
Sonn Drive at Boston Post Road



CROSSWALKS (continued)

New crosswalks needed or current crosswalks that need to be moved

1. Forest Avenue at Eve Lane: raised
2. Forest Avenue at Hewlett: add crosswalk from Hewlett to Forest on the right-hand/south side of the intersection; change the location of the crosswalk at Hewlett and Forest to the south side of Forest
3. Purchase Street near BPR/Square House: include bumpout and bollards
4. Billington and Platt, south side
5. Midland at approximately the mid-point of the school's basketball court on the East and Rye Rec's field on the West
6. Milton near or after Fairlawn
7. Dearborn at Halstead or Fairlawn
8. Old Post Road & BPR in front of the Osborn
9. BPR at Sonn Dr.
10. Across Parsons and across BPR at that intersection: raised with bumpout
11. BPR near Thistle/Peck
12. Fireman's Memorial
13. Highland Road at Wappanocca
14. Highland Road at Mendota
15. Apawamis at Milton: raised
16. Milton Road at Nursery Field
17. BPR at Old Post Road near RM/HS
18. Oakland Beach Rd entering Disbrow Park
19. Purchase Street at Fremd, north side
20. Rye MTA station

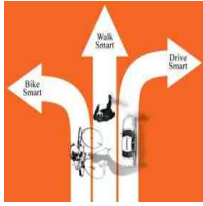


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CROSSWALKS (continued)





FOREST AVENUE

Observations

1. Heavily used as a recreational path for bicyclists, pedestrians and joggers. Pedestrians, including people pushing baby carriages, school children, and bicyclists all utilize the roadway
2. Absence of sidewalks north of [Apawamis] forces pedestrians and joggers into the flow of traffic
3. No designated shoulder.
4. Road lies generally within the center of a 50-foot wide City right-of-way.
5. Residents have placed large rocks along the sides of the road in the City right-of-way.



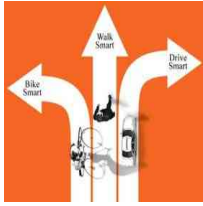
example of white rocks along Forest Ave

Recommendations

1. When repaving, construct additional shoulders would provide additional room for pedestrians and bicyclists that would be outside of the travel-way for motor vehicles. Motorist travel lane dieted to 10' width.
2. Add roadway markings along the entire length of Forest Avenue indicating to motorists to share the Road with recreational users
3. Move some crosswalks
 - North side of Playland
 - Corner of Hewlett and Forest from North side of the street to the South side of the Street
 - Eve Lane
4. Raise and paint crosswalks so that they are more visible
5. Establish and enforce policy re rocks: 15' minimum distance from center of roadway.

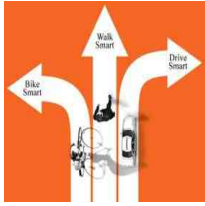


widened and striped, with rocks moved



THEO FREMD AVENUE

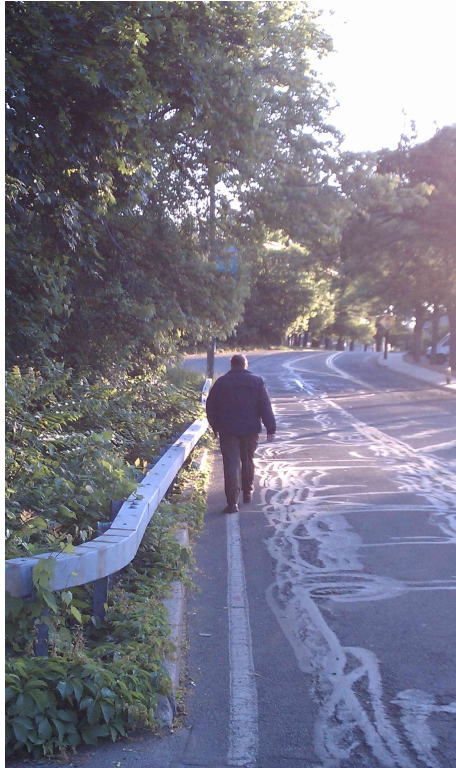
<u>Observations</u>	<u>Recommendations</u>
<ol style="list-style-type: none">1. Sidewalk ends on north side east of Blind Brook. Narrow lanes and no shoulder or sidewalk at Blind Brook retaining wall make walking & cycling unsafe, cause peds to walk directly in travel lane at Brook retaining wall.2. Well worn goat path approaching Purchase Street.3. No crosswalk on Northern side of Purchase Street, but this is where commuters to train and bus want to & do cross4. Purchase Purdy intersection difficult as streets aren't aligned straight, lanes are narrow especially for turning.5. Utility poles in middle of sidewalk SW of Central Ave.	<ol style="list-style-type: none">1. At left turn into municipal parking lot, reduce buffered space to allow striped width for walking along Blind Brook retaining wall. Extend striping through parking lot to Blind Brook bridge, where sidewalk begins. Remove telephone pole that has no wiring. Move utility pole and support wire from middle of sidewalk at Blind Brook bridge.2. Add sidewalk on northern side from municipal lot to Purchase St.3. Add raised crosswalk on at Purchase St., North side.4. Add left turn lane north onto Purchase street; turn arrow signal? Stop signs?5. Move utility poles 5' from curb.

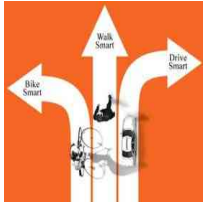


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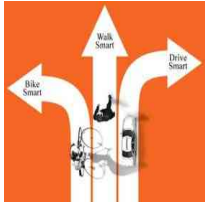
THEO FREMD AVENUE (continued)





CENTRAL BUSINESS DISTRICT

<u>Observations</u>	<u>Recommendations</u>
<ol style="list-style-type: none">1. No crosswalk on Northern side of Purchase Street at Fremd, but this is where pedestrians to train and bus regularly cross.2. Purchase Purdy intersection difficult due to mis-alignment of streets. Lanes are narrow especially for turning.3. There is no legal way for pedestrians to cross BPR at Purchase Street. Instead they must to go approx. 200' to the Locust Ave. intersection to cross.4. Often a shortage of short-term parking for those running quick errands. Drivers forced to circle the area looking for short-term parking, increasing traffic and pollution in the shopping and restaurant district. There is abuse of parking limits: drivers return to top up into meters ignoring 45-minute or two-hour limits.5. Essentially no bike racks in CBD.	<ol style="list-style-type: none">1. Add raised crosswalk2. Add left turn lane from Theo Fremd north onto Purchase street with turn arrow signal3. Improve the BPR/Purchase St junction with a new crosswalk, bump-outs, safety bollards, and sharrows.4. Investigate smart parking technologies, which:<ul style="list-style-type: none">• reduce enforcement costs.• enable raising parking rates during peak demand times, ensuring spaces• increase revenue• increase convenience (easier to find a spot).• encourage more bike and pedestrian access5. Convert car parking spaces to bike parking; one parking space = 8-22 bike parking spaces6. Add bike racks throughout the CBD



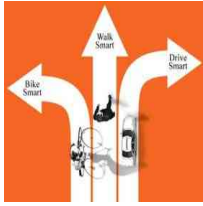
Rye Shared Roadways Committee

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RYE METRO NORTH TRAIN STATION

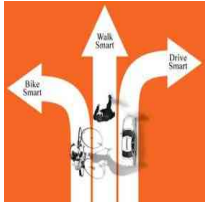
<u>Observations</u>	<u>Recommendations</u>
<ol style="list-style-type: none">1. Congestion at station; no clear markings for traffic or pedestrians.2. No clear and designated pedestrian pathway from the business district to the train station.3. Parking lot has not been repaved in over 20 years4. Poor lighting5. Danger spot at Station Plaza/Purchase St. intersections. Motorists surprised by pedestrians walking toward town.6. Rye residents not sufficiently aware of walking times to CBD/train station.	<ol style="list-style-type: none">1. Review renovation plan for Station Plaza developed previously by MetroNorth review for adequacy of crosswalks, signage, lighting, definition of vehicle travel lanes, bike parking, etc. Augment with features important to Rye (e.g., bike racks and lockers).2. Sacrifice some car parking spaces with convenient spaces to lock up bikes; one parking space = 8-22 bike parking spaces3. Create sets of maps as to who lives within walking and/or biking range, educate Rye residents and encourage walking and biking to train.





RYE HIGH SCHOOL / MIDDLE SCHOOL

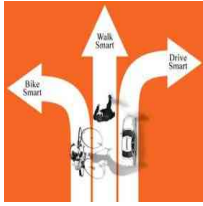
<u>Observations</u>	<u>Recommendations</u>
<ol style="list-style-type: none">1. There is no crossing of BPR from the High school to the Nature Center for pedestrians. The north-bound turn from Parsons onto the BPR encourages speeding and creates a more difficult crossing for pedestrians.2. Motorists continue to drive through crosswalks, especially the one on Parsons directly in front of the school.3. Children living off of Forest Avenue closer to Grace Church Street use the Eve Lane cut through to arrive to Midland, where they then take the Rye Rec path to Milton where they are crossed by the Crossing guard.4. Children walking from town on BPR have to walk in front of many active driveways. Long curb cuts create awkward and dangerous car/pedestrian interfaces.	<ol style="list-style-type: none">1. Add crosswalks and a pedestrian refuge island to improve the pedestrian/bike connection across BPR to the recommended sidewalk adjacent to the Nature Center.2. Restripe and resign crosswalk. Add portable traffic bollards where necessary. Paint zebra stripes and place signage indicating “students X-ing”3. Repave and repair steps at the Eve Lane cut through.4. Add a sidewalk on the east side of BPR from Central Avenue north to Parsons (along the Nature Center parallel to Blind Brook).
<p><u>Additional recommendations</u></p> <ul style="list-style-type: none">• Create a formal path to the back door of the school for students who bicycle and walk from the intersection of Boston Post Road and Old Post Road.• Move bike racks to the front of the school by the MS benches.• Leave the gates open so that kids can cut through without climbing the fence.	



Rye Shared Roadways Committee

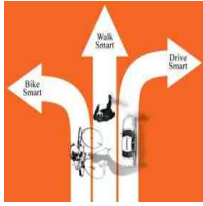
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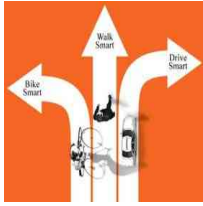
OSBORN SCHOOL

<u>Observations</u>	<u>Recommendations</u>
<ol style="list-style-type: none">1. The Boston Post Road intersection is frequently blocked particularly by northbound left turns with nowhere to go on Osborn road. This reduces visibility for the crossing guard and children.2. Parents and children continue to cross the Boston Post Road at the Northern Entrance to the back of the school, in spite of signage directing them to the crosswalk.3. The sidewalks are narrow and in many areas only allow for a single pedestrian. They are often encroached with vegetation or not cleared after a snow fall4. Drivers exiting the back lot are forced to dangerously nose their cars onto BPR to observe the traffic coming Northbound on BPR.	<ol style="list-style-type: none">1. Review parking procedures in the front and rear lots at Osborn to try and alleviate parking overflow onto BPR.2. Re-educate parents and children on the basics of crosswalk safety. And encourage use of the “official crosswalk” at Oakland.3. Review present sidewalk policy and issue fines to homeowners who do not maintain their sidewalks clear and unobstructed.4. Improve sight distance by adding a mirror on the corner of Sonn Drive and BPR
<p><u>Additional recommendations</u></p> <ol style="list-style-type: none">1. Reconfigure both the front and rear lots to try and accommodate more cars thereby reducing the volume of cars on BPR. Retime lights where necessary.2. Initiate a pilot "flag crossing" program at unmanned crosswalks near schools.3. Work with the SRTS group to formalize crosswalk education.	



MILTON SCHOOL

<u>Observations</u>	<u>Recommendations</u>
<ol style="list-style-type: none">1. At the intersection of Milton and Oakland Beach there is a walking signal to cross Milton on the North side of the street. There is no walking signal to cross the West side of Oakland Beach. Because the only sidewalk on this road is on the West side of Milton all walkers are forced to cross on this side of the road where there is no walking signal.2. Presently the children North of Oakland Beach Avenue commute to school by traversing a number of interior streets without the aid of one crosswalk.3. Crosswalk at Forest and Hewlett. Cars making a left onto Forest from Hewlett are encountering children in the crosswalk.	<ol style="list-style-type: none">1. Consider the placement of an additional Pedestrian Crossing signal at the Le Panetierre corner of Oakland Beach and Milton2. Consider the placement of a new crosswalk on or near Dearborn Ave. to aid those families in the Northern Oakland Beach neighborhood safer travel to school.3. Consider moving the crosswalk from the North side of Forest to the Southside.
<u>Projects and Actions</u> <ol style="list-style-type: none">1. Modify crosswalk signals at the corner of Oakland Beach Ave/Milton Avenue.2. Construct a new crosswalk in the Dearborn vicinity.3. Employ the recommendations made by the Capstone team for Forest Avenue.4. Initiate a pilot "flag crossing" program at unmanned crosswalks near schools.	



MIDLAND SCHOOL

Observations

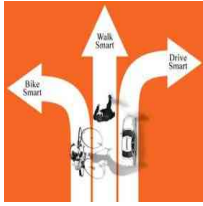
1. Crosswalks and their location have been discovered to be the largest issue concerning Midland School.

Recommendations

1. Restripe and resign all crosswalks pertaining to Midland School.
2. Consider eliminating the center crosswalk and moving to a two crosswalk scenario: with one at the North playground; and one at the South in alignment with the current dismissal pattern.

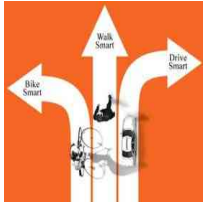
Projects and Actions

1. Construct a new northern crosswalk bisecting Midland at approximately the mid-point of the school's basketball court on the East and Rye Rec's field on the West.
2. Construct a new southern crosswalk would be installed at the corner of the traffic circle and cross to Billington court.
3. Initiate a pilot "flag crossing" program at unmanned crosswalks near schools.
4. Restripe a new designated drop off zone by the new crosswalk



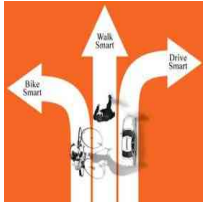
RECREATION

<u>Observations</u>	<u>Recommendations</u>
<ol style="list-style-type: none">1. No bike lanes exist in the City of Rye. Cyclists and pedestrians share the roadway with motorists2. There is inadequate signage and roadway marking.3. There are no designated bike routes	<ol style="list-style-type: none">1. Bike Racks<ul style="list-style-type: none">• Schools• Train Station• Require bike racks for new commercial development2. Designate selected roadways as bike/recreation routes; improve with markings and signage<ul style="list-style-type: none">• ECG• Historic and Recreation Route3. Improve bike/Recreational safety<ul style="list-style-type: none">• Improve signage• Sharrows• Consider wider shoulders, rather than sidewalks where possible.• Eliminate hazards and obstructions in high recreation areas



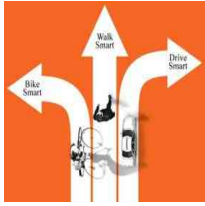
RYE'S OLDER RESIDENTS

<u>Observations</u>	<u>Recommendations</u>
<ul style="list-style-type: none">• Rye's seniors are not entirely familiar with the latest pedestrian safety laws.• When surveyed, The Firemen's memorial and 5 corner intersections were noted to be confusing and dangerous both to the motorist and the pedestrian.• Universally complained of speeding on Theo Fremd and Forest Avenue.• Felt at risk when walking due to motorists speaking and texting.• Felt that there were insufficient handicapped parking spaces in the CBD.	<ol style="list-style-type: none">1. Recruit organizations such as AARP, Carfit, and AAA to give senior seminars on topics such as:<ul style="list-style-type: none">• Pedestrian/Crosswalk Safety• Driving Skills Refresher Course• How medication can affect driving performance• Tips on route planning, best times to drive, and avoidance of dangerous intersections.2. Redesign the Firemen's Memorial as a proper traffic circle, with necessary markings and signage.3. Redesign 5 corners to include traffic signals with arrows and visibly marked crosswalks. Adjust timing of signals to allow for the slower gate stride of the older pedestrian.4. Increase police enforcement on priority corridors such as Forest Avenue and Theo Fremd.5. Encourage walking to the CBD by mapping routes that are "senior" friendly. Those with few if any impediments.



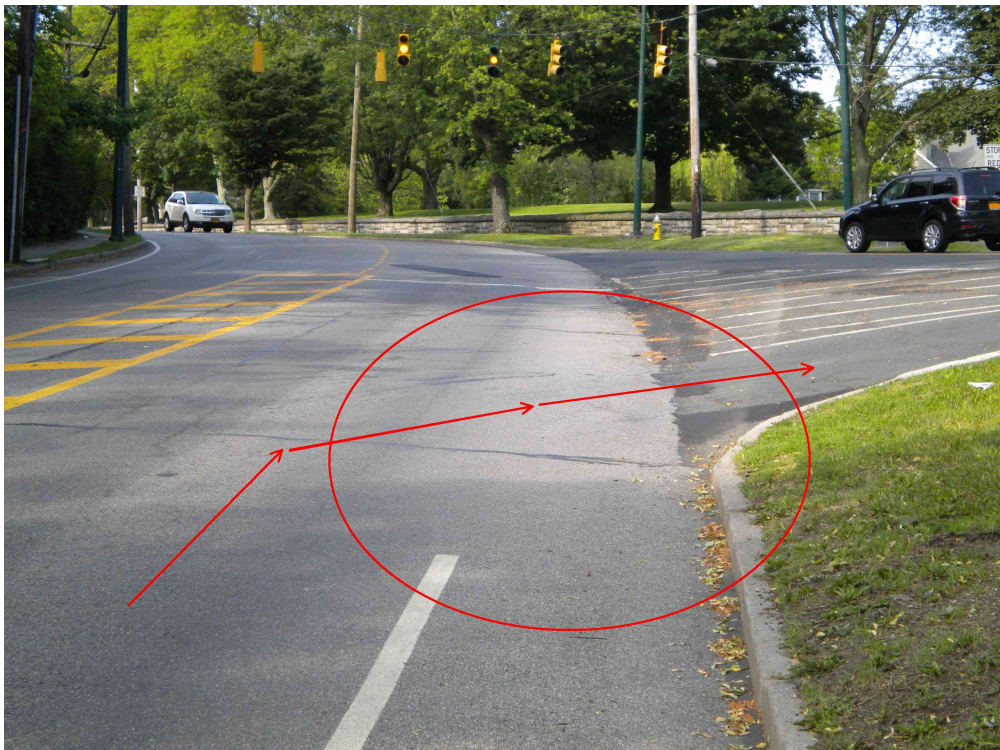
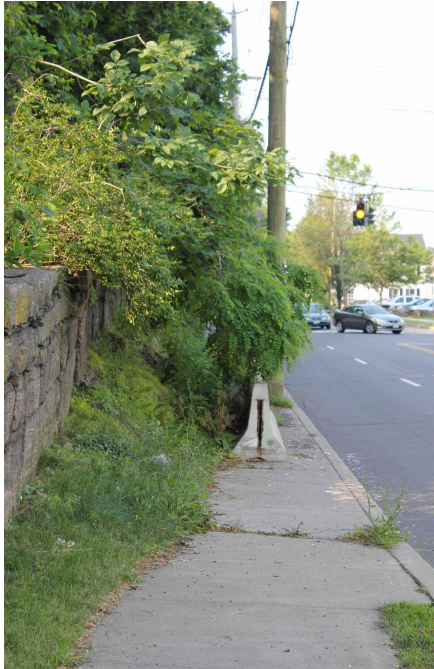
OTHER KEY CAPITAL PROJECTS

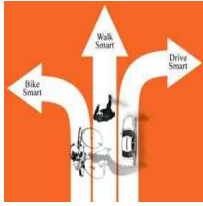
<u>Observations</u>	<u>Recommendations</u>
<ol style="list-style-type: none"> 1. The 5 Corners intersection at Kelly’s is confusing to all users of the road. Ascertaining who has the right of way is difficult, and the crosswalks have poor or inadequate signage. 2. Roadways at the Fireman's Memorial are confusing and difficult for cyclists and pedestrians. 3. The rock wall/embankment on Boston Post Road opposite Purdy Avenue (“Loudon Woods wall”) has been shedding rocks, compromising slope and wall stability. The wall straddles private and City right-of-way property lines. 4. BPR still challenging for cyclists: striped shoulder fades in/out. 5. Intersection of Apawamis at Milton is too wide to cross safely. Drivers also fail to stop at the stop sign. 6. Midland children in the vicinity of Forest Avenue closer to Grace Church Street use the Eve Lane cut through to arrive at Midland. Path and steps are dangerously slippery when icy. 7. Midland children near Forest Ave north of Fieldstone would like to cut through the Synagogue property to Midland. 	<ol style="list-style-type: none"> 1. Redesign the Firemen’s Memorial as a proper traffic circle, with necessary markings and signage. 2. Redesign 5 corners to include traffic signals with arrows and visibly marked crosswalks. Adjust timing of signals to allow for the slower gate stride of the older pedestrian. 3. Draft a public/private agreement (with Loudon Woods homeowners) to secure funds to repair wall. 4. BPR: add signage and shared lane marking; wide enough to re-stripe bike lane? 5. Consider making an all-way stop. 6. Repave and repair steps at the Eve Lane cut through. 7. Reach agreement with Community Synagogue to allow cut-through.



Rye Shared Roadways Committee

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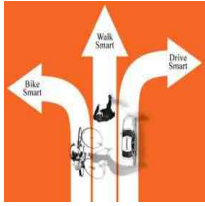




RECOMMENDATIONS FOR COUNCIL LEGISLATIVE ACTION

The Committee identified opportunities for improvement via Council legislative action. These types of actions provide a framework that guides the choice and details of project work. Also, the philosophies, awareness and citizen advocacy that have taken us to this point need to be institutionalized into the City's practices and procedures to assure continuity of this process. Our recommendations may in some cases be controversial. They should be vetted, with public input.

1. **Endorse an effective Complete Streets policy**, which would include the creation of a Complete Streets Advisory Board, the designation of a Complete Streets project coordinator, and designation of a grant consultant.
2. **Formally designate "priority shared corridors"** Such a designation might be applied, for instance, to Forest Avenue, already heavily-used by cyclists, pedestrians and motorists, or to school zones or key routes approaching the central business district. Zones with this designation would have priority for maintenance and improvement measures such as raised crosswalks, improved signage, improved roadway markings, and repair/repaving.
3. **Update sidewalk and crosswalk policies and ordinances.** Policies should improve and clarify such components as design, maintenance, accompanying signage, standards for when crosswalks and sidewalks are unusable due to construction, and snow removal. They should include an annual survey of conditions. For sidewalks, the model of complaint-based abutter responsibility for maintenance and repair should be revisited, and the positioning of utility poles should be addressed.
4. **Begin to consider how to balance and trade off parking spaces for pedestrian and cycling enhancements.**
5. **Investigate available "smart parking" technologies**, which hold the promise of reduced enforcement costs; enabling raising parking rates during peak demand times, ensuring spaces and increasing revenue while simultaneously increasing convenience (easier to find a spot); and encouraging more biking and walking.
6. **Create or update bicycle parking and riding ordinances.**
7. **Begin to specify and/or update street design guidelines** for appropriate sidewalk and travel lane widths, bicycle facilities, street trees and plantings,

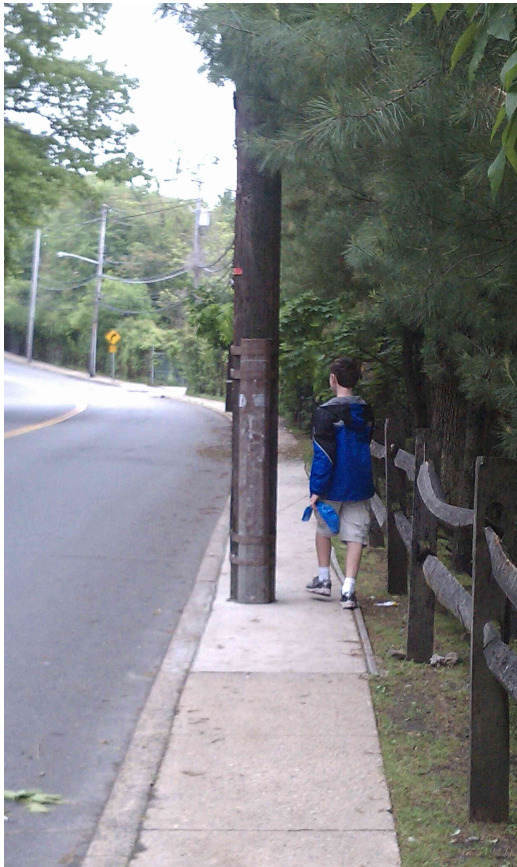


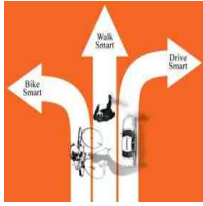
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lighting fixtures, street furniture, etc. Consider general calming techniques such as striping most travel lanes with posted speeds of 30MPH to no more than 10 feet.

- 8. **Approve an ordinance requiring minimum distance from the curb or shoulder for utility poles.** Agree a plan and timetable with Con Edison to achieve compliance.





Rye Shared Roadways Committee

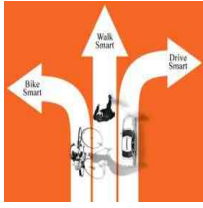
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EDUCATION AND ENCOURAGEMENT

Educating the public is probably the most critical component in creating a pedestrian and bike friendly community. It is also the most challenging. In order to insure the most positive outcome, students must be introduced to the concept of Pedestrian safety at a very young age.

EDUCATION INITIATIVES

- **Elementary schools**
 - Formalize a more consistent Pedestrian Safety program at all of the schools
 - Rollout safety programs in the fall of each year
 - Safety pledges, handbooks, etc...
 - Modules that can be pushed in to the physical education class
- **MS/HS**
 - Roll out a program for incoming 6th graders
 - Revisit the Youth Committee position that used to liaise with City Council
 - Encourage students to form a chapter of Students against Destructive Decisions at Rye High
 - Enlighten kids to the software available to disable cell phones while driving
 - Show ATT video at an assembly at the beginning of the year
 - Invite speaker from video to visit/address the school
- **Parents**
 - Continue with forums such as the Dangerous Driving Forum held on 3/24
 - Reach out to parents on Back-to-school nights to get them to sign safety pledges;
 - Show AT&T video clip on the dangers of texting and driving



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EDUCATION AND ENCOURAGEMENT (continued)

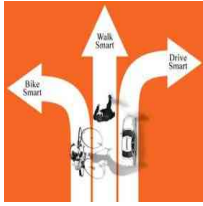
EDUCATION (cont'd)

- **Seniors**
 - Liaise with Older Driver Coalition to roll out specific modules geared toward senior drivers
 - Liaise with AARP for actual Driving Courses for Seniors
- **Community wide:** Create a communications and marketing plan that includes a Rye Complete Streets website with links from the City's website

ENCOURAGEMENT:

- **Elementary Schools:**
 - Roll out Walking School Buses on Tuesday, May 17th
 - Explore the “lose 25” regarding reducing car drop off by 25%
- **MS/HS**
 - Get students to participate in a “Text Free Tuesday”
 - Have the Rye Youth Council Players conduct role plays with the emphasis on Pedestrian Safety
 - Distribute fun incentives with safety messages; Frisbees, hacky sacks, Lance Armstrong type bracelets
- **Residents & Commuters**
 - Initiate Walk/Bike Commuter days
 - Car free Sundays on Purchase Street during the summer months





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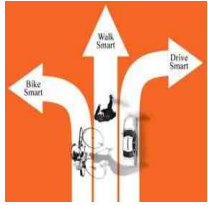
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FUNDING

The Shared Roadways Committee recognizes that a lack of funding or unstable funding sources – especially over long periods of time – can cause a program to struggle or even fail. Having an organizational structure in place that includes sound funding mechanisms is imperative for a program at any stage, but it is especially important in the critical first years. Everyone in the Rye community is a stakeholder benefiting from safer and better planned roadways. Thus, broad-based community support is a very important element of the Shared Roadways model. For this reason, it is also realistic to assume that a Complete Streets effort will receive funding from more than one source.


The City should pursue funding these recommendations from a variety of sources:

- If not already being done, the City should assure that it remains vigilant to grant opportunities and vigorously pursue them, perhaps enlisting community advocates to help monitor and apply for them.
- City could use existing Capital Improvement budgets in a more thoughtful “Complete Streets” manner. Include these elements complete streets improvements to the existing paving, striping, and reconstruction budgets.
- City staff and Council should consider prioritizing the overall Capital Improvement Plan (not just the Transportation projects). perhaps re-allocating priority to issues affecting roadway safety, at the expense of other items.
- The City should consider a bond issue as a funding source. Long-term funding is appropriate for projects that have long lives. Additionally, interest rates are at historic lows, so the cost of borrowing is similarly relatively low.
- Public-private partnerships, including fundraising, sponsorships and other special projects: In some smaller communities such as Rye, like-minded organizations such as the chamber of commerce, museum or preservation organizations may also help fund (or help raise funds) for the Complete Streets effort. Often times, this follows an educational process that helps all of these organizations see how their partnership with the Complete Streets program spells success for all.



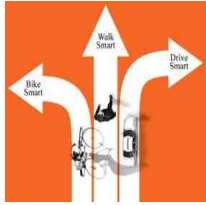
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 Which Federal Program is Right for My Project?								
	Transportation Enhancements (TE)	High Priority Projects (HPP)	Congestion Mitigation and Air Quality Improvement (CMAQ)	Non-TL Surface Transportation Program (STP)	Safe Routes to Schools (SRTS)	Recreational Trails Program (RTP)	Highway Safety Improvement Program (HSIP)	Section 402- State and Community Highway Safety Grant Program
Percent of Federal Bikes/Ped Funding	41.0%	20.8%	16.0%	8.0%	1.0%	1.0%	0.8%	n/a
Program Purpose	To expand travel choice and enhance the transportation experience by improving the cultural, historic, aesthetic and environmental aspects of our transportation infrastructure.	To fund key transportation projects deemed important by elected officials.	To fund transportation projects to improve air quality and reduce traffic congestion in areas that do not meet air quality standards.	To provide flexible funding that may be used by States and localities for projects on any Federal-aid highway, including the HSP, bridge projects on any public road, transit capital projects, and safety and intercity bus terminals and facilities.	To enable and encourage children to walk and bicycle to school, and to facilitate the planning, development and implementation of projects that will improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity of schools.	To provide funds to the States to develop and maintain recreational trails and trail-related facilities for both nonmotorized and motorized recreational trail uses.	To fund highway safety projects aimed at reducing highway fatalities and serious injuries.	To create safety programs aimed at reducing crashes, deaths, injuries, and property damage.
Eligible Infrastructure	All bike/ped infrastructure that has a relationship to surface transportation (as approved by recreation alone)	All bike/ped infrastructure	Most bike/ped infrastructure including bike paths, lanes, racks, lockers, bike sharing programs	All bike/ped infrastructure	Bike/ped infrastructure within a 2 mile radius of the school	Bike trails, trailside and trailhead facilities, both development and maintenance	Bike lanes, bike parking, crosswalks and signage	None
Eligible Non-Infrastructure	Safety and educational programs for pedestrians and cyclists are also eligible	None	Most bike/ped programs and "outreach related to safe bicycle use," and "establishing and funding State bicycle/pedestrian coordinator positions..."	All bike/ped programs	Encouragement, Enforcement and Education activities for children in grades K-5	Trail construction and maintenance equipment; land and easement acquisition; safety and environmental education; assessment of trail conditions; state program administration	States can spend 10 percent of their HSIP funds on public awareness campaigns, education programs and enforcement activities	Safety programs such as bike or pedestrian safety education, helmet distribution, or distribution of safety information
Key Project Requirements	Must relate to surface transportation, and must comply with all federal administrative laws that apply to highway projects	No official requirements, but offices need to know how the project will help their community and that list of officials endorse the project	1) Must be spent in non-attainment and maintenance areas. 2) Will be evaluated on air quality emissions	n/a	Focus is on making it safe for more children (grades K-5) to walk and bicycle to school	50% of state's funding must be used for nonmotorized trail projects; 50% for motorized; 40% for projects that encourage diversity of use of trail corridor, trailhead, etc. (categories may overlap); projects encouraged to have environmental benefit and use youth conservation and service corps	Project must address goals written in State Highway Safety Plan (SHSP)	Project must address goals written in State Highway Safety Plan (SHSP)
Funding Timing	Different in every state; see www.enhancements.org/stateprofile.asp to learn about your state	HPPs are decided every 6 years with the transportation bill. Appropriations projects are similar to HPPs, but are decided annually with the appropriations bill	Different in every state and MPO	n/a	Different in every state	Varies by state	HSIP Projects decided every year; SHSP updated every year as well	n/a
Local Match Required	Varies, usually 20%	No match requirement, but projects with a local match are generally prioritized	Typically 20%	20%	None	Typically 20%, some 50%	20%	n/a
Who Should I Talk to About This?	State TE Coordinator	Congressional Office	MPO to find out who runs your CMAQ Program	Bike/Ped Coordinator	DOT SRTS Coordinator	State Trail Administrator	Bicyclist Coordinator; HSIP Manager	DOT Traffic Safety Office
For More Info?	National Transportation Enhancements Oversight House	Congressional Office	"Congestion Mitigation and Air Quality Improvement Program," Advocacy Advance Report	n/a	Safe Routes to School National Partnership	FRWA Web site: www.fewa.dot.gov/management/moreinfo/index.htm	"Highway Safety Improvement Program," Advocacy Advance Report	"Section 402," Advocacy Advance Report

¹ FY2008. Does not include Recovery Act funds.

² All Advocacy Advance Reports can be found at www.bikeleague.org/advocacy/reports



Rye Shared Roadways Committee

DRAFT

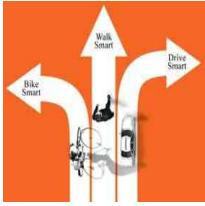
What Program Is My Project Eligible For?



Transportation Enhancements
Congestion Mitigation and Air Quality Improvement (CMAQ)
Surface Transportation Program
Safe Routes to Schools
Recreational Trails Program
Highway Safety Program
Program (HSP)
State and Community Highway Safety Grant Program (Section 402)
National Highway System
Scenic Byways
Federal Lands Highway Program
Highway Bridge Program
Trans. and Community and System Preservation and State/Metropolitan Planning Funds
Access to Jobs/Reverse Commute (AJRC)
Federal Transit Capital
Transit Enhancements

	Transportation Enhancements	Congestion Mitigation and Air Quality Improvement (CMAQ)	Surface Transportation Program	Safe Routes to Schools	Recreational Trails Program	Highway Safety Program (HSP)	State and Community Highway Safety Grant Program (Section 402)	National Highway System	Scenic Byways	Federal Lands Highway Program	Highway Bridge Program	Trans. and Community and System Preservation and State/Metropolitan Planning Funds	Access to Jobs/Reverse Commute (AJRC)	Federal Transit Capital	Transit Enhancements
Bicycle and pedestrian plan	*	*	*								*	*			
Bicycle lanes on roadway	*	*	*	*		*		*	*	*				*	*
Paved shoulders	*	*	*	*				*	*	*					
Signed bike route	*	*	*	*				*	*	*					
Shared use path/trail	*	*	*	*	*			*	*	*					
Single track hike/bike trail					*										
Spot improvement program	*	*	*	*		*									
Maps		*	*	*			*								
Bike racks on buses	*	*	*	*									*	*	
Bicycle parking facilities	*	*	*	*				*	*	*			*	*	
Trail/highway intersection	*	*	*	*	*	*		*	*	*					
Bicycle storage/service center	*	*	*	*							*		*	*	*
Sidewalks, new or retrofit	*	*	*	*		*		*	*	*			*	*	*
Crosswalks, new or retrofit	*	*	*	*		*		*	*	*			*	*	*
Signal improvements	*	*	*	*		*		*	*	*					
Curb cuts and ramps	*	*	*	*		*		*	*	*					
Traffic calming			*	*		*					*				
Coordinator position		*	*	*							*				
Safety/education position		*	*	*			*								
Police patrol			*	*			*								*
Helmet promotion	*	*	*	*			*								*
Safety brochure/book	*	*	*	*	*		*								*
Training	*	*	*	*	*		*								*

Source: "FHWA Guidance: Bicycle and Pedestrian Provisions of Federal Transportation Legislation," <http://www.fhwa.dot.gov/ENVIRONMENT/bikeped/btp-guid.htm#tp4> (Last Accessed 8/3/2010)



Rye Shared Roadways Committee

DRAFT

RECOMMENDED NEXT STEPS

1. Finalize the recommendations for inclusion in the updated Capital Improvement Plan.
2. Host a Shared Roadways workshop in which to explore future Council legislative action and to get input from the public, especially:
 - adoption of a “Complete Streets” resolution.
 - designation of “priority shared roadway corridors”.
 - updating of sidewalk and crosswalk policies and ordinances.
3. Finalize the formal report from this Committee.
4. Create the walk / ride boundary maps around key civic nodes.
5. Continue to implement Education and Encouragement initiatives.
6. Examine current Capital Projects schedule through a Complete Streets lens.



CITY COUNCIL AGENDA

NO. 12

DEPT.: City Manager's Office

DATE: June 15, 2011

CONTACT: Scott Pickup, City Manager

ACTION: Continuation of Public Hearing to amend Local Law Chapter 76, "Dogs", Section 76-5, "Running at large prohibited" and Section 76-6, "When Leash Required", to establish regulations for the leashing of dogs at Rye Town Park.

FOR THE MEETING OF:

June 15, 2011

RYE CITY CODE,

CHAPTER

SECTION

RECOMMENDATION:

IMPACT: Environmental Fiscal Neighborhood Other:

BACKGROUND: The Rye Town Park Commission voted to modify the park's dog regulations during the summer period which runs from Memorial Day through October 1st. During that time, dogs will be allowed off the leash for a period of time in the mornings before 9:00 a.m. After 9:00 a.m. all dogs must be kept on a leash. Throughout the summer season, regardless of the time of day, dogs must be kept in the designated dog walking part of the park. This area runs along the north of the park at Rye Beach Ave and along the west side of the duck pond on Forest Ave. as outlined on the attached map. The Rye City Code must be updated as follows to reflect these changes for enforcement purposes:

- the time period allowed to be off leash in the Park is from 5:00 a.m. to 9:00 a.m.
- dogs may only be off-leash in the designated area of the Park
- after 9:00 a.m. dogs must be leashed in all areas of Rye Town Park and the City of Rye

See attached.

LOCAL LAW
CITY OF RYE NO. ___ OF 2011

A Local law to amend Chapter 76 “Dogs” by amending §§ 76-5 and 76-6 of the City Code
of the City of Rye

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

Section 1. Chapter 76 “Dogs” is hereby amended by amending Section 76-5 “Running at large prohibited” as follows:

§ 76-5. Running at large prohibited.

No person owning, harboring or having the custody and control of a dog shall permit such dog to be at large in the City of Rye, elsewhere than on the premises of the owner, unless:

- A. The dog is on the premises of another person with the knowledge and consent of such person.
- B. **The dog is in Rye Town Park within the permitted dog walking area which runs along the north of the park at Rye Beach Avenue and along the west side of the duck pond on Forest Avenue. This exception shall be in effect from Memorial Day through and including September 30 each year from 5 a.m. to 9 a.m. At all other times and in all other areas of the City of Rye, dogs are prohibited from running at large.**

Section 2. Chapter 76 “Dogs” is hereby amended by amending Section 76-6 “When leash required” as follows:

§ 76-6. When leash required.

- A. The owner, harborer or person having the custody and control of a dog in the City of Rye which is not on the premises of the owner or upon the premises of another person with the knowledge and consent of such person shall control and restrain such dog by a chain or leash not exceeding eight feet in length.
- B. **Exception. Summer Hours in Rye Town Park.**

The owner, harborer or person having the custody and control of a dog while in Rye Town Park may allow such dog(s) to be unleashed from 5 a.m. to 9 a.m. in the designated dog walking part of Rye Town Park which runs along the north of the park at Rye Beach Avenue and along the west side of the duck pond on Forest Avenue. At no time shall unleashed dogs be permitted to be on the boardwalk or on the beach. This exception to the leash law shall be effective from Memorial Day through and including September 30 of each

year. At all other times and in all other areas of the City of Rye, dogs must be leashed in accordance with § 76-6(A).

Section 3. Severability

If any section of this local law shall be held unconstitutional, invalid, or ineffective, in whole or in part, such determination shall not be deemed to affect, impair, or invalidate the remainder thereof.

Section 4.

This local law shall take effect on **May 28, 2011.**

DRAFT



For: Immediate Release
Contact: Bill Lawyer 914 689-5109
**Rye Town Park Commission Approves
Modification of Dog Regulations**

The Rye Town Park Commission voted at their April 26th meeting to modify the park's dog regulations during the in-season, "summer" period. This season runs from May 15 through September 30.

During that time, dogs will be allowed off the leash in the mornings up until 9:00 a.m. After 9:00 a.m. all dogs must be kept on the leash. The goal is to "keep Rye Town Park a safe and friendly place for everyone."

Suki Van Dijk, coordinator of the Dog Owners of Rye Town Park, said: "We think it is a great policy and look forward to enjoying the park with our dogs and fellow park goers."

Dog walkers are required to pick up after their dogs at all times. And, they must be "in control" of their dogs, to protect them from causing trouble for people or other dogs.

The policy will be enforced in coordination with Rye Town Park Security and the Rye City Police Department

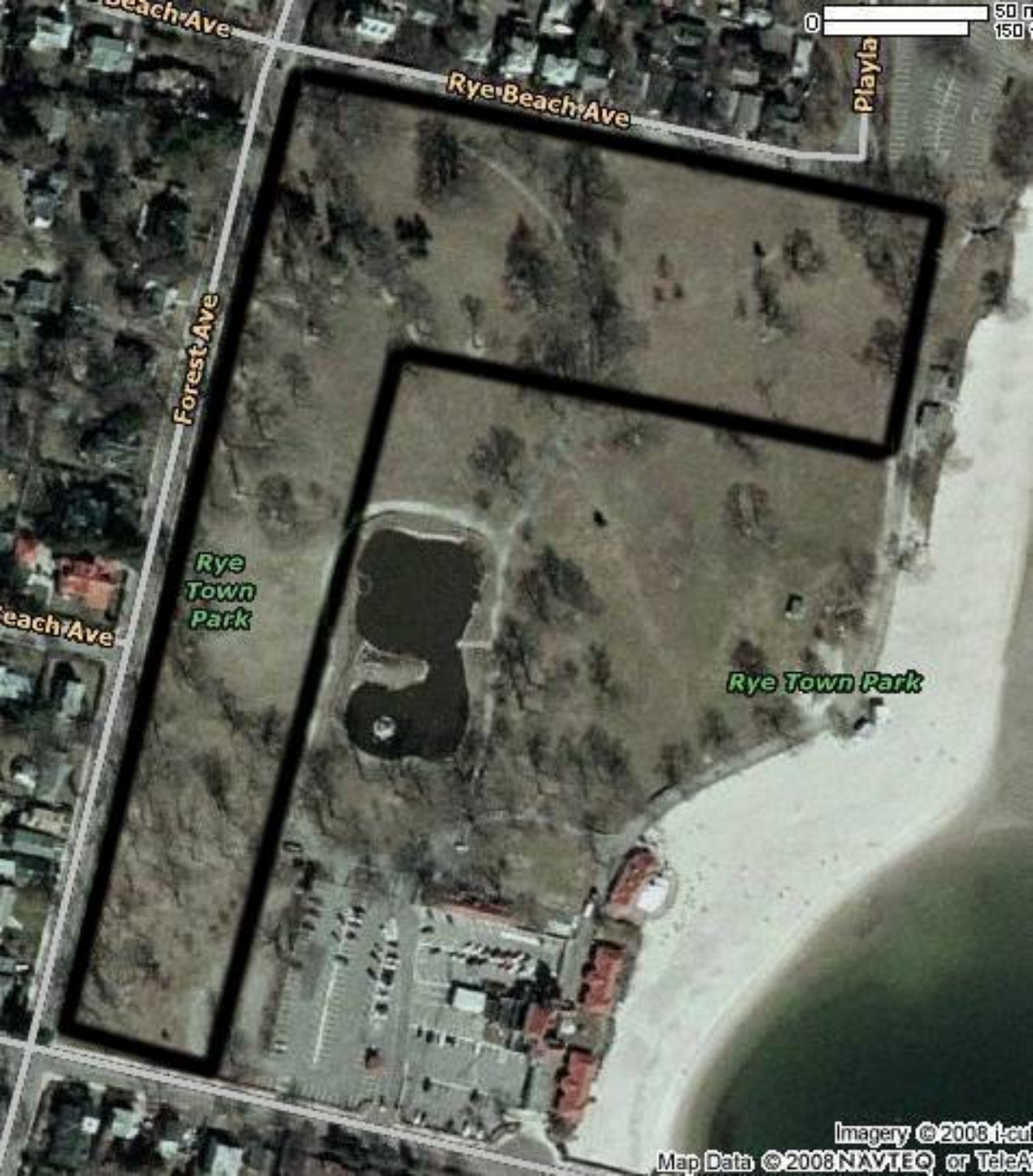
Throughout the summer season, regardless of the time of day, dogs must be kept in the designated dog walking part of the park. This area runs along the north of the park at Rye Beach Ave and along the west side of the duck pond on Forest Ave. See the attached map for details.

The Commission also stressed that dogs are "not allowed on the beach, near the restaurant, tower buildings, pavilion area, or in the duck pond."

The Commissioners called for everyone to follow four basic principles: cooperate with park rangers and staff; be considerate of other users of the park – especially seniors and children; be attentive to safety issues at all times; and, accompany and control your dog at all times.

"The policy will be closely monitored and evaluated for compliance," noted Mayor Doug French.

Anyone having a problem with dog owners not adhering to the rules should call the Rye City Police at 967-1234 or report it to the Rye Town Park Security Office at 967-0965.



Beach Ave

Rye Beach Ave

Playla

Forest Ave

Beach Ave

Rye
Town
Park

Rye Town Park

Imagery © 2008 1-cr
Map Data © 2008 NAVTEQ or TeleA



CITY COUNCIL AGENDA

NO. 13

DEPT.: City Manager's Office

DATE: June 15, 2011

CONTACT: Scott Pickup, City Manager

ACTION: Public Hearing to amend Local Law Chapter 167, Section 167-9, "Procedures for street openings", subsection D, "Fees", to remove the setting of fees from the Local Law.

FOR THE MEETING OF:

June 15, 2011

RYE CITY CODE,

CHAPTER

SECTION

RECOMMENDATION:

IMPACT: Environmental Fiscal Neighborhood Other:

BACKGROUND:

A Public Hearing will be held to discuss removing the setting of Street Opening fees from the Local Law.

See attached.

CITY OF RYE
LOCAL LAW NO. 2011

A Local Law to amend Rye City Code Sections 167-9 “Penalties Procedures for street openings” Section D “Fees” to remove the fees from the local law and to change the permit issuing department.

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

Section 1. § 167-9

D. Fees.

No permit for a street opening shall be issued by the City Engineer ~~City Clerk~~ until the applicant shall have first paid to the City Engineer ~~City Clerk~~, in cash or by check payable to the City of Rye:

- (1) A deposit to be determined as provided hereunder and as set forth in the fee schedule ~~and to be furnished by the applicant~~; and
- (2) A fee as set forth in the fee schedule ~~of \$180 or 10% of the amount of the deposit, whichever shall be greater, except that whenever a permittee has filed a bond in lieu of a deposit, in accordance with Subsection F of this section, said fee shall be \$2.50~~ established on a per linear foot basis of street opening measured along the length of the street opening or ~~\$180~~ the fee as set forth in the fee schedule, whichever shall be greater; ~~except that a~~ No fee shall be charged to a public service corporation for the installation or relocation of poles. Said fee is to cover the cost of issuing and recording the permit and the supervision and inspection of the work done in connection therewith; and
- (3) A surcharge ~~of \$175~~ for each street opening permit. The surcharge shall be set annually by the City Council as set forth in the fee schedule.
- (4) Test holes (keyhole openings). The fee for test holes is set forth in the fee schedule ~~shall be a minimum of \$60 per hole.~~

Section 2. This local law will take effect immediately on filing in the Office of the Secretary of State.

Deleted language is [bracketed] and new language is underlined



CITY COUNCIL AGENDA

NO. 15

DEPT.: Finance

DATE: June 15, 2011

CONTACT: Jean Gribbins, City Comptroller

AGENDA ITEM: Resolution to transfer \$25,000 from contingency to Engineering services for design fees for Capital Projects.

FOR THE MEETING OF:
June 15, 2011

RECOMMENDATION: That the City Council adopt the following resolution:

WHEREAS, City staff has determined that the amounts required for design fees for Capital Projects including Sonn Drive/Boston Post Road Intersection Improvement follow-up and the design for permanent improvements at Palisades Road and Midland Avenue that were not anticipated and were not provided for in the adopted 2011 budget by \$25,000, and,

WHEREAS, the General Fund Contingent Account has a balance of \$225,000, now therefore be it

RESOLVED, that the City Comptroller is authorized to transfer \$25,000 from the General Fund Contingent Account to the Engineering Services Account.

IMPACT: Environmental Fiscal Neighborhood Other:

BACKGROUND: Use and status of the Contingent Account:

01/01/2011 Beginning balance	\$300,000
02/09/2011 Transfer to Public Works for Storm costs	(50,000)
04/13/2011 Transfer to Sewer/Drain Account for emergency repairs	(25,000)
06/15/2011 Transfer to Engineering Services for design fees	<u>(25,000)</u>
06/15/2011 Balance	<u>\$200,000</u>



CITY COUNCIL AGENDA

NO. 16

DEPT.: Planning

DATE: June 10, 2011

CONTACT: Christian K. Miller, AICP, City Planner

AGENDA ITEM:

Consideration to set a public hearing for August 10, 2011 regarding a change to the zoning district designation of the 1051, 1037 and 1031 Boston Post Road properties from the B-1 Neighborhood Business District to the B-2 Central Business District and change the parking district designation of 1031 Boston Post Road from the "C" to the "A" Parking District.

FOR THE MEETING OF:

June 15, 2011

RYE CITY CODE,
CHAPTER
SECTION

RECOMMENDATION:

Adopt the attached resolution setting a public hearing for its August 10, 2011 meeting, refer the proposed zoning amendment to the Rye City Planning Commission and Westchester County Department of Planning as required by law and declare the City Council's intent to be Lead Agency under SEQRA.

IMPACT: Environmental Fiscal Neighborhood Other:

BACKGROUND:

The attached draft local law changes the zoning district designation of three contiguous properties at 1051 (i.e. City Hall), 1037 and 1031 Boston Post Road from the B-1 District to the B-2 District. The draft local law also changes the parking district designation of 1031 Boston Post Road to the "A" parking district and amends the B-2 District to allow multi-family units on the first floor for properties in the B-2 District having frontage on Boston Post Road. The draft local law should be referred to the Planning Commission for its advisory comments and Westchester County Planning Department. The only public notice of this action is notice of the required public hearing in the City's official newspaper. The attached full Environmental Assessment Form (EAF) provides a more complete description of the action and the planning rationale for the proposed change in zoning.

**A LOCAL LAW TO AMEND THE “PARKING DISTRICTS MAP”
AND THE “ZONING MAP OF THE CITY OF RYE, NEW YORK”
FOR THE PURPOSE OF EXPANDING THE “A” PARKING DISTRICT
AND “B-2” CENTRAL BUSINESS DISTRICT**

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

Section 1. The “Zoning Map of the City of Rye, New York” is hereby amended to change the classification to the B-2, *Central Business*, District three (3) contiguous properties known on the Rye City Tax Map as Section 146.07, Block 2, Lot 31; Section 146.11, Block 1, Lot 4; Section 146.11, Block 1, Lot 5 and to the centerline of the portion of Boston Post Road where such lots have frontage on said road.

Section 2. The “Parking Districts Map” of the City of Rye is hereby amended to change the classification to the “A” Parking District one (1) property known on the Rye City Tax Map as Section 146.11, Block 1, Lot 5 and to the centerline of the portion of Boston Post Road where such lots have frontage on said road.

Section 3. Section 197-86, Table of Regulations: Table B, Business Districts-Use Regulations, Column 1, Permitted Main Uses, B-2 Central Business Districts, of the Code of the City of Rye, New York is hereby amended to amend subsection (3) to read as follows¹:

(3) Dwelling units. Any number of dwelling units. Dwelling units are not permitted, ~~except~~ on the first floor, except as follows:

(a) -Properties having frontage on Boston Post Road.

(b) unless the Planning Commission finds that ~~the first-floor~~ units are in an existing building currently with first-floor dwelling units; located on Purchase Street; in the A Parking District; and at least 55 feet from Purchase Street; and provided that a structure with six or more dwelling units shall be subject to the requirements of §197-7.

¹ Additions are shown in underline and deletions are shown in ~~strikethrough~~.

Section 4. Severability.

The invalidity of any word, section, clause, paragraph, sentence, part or provision of this Local Law shall not affect the validity of any other part of this Local Law that can be given effect without such invalid part or parts.

Section 5. Effective Date.

This Local Law shall take effect immediately upon its adoption and filing with the Secretary of State.

Rev. 6/10/2011

617.20
Appendix A
State Environmental Quality Review
FULL ENVIRONMENTAL ASSESSMENT FORM

Purpose: The full EAF is designed to help applicants and agencies determine, in an orderly manner, whether a project or action may be significant. The question of whether an action may be significant is not always easy to answer. Frequently, there are aspects of a project that are subjective or unmeasurable. It is also understood that those who determine significance may have little or no formal knowledge of the environment or may not be technically expert in environmental analysis. In addition, many who have knowledge in one particular area may not be aware of the broader concerns affecting the question of significance.

The full EAF is intended to provide a method whereby applicants and agencies can be assured that the determination process has been orderly, comprehensive in nature, yet flexible enough to allow introduction of information to fit a project or action.

Full EAF Components: The full EAF is comprised of three parts:

- Part 1:** Provides objective data and information about a given project and its site. By identifying basic project data, it assists a reviewer in the analysis that takes place in Parts 2 and 3.
- Part 2:** Focuses on identifying the range of possible impacts that may occur from a project or action. It provides guidance as to whether an impact is likely to be considered small to moderate or whether it is a potentially large impact. The form also identifies whether an impact can be mitigated or reduced.
- Part 3:** If any impact in Part 2 is identified as potentially large, then Part 3 is used to evaluate whether or not the impact is actually important.

DETERMINATION OF SIGNIFICANCE – Type 1 and Unlisted Actions

Identify the Portions of EAF completed for this project: Part 1 Part 2 Part 3

Upon review of the information recorded on this EAF (Parts 1, 2 and 3, if appropriate), and any other supporting information, and considering both the magnitude and important of each impact, it is reasonably determined by the lead agency that:

- A. The project will not result in any large and important impact(s) and, therefore, is one which **will not have a significant impact on the environment, therefore a negative declaration will be prepared.**
- B. Although the project could have a significant effect on the environment, there will not be a significant effect for this Unlisted Action because the mitigation measures described in PART 3 have been required, therefore a **CONDITIONED negative declaration will be prepared.***
- C. The project may result in one or more large and important impacts that may have a significant impact on the environment, therefore **a positive declaration will be prepared.**

* A Conditioned Negative Declaration is only valid for Unlisted Actions

A local law to Amend the "Parking Districts Map" and the "Zoning Map of the City of Rye, New York" for the Purpose of Expanding the "A" Parking District and B-2 Central Business District


Name of Action

Rye City Council
Name of Lead Agency

Douglas H. French
Print or Type Name of Responsible Officer in Lead Agency

Mayor
Title of Responsible Officer

Signature of Responsible Officer in Lead Agency


Signature of Preparer (If different from responsible officer)
Christian K. Miller, AICP, Rye City Planner

June 8, 2011
Date

PART 1 – PROJECT INFORMATION

Prepared by Project Sponsor

NOTICE: This document is designed to assist in determining whether the action proposed may have a significant effect on the environment. Please complete the entire form, Parts A through E. Answers to these questions will be considered as part of the application for approval and may be subject to further verification and public review. Provide any additional information you believe will be needed to complete Parts 2 and 3.

It is expected that completion of the full EAF will be dependent on information currently available and will not involve new studies, research or investigation. If information requiring such additional work is unavailable, so indicate and specify each instance.

NAME OF ACTION		
A local law to Amend the “Parking Districts Map” and the “Zoning Map of the City of Rye, New York” for the Purpose of Expanding the “A” Parking District and B-2 Central Business District		
LOCATION OF ACTION (Include Street Address, Municipality and County)		
1051, 1037 and 1031 Boston Post Road		
NAME OF APPLICANT/SPONSOR		BUSINESS TELEPHONE
Rye City Council		(914) 967-7167
ADDRESS		
1051 Boston Post Road		
CITY/PO	STATE	ZIP CODE
Rye	New York	10580
NAME OF OWNER (if different)		BUSINESS TELEPHONE
N/A		()
ADDRESS		
CITY/PO	STATE	ZIP CODE
DESCRIPTION OF ACTION		
The proposed action involves adopting a local law to amend the City Zoning Code to amend the City of Rye Parking and Zoning Maps to expand the “A” Parking District and “B-2” Central Business District. The proposed local law would impact approximately 2.3-acres of contiguous land, which consists of one privately held property and two City-owned properties at 1031, 1037 and 1051 Boston Post Road. There is no specific development proposal in connection with the proposed action. Please see attachment to this EAF.		

Please Complete Each Question – Indicate N.A. if not applicable

A. Site Description

Physical setting of overall project, both developed and undeveloped areas.

1. Present Land Use: Urban Industrial Commercial Residential (Suburban)
 Forest Agriculture Rural (Non-Farm) Other _____

2. Total Acreage of Project Area: 2.3 acres.

APPROXIMATE ACREAGE	PRESENTLY	AFTER COMPLETION
Meadow or Brushland (Non-Agricultural)	<u>0</u> acres	<u>N.A.</u> acres
Forested	<u>0</u> acres	<u>N.A.</u> acres
Agricultural (Includes orchards, cropland, pasture, etc)	<u>0</u> acres	<u>N.A.</u> acres
Wetland (Freshwater or tidal as per Article 24,25 of ECL)	<u>0.1</u> acres	<u>N.A.</u> acres
Water Surface Area	<u>0</u> acres	<u>N.A.</u> acres
Unvegetated (Rock, earth or fill)	<u>0</u> acres	<u>N.A.</u> acres
Roads, buildings & other paved surfaces	<u>1.60</u> acres	<u>N.A.</u> acres
Other (Indicate type): <u>Lawn/Landscape</u>	<u>0.6</u> acres	<u>N.A.</u> acres

3. What is predominant soil type(s) on project site? Uf - Udorthents - loamy (per West. Co. GIS data)

- a. Soil Drainage:
 Well drained 50% of site Moderately drained 50% of site Poorly drained _____% of site
- b. If any agricultural land is involved, how many acres of soil are classified within soil group 1 through 4 of the NYS Land Classification System? _____ acres. (See 1 NYCRR 370)

4. Are there bedrock outcroppings on project site? Yes No

- a. What is depth to bedrock? greater than 3 feet (in feet)

5. Approximate percentage of proposed project site with slopes:
- 0 - 10% _____% 10 - 15% _____% 15% or greater _____%
6. Is project substantially contiguous to, or contain a building, site, or district, listed on the State or the National Registers of Historic Places? Yes No
7. Is project substantially contiguous to a site listed on the Register of National Natural Landmarks? Yes No
8. What is the depth of the water table? 0-3 (in feet)
9. Is site located over a primary, principal, or sole source aquifer? Yes No
10. Do hunting, fishing or shell fishing opportunities presently exist in the project area? Yes No
11. Does project site contain any species of plant or animal life that is identified as threatened or endangered?
 Yes No According to _____
Identify each species _____
12. Are there any unique or unusual land forms on the project site? (i.e. cliffs, dunes, other geological formations)
 Yes No Describe _____

13. Is the project site presently used by the community or neighborhood as an open space or recreation area?
 Yes No If yes, explain _____
14. Does the present site include scenic views known to be important to the community?
 Yes No
15. Streams within or contiguous to project area: Blind Brook
a. Name of Stream and River to which it is tributary: Long Island Sound
16. Lakes, ponds, wetland areas within or contiguous to project area:
a. Name N/A b. Size in acres _____
17. Is the site served by existing public utilities? Yes No
a. If yes, does sufficient capacity exist to allow connection? Yes No
b. If yes, will improvements be necessary to allow connection? Yes No
18. Is the site located in an agricultural district certified pursuant to Agriculture and Market Laws, Article 25-AA, Section 303 and 304?
 Yes No
19. Is the site located in or substantially contiguous to a Critical Environmental Area or an Environmentally Sensitive Area designated pursuant to Article 8 of the ECL, and 6 NYCRR 617? Yes No
20. Has the site ever been used for the disposal of solid or hazardous wastes? Yes No

B. Project Description – NOT APPLICABLE, Except #24 and #25

1. Physical dimensions and scale of project (fill in dimensions as appropriate)
- a. Total contiguous acreage owned or controlled by project sponsor _____ acres.
- b. Project acreage to be developed: _____ acres initially; _____ acres ultimately.
- c. Project acreage to remain undeveloped _____ acres.
- d. Length of project in miles: _____ (if appropriate)
- e. If the project is an expansion, indicate percent of expansion proposed _____ %.
- f. Number of off-street parking spaces existing _____ proposed _____
- g. Maximum vehicular trips generated per hour _____ (upon completion of project)?
- h. If residential: Number and type of housing units:
- | | One Family | Two Family | Multiple Family | Condominium |
|------------|------------|------------|-----------------|-------------|
| Initially | _____ | _____ | _____ | _____ |
| Ultimately | _____ | _____ | _____ | _____ |
- i. Dimensions (in feet) of largest proposed structure: _____ height _____ width _____ length.
- j. Linear feet of frontage along a public thoroughfare project will occupy is? _____ feet.

2. How much natural material (i.e., rock, earth, etc.) will be removed from the site? _____ tons/cubic yards.
3. Will disturbed areas be reclaimed? Yes No N/A
- a. If yes, for what intended purpose is the site being reclaimed? _____
- b. Will topsoil be stockpiled for reclamation? Yes No
- c. Will upper subsoil be stockpiled for reclamation? Yes No
4. How many acres of vegetation (trees, shrubs, ground covers) will be removed from site? _____ acres.
5. Will any mature forest (over 100 years old) or other locally important vegetation be removed by this project? Yes No
6. If single phase project: Anticipated period of construction _____ months, (including demolition)
7. If multi-phased:
- a. Total number of phases anticipated _____ (number)
- b. Anticipated date of commencement Phase 1 _____ month _____ year. (Including demolition)
- c. Approximate completion date of final phase _____ month _____ year.
- d. Is Phase 1 functionally dependent on subsequent phase? Yes No
8. Will blasting occur during construction? Yes No
9. Number of jobs generated: during construction _____ after project is complete _____
10. Number of jobs eliminated by this project _____
11. Will project require relocation of any projects or facilities? Yes No
If yes, explain _____
12. Is surface liquid waste disposal involved? Yes No
- a. If yes, indicate type of waste (sewage, industrial, etc.) and amount _____
- b. Name of water body into which effluent will be discharged _____
13. Is subsurface liquid waste disposal involved? Yes No Type _____
14. Will surface area of an existing water body increase or decrease by proposal? Yes No
Explain _____
15. Is project or any portion of project located in a 100 year flood plain? Yes No
16. Will the project generate solid waste? Yes No
- a. If yes, what is the amount per month _____ tons.
- b. If yes, will an existing solid waste facility be used? Yes No
- c. If yes, give name _____; location _____
- d. Will any wastes not go into a sewage disposal system or into a sanitary landfill? Yes No
- e. If yes, explain _____
17. Will the project involve the disposal of solid waste? Yes No
- a. If yes, what is the anticipated rate of disposal? _____ tons/month.
- b. If yes, what is the anticipated site life? _____ years.
18. Will project use herbicides or pesticides? Yes No
19. Will project routinely produce odors (more than one hour per day)? Yes No
20. Will project produce operating noise exceeding the local ambient noise levels? Yes No
21. Will project result in an increase in energy use? Yes No
If yes, indicate type(s) _____
22. If water supply is from wells, indicate pumping capacity _____ gallons/minute.
23. Total anticipated water usage per day _____ gallons/day.
24. Does project involve Local, State or Federal funding? Yes No
If yes, explain _____

25. Approvals Required:

	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	Type	Submittal Date
City Council	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Local Law Adoption	Pending
City Planning Commission	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Advisory Comment on Local Law	Pending
City Health Department	<input type="checkbox"/>	<input type="checkbox"/>		
Other Local Agencies	<input type="checkbox"/>	<input type="checkbox"/>		
Other Regional Agencies	<input type="checkbox"/>	<input type="checkbox"/>		
State Agencies	<input type="checkbox"/>	<input type="checkbox"/>		
Federal Agencies	<input type="checkbox"/>	<input type="checkbox"/>		
Other: <u>West. County Planning</u>	<input type="checkbox"/>	<input type="checkbox"/>	Advisory Review per GML/WCAC Referral	Pending

C. Zoning and Planning Information

- Does proposed action involve a planning or zoning decision? Yes No
 If yes, indicate decision required:
 Resource Management Plan Zoning Variance Special Use Permit Subdivision
 New/Revision of Master Plan Zoning Amendment Site Plan Other _____
- What is the zoning classification(s) of the site? B-1, Neighborhood Business, District
- What is the maximum potential development of the site if developed as permitted by the present zoning?
Approximately 50,000 square feet (including 1.47-acre City Hall property at 1051 BPR, see attachment)
- What is the proposed zoning of the site? B-2, Central Business, District
- What is the maximum potential development of the site if developed as permitted by the proposed zoning?
Approximately 200,000 square feet (including 1.47-acre City Hall property at 1051 BPR, see attachment)
- Is the proposed action consistent with the recommended uses in adopted local land use plan? Yes No
- What are the predominant land use(s) and zoning classifications within a ¼ mile radius of proposed action?
B-2 and B-1 Business Districts, RA-3 Multi-Family Districts, R-5, R-3 and R-2 Residence Districts
- Is the proposed action compatible with adjoining/surrounding land uses within a ¼ mile? Yes No
- If the proposed action is the subdivision of land, how many lots are proposed? N.A.
 a. What is the minimum lot size proposed? _____
- Will proposed action require any authorization(s) for the formation of sewer or water districts? Yes No
- Will the proposed action create a demand for any community provided services (recreation, education, police, fire protection)?
 Yes No
 a. If yes, is existing capacity sufficient to handle projected demand? Yes No
- Will the proposed action result in the generation of traffic significantly above present levels?
 Yes No
 a. If yes, is the existing road network adequate to handle the additional traffic? Yes No

D. Informational Details

Attach any additional information as may be needed to clarify your project. If there are or may be any adverse impacts associated with your proposal, please discuss such impacts and the measures which you propose to mitigate or avoid them.

E. Verification

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

Applicant/Sponsor Name _____

Date _____

Signature 

Title City Planner

Christian K. Miller, AICP

If the action is in the Coastal Area, and you are a State Agency, complete the Coastal Assessment Form before proceeding with this assessment.

PART 2 – PROJECT IMPACTS AND THEIR MAGNITUDE

Responsibility of Lead Agency

General Information (Read Carefully)

- In completing the form the reviewer should be guided by the question: Have my responses and determinations been **reasonable**? The reviewer is not expected to be an expert environmental analyst.
- The **examples** provided are to assist the reviewer by showing types of impacts and wherever possible the threshold of magnitude that would trigger a response in Column 2. The examples are generally applicable throughout the State and for most situations. But, for any specific project or site, other examples and/or lower thresholds may be appropriate for a Potential Large Impact Response, thus requiring evaluation in Part 3.
- The impacts of each project, on each site, in each locality, will vary. Therefore, the examples are illustrative and have been offered as guidance. They do not constitute an exhaustive list of impacts and thresholds to answer each question.
- The number of examples per question does not indicate the importance of each question.
- In identifying impacts, consider long term, short term and cumulative effects.

Instructions (Read carefully)

- a. Answer each of the 20 questions in Part 2. Answer Yes if there will be any impact.
- b. Maybe answers should be considered as Yes answers.
- c. If answering Yes to a question then check the appropriate box (column 1 or 2) to indicate the potential size of the impact. If impact threshold equals or exceeds any example provided, check column 2. If impact will occur, but threshold is lower than example, check column 1.
- d. Identifying that an impact will be potentially large (column 2) does not mean that it is also necessarily significant. Any large impact must be evaluated in Part 3 to determine significance. Identifying an impact in column 2 simply asks that it be looked at further.
- e. If reviewer has doubt about size of the impact, then consider the impact as potentially large and proceed to Part 3.
- f. If a potentially large impact checked in column 2 can be mitigated by change(s) in the project to a small to moderate impact, also check the Yes box in column 3. No response indicates that such a reduction is not possible. This must be explained in Part 3.

IMPACT ON LAND

1. Will the proposed action result in a physical change to the project site?
 Yes No

Examples that would apply to column 2

- Any construction on slopes of 15% or greater, (15 foot rise per 100 foot of length), or where the general slopes in the project area.
- Construction on land where the depth to the water table is less than 3 feet.
- Construction of paved parking area for 1,000 or more vehicles.
- Construction on land where bedrock is exposed or generally within 3 feet of existing ground surface.
- Construction that will continue for more than 1 year or involve more than one phase or stage.
- Excavation for mining purposes that would remove more than 1,000 tons of natural material (i.e., rock or soil) per year.
- Construction or expansion of a sanitary landfill.
- Construction in a designated floodway.
- Other impacts _____

2. Will there be an effect to any unique or unusual land forms found on the site? (i.e., cliffs, dunes, geological formations, etc.) Yes No

- Specific land forms: _____

1 Small to Moderate Impact	2 Potential Large Impact	3 Can Impact Be Mitigated By Project Change
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
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<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No

IMPACT ON WATER

3. Will proposed action affect any water body designated as protected?
Under Articles 15, 24, 25 of the Environmental Conservation Law, ECL)

Yes No

Examples that would apply to column 2

- Developable area of site contains a protected water body.
- Dredging more than 100 cubic yards of material from a channel of a protected stream
- Extension of utility distribution facilities through a protected waterbody.
- Construction in a designated freshwater or tidal wetland.
- Other impacts _____

4. Will proposed action affect any non-protected existing or new body of water?

Yes No

Examples that would apply to column 2

- A 10% increase or decrease in the surface area of any body of water or more than a 10 acre increase or decrease..
- Construction of a body of water that exceeds 10 acres of surface area
- Other impacts Area of proposed action abuts/includes Blind Brook

5. Will proposed action affect surface or groundwater quality or quantity?

Yes No

Examples that would apply to column 2

- Proposed action will require a discharge permit.
- Proposed action requires use of a source of water that does not have approval to serve proposed (project) action.
- Proposed action requires water supply from wells with greater than 45 gallons per minute pumping capacity.
- Construction or operation causing any contamination of a water supply system.
- Proposed action will adversely affect groundwater.
- Liquid effluent will be conveyed off the site to facilities which presently do not exist or have inadequate capacity.
- Proposed action would use water in excess of 20,000 gallons per day.
- Proposed action will likely cause siltation or other discharge into an existing body of water to the extent that there will be an obvious visual contrast to natural conditions.
- Proposed action will require the storage of petroleum or chemical products greater than 1,100 gallons.
- Proposed action will allow residential uses in areas without water and/or sewer services.
- Proposed action locates commercial and/or industrial uses which may require new or expansion of existing waste treatment and/or storage facilities.
- Other impacts _____

6. Will proposed action alter drainage flow or patterns, or surface water runoff?

Yes No

Examples that would apply to column 2

- Proposed action would change flood water flows.

	1 Small to Moderate Impact	2 Potential Large Impact	3 Can Impact Be Mitigated By Project Change
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- Proposed Action may cause substantial erosion.
- Proposed Action is incompatible with existing drainage patterns.
- Proposed Action will allow development in a designated floodway.
- Other impacts _____

IMPACT ON AIR

7. Will proposed action affect air quality? Yes No
- Examples** that would apply to column 2
- Proposed action will induce 1,000 or more vehicle trips in any given hour.
 - Proposed action will result in the incineration of more than 1 ton of refuse per hour.
 - Emission rate of total contaminants will exceed 5 lbs. per hour or a heat source producing more than 10 million BTU's per hour.
 - Propose action will allow an increase in the amount of land committed to industrial use.
 - Proposed action will allow an increase in the density of industrial development within existing industrial areas
 - Other impacts _____

IMPACT ON PLANTS AND ANIMALS

8. Will Proposed Action affect any threatened or endangered species? Yes No
- Examples** that would apply to column 2
- Reduction of one or more species listed on the New York or Federal list, using the site, over or near site or found on the site.
 - Removal of any portion of a critical or significant wildlife habitat.
 - Application of pesticide or herbicide more than twice a year, other than for agricultural purposes.
 - Other impacts _____
9. Will Proposed Action substantially affect non-threatened or non-endangered species? Yes No
- Examples** that would apply to column 2
- Proposed action would substantially interfere with any resident or migratory fish, shellfish or wildlife species.
 - Proposed action requires the removal of more than 10 acres of mature forest (over 100 years of age) or other locally important vegetation.
 - Other impacts _____

IMPACT ON AGRICULTURAL LAND RESOURCES

10. Will the Proposed Action affect agricultural land resources? Yes No
- Examples** that would apply to column 2
- The proposed action would sever, cross or limit access to agricultural land (includes cropland, hayfields, pasture, vineyard, orchard, etc.)

1 Small to Moderate Impact	2 Potential Large Impact	3 Can Impact Be Mitigated By Project Change
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
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- Construction activity would excavate or compact the soil profile of agricultural land.
- The proposed action would irreversibly convert more than 10 acres of agricultural land or, if located in an Agricultural District, more than 2.5 acres of agricultural land.
- The proposed action would disrupt or prevent installation of agricultural land management systems, (e.g. subsurface drain lines, outlet ditches, strip cropping); or create a need for such measures (e.g. cause a farm field to drain poorly due to increased runoff)
- Other impacts _____

IMPACT ON AESTHETIC RESOURCES

11. Will proposed action affect aesthetic resources? Yes No
(if necessary, use the Visual EAF Addendum in Section 617.20, Appendix B.)

Examples that would apply to column 2

- Proposed land uses, or project components obviously different from or in sharp contrast to current surrounding land use patterns, whether man-made or natural.
- Proposed land uses, or project components visible to users of aesthetic resources which will eliminate or significantly reduce their enjoyment of the aesthetic qualities of that resource.
- Project components that will result in the elimination or significant screening of scenic views known to be important to the area.
- Other impacts _____

IMPACT ON HISTORIC AND ARCHAEOLOGICAL RESOURCES

12. Will Proposed Action impact any site or structure of historic, pre-historic or paleontological importance? Yes No

Examples that would apply to column 2

- Proposed action occurring wholly or partially within or substantially contiguous to any facility or site listed on the State or National Register of historic places.
- Any impact to an archaeological site or fossil bed located within the project site.
- Proposed action will occur in an area designated as sensitive for archaeological sites on the NYS Site Inventory.
- Other impacts _____

IMPACT ON OPEN SPACE AND RECREATION

13.. Will Proposed Action affect the quantity or quality of existing or future open spaces or recreational opportunities? Yes No

Examples that would apply to column 2

- The permanent foreclosure of a future recreational opportunity.
- A major reduction of an open space important to the community.
- Other impacts _____

1 Small to Moderate Impact	2 Potential Large Impact	3 Can Impact Be Mitigated By Project Change
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IMPACT ON CRITICAL ENVIRONMENTAL AREAS

14. Will proposed action impact the exceptional or unique characteristics of a critical environmental area (CEA) established pursuant to subdivision NYCRR 617.14(g)? Yes No

List the environmental characteristics that caused the designation of the CEA:

Examples that would apply to column 2

- Proposed action to locate within the CEA?
- Proposed action will result in a reduction in the quantity of the resource?
- Proposed action will result in a reduction in the quality of the resource?
- Proposed action will impact the use, function or enjoyment of the resource?
- Other impacts _____

IMPACT ON TRANSPORTATION

15. Will there be an effect to existing transportation systems? Yes No

Examples that would apply to column 2

- Alteration of present patterns of movement of people and/or goods.
- Proposed Action will result in major traffic problems.
- Other impacts _____

IMPACT ON ENERGY

16. Will proposed action affect the community's sources of fuel or energy supply? Yes No

Examples that would apply to column 2

- Proposed action will cause a greater than 5% increase in the use of any form of energy in the municipality.
- Proposed action will require the creation or extension of an energy transmission or supply system to serve more than 50 single or two family residences or to serve a major commercial or industrial use.
- Other impacts _____

1 Small to Moderate Impact	2 Potential Large Impact	3 Can Impact Be Mitigated By Project Change
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NOISE AND ODOR IMPACTS

17. Will there be objectionable odors, noise, or vibration as a result of the Proposed Action? Yes No

Examples that would apply to column 2

- Blasting within 1,500 feet of a hospital, school or other sensitive facility.
- Odors will occur routinely (more than one hour per day).
- Proposed action will produce operating noise exceeding the local ambient noise levels for noise outside of structures.
- Proposed action will remove natural barriers that would act as a noise screen.
- Other impacts _____

IMPACT ON PUBLIC HEALTH

18. Will Proposed Action affect public health and safety? Yes No

Examples that would apply to column 2

- Proposed action may cause a risk of explosion or release of hazardous substances (i.e., oil, pesticides, chemicals, radiation, etc.) in the event of accident or upset conditions, or there may be a chronic low level discharge or emission.
- Proposed action may result in the burial of "hazardous wastes" in any form (i.e., toxic, poisonous, highly reactive, radioactive, irritating infectious, etc.)
- Storage facilities for one million or more gallons of liquefied natural gas or other flammable liquids.
- Proposed action may result in the excavation or other disturbance within 2,000 feet of a site used for the disposal of solid or hazardous waste.
- Other impacts _____

IMPACT ON GROWTH AND CHARACTER OF COMMUNITY OR NEIGHBORHOOD

19. Will proposed action affect the character of the existing community?

Yes No

Examples that would apply to column 2

The permanent population of the city, town or village in which the project is located is likely to grow by more than 5%.

- The municipal budget for capital expenditures or operating services will increase by more than 5% per year as a result of this project.
- Proposed action will conflict with officially adopted plans or goals.
- Proposed action will cause a change in the density of land use.
- Proposed action will replace or eliminate existing facilities, structures or areas of historic importance to the community.
- Development will create a demand for additional community services (e.g., schools, police and fire, etc.)
- Proposed action will set an important precedent for future projects
- Proposed action will create or eliminate employment.
- Other impacts _____

1 Small to Moderate Impact	2 Potential Large Impact	3 Can Impact Be Mitigated By Project Change
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<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No

20. Is there, or is there likely to be, public controversy related to potential adverse environmental impacts? Yes No

If any action in Part 2 is identified as a potential large impact or if you cannot determine the magnitude of impact, proceed to Part 3.

PART 3 – EVALUATION OF THE IMPORTANCE OF IMPACTS

Responsibility of Lead Agency

Part 3 must be prepared if one or more impact(s) is considered to be potentially large, even if the impact(s) may be mitigated.

Instructions:

Discuss the following for each impact identified in Column 2 of Part 2:

1. Briefly describe the impact.
2. Describe (if applicable) how the impact could be mitigated or reduced to a small to moderate impact by project change(s).
3. Based on the information available, decide if it is reasonable to conclude that this impact is important.

To answer the question of importance, consider:

- The probability of the impact occurring
- The duration of the impact
- It's irreversibility, including permanently lost resources of value
- Whether the impact can or will be controlled
- The regional consequence of the impact
- It's potential divergence from local needs and goals
- Whether known objections to the project relate to this impact

(Continue on attachments)

ATTACHMENT TO FULL EAF

A local law to Amend the “Parking Districts Map” and the “Zoning Map of the City of Rye, New York” for the Purpose of Expanding the “A” Parking District and B-2 Central Business District

Description of the Proposed Action

The proposed action involves the adoption of a local law by the Rye City Council that would amend the City’s Parking Districts Map and Zoning Map for the purpose of expanding the “A” Parking District and B-2 Central Business District (CBD). The proposed action would change the zoning district designation of three contiguous properties located at 1051, 1037 and 1031 Boston Post Road (BPR). These properties have a combined area of approximately 2.3 acres and are currently located in the B-1 Neighborhood Business District. The proposed change would extend the immediately adjacent 27-acre B-2 CBD zoning district further south on the west side of Boston Post Road. The proposed action would also change the parking district designation of the 1031 BPR property from the “C” to “A” District (see Table 1 and map attached hereto).

TABLE 1
Summary of Zoning and Parking District Changes by Property

Property	Size (acres)	Zoning District		Parking District	
		Existing	Proposed	Existing	Proposed
1051 BPR	1.47	B-1	B-2	“A”	No Change
1037 BPR	0.69	B-1	B-2	“A”	No Change
1031 BPR	0.14	B-1	B-2	“C”	“C”

The proposed action would not change any of the permitted uses in B-2 District, except that properties having frontage on BPR would be permitted to have dwelling units on the first floor. Only the properties included as part of the proposed zoning district change would be impacted by this proposed amendment. Under the current B-2 District and “A” Parking District restrictions, dwelling units, banks, offices and agencies are not permitted on the first floor.

The proposed action does not include any specific development proposal. The proposed action would increase the range of uses and development potential of the three impacted properties. These changes are being made prior to the City Council’s anticipated listing-for-sale of the 1037 BPR property, which was acquired by the City in 2006. No sale or building changes are proposed for the City-owned 1051 BPR property. This property is currently used as the Rye City Hall, which property and building were gifted to the City approximately 50 years ago.

The City Council proposes this zoning change to increase re-development opportunities in the CBD consistent with City plans and planning policies and enhance the value of the 1037 BPR property prior to the City Council's contemplated sale.

Development Potential

The proposed action would expand the range of permitted uses and development potential of the properties subject to the proposed zoning district change. Table 2 provides a list of permitted uses and bulk standards of the existing B-1 and proposed B-2 Districts.

TABLE 2
Use and Bulk Restrictions in the B-1 and B-2 Districts

	Existing B-1 District	Proposed B-2 District
Permitted Uses	One-Family Residence Two-Family Residence Second Floor Dwellings Retail Office Agency Lodging House Nursery School Religious Uses Service/Contractor Business Social Clubs Garage/Parking Lot	One-Family Residence Two-Family Residence Multi-Family (all floors) Retail Office* Agency* Lodging House Nursery School Religious Uses Service/Contractor Business Social Clubs Garage/Parking Lot Hotel (excluding motels) Bank* Restaurant Transportation Terminal
Max. Floor Area Ratio	0.5	2.0
Max. Building Height	2.5 stories - 35 feet	3.0 stories – 40 feet

* Use is not permitted on the first floor of a building in the "A" Parking District.

Based on the gross land area of the 2.3 acres of property subject to the zoning district change total development would theoretically increase from 50,000 square feet permitted under the B-1 District to approximately 200,000 square feet under the B-2 District. Currently there is approximately 30,000 square feet of building floor area on the three properties including approximately 18,000 square feet at City Hall, 9,800 square feet of floor area at 1037 BPR and 2,400 square feet of floor area at 1031 BPR.

Achieving a full 200,000 square foot development potential, however is very remote. Most significantly, the sale, expansion or conversion of the 1.47-acre City Hall property is considered highly unlikely. If 1037 and 1031 BPR were redeveloped to their

theoretical maximum, their development potential would increase from approximately 18,100 square feet under existing zoning to approximately 72,000 square feet under proposed zoning. Actual development intensities would likely be less and would vary depending on the type or mix of uses.

Required parking also impacts maximum development potential. The City Hall and 1037 BPR properties are located in the "A" Parking District. Under the proposed action 1031 BPR would also be included in the "A" Parking District. Generally, the "A" District has a lower parking requirement for most uses. The existing "A" Parking District generally applies to properties having frontage on Purchase Street between 1037 BPR and the I-95 overpass. The City Council last amended the parking district map in 2006 to include the City Hall and 1037 BPR properties.

Consistency with Adopted Plans

The proposed expansion of the B-2 District would provide for increased development opportunities in the City's Central Business District. It would encourage the redevelopment of properties at development densities consistent with the mix of surrounding business, commercial, institutional and residential uses. The proposed action is consistent with the widely-accepted planning practice of encouraging redevelopment within a community's higher density commercial core¹. Future development would take advantage of access to existing pedestrian, vehicular and mass transit opportunities. The property is less than a half mile from the Metro-North Train Station and is within close walking distance to commercial uses and services thereby reducing the need for on-site parking. As discussed more fully below, the proposed action is also consistent with the local zoning and plans.

City Zoning Code

The proposed action is consistent with area uses, development patterns and zoning district designations. The proposed B-2 District is an extension of the immediately abutting B-2 District. The B-1 Neighborhood Business District is located south of the proposed rezoning area and is currently improved with a gas station to the south and a bank and funeral home to the southeast. RA-3 Apartment District zoning exists opposite the proposed rezoning area on the east side of BPR and to the southwest on the opposite side of Blind Brook. These areas permit multi-family residences at a density of up to 17.4 units per acre and are currently improved with a mix of garden style apartments, one-family, two-family and multi-family residences. West of the rezoning area is the R-5 Single-Family Residence District, which is currently improved with the YMCA and a single-family neighborhood on Mead Place with existing lots having an average lot size of 6,500 square feet (or 6.7 dwelling units to the acre). R-3 (14,520 square-foot minimum lot area) and R-2 (21,780 square-foot minimum lot area) One-Family Residence Districts are located on the east side of BPR.

¹ *Patterns for Westchester, the Land and the People, Policies and Strategies to Guide Land Use*, prepared by the Westchester County Planning Board (1996) recommends channeling development within existing centers (see p. 5).

City Development Plan (1985)

The City's *Development Plan* (hereinafter "Development Plan") was published in 1985, which includes a chapter and specific recommendations for the Central Business District. The goals and policies in the CBD Chapter of the plan seek to "maintain the present quality and character of the CBD...", "encourage street level retail uses...", "permit residential uses on the upper stories of the CBD buildings", "improve the parking facilities in the CBD..." and "...improve the general appearance of the CBD through the establishment of design standards..." (Development Plan, p. 19).

The Development Plan also includes specific recommendations including "...maintaining the present boundaries of the CBD...", "...reduce the permitted floor area in the CBD...", "...promoting non-retail commercial uses on the CBD's side streets, in order to most effectively reinforce the retail continuity of Purchase Street...", "prohibit ground floor office uses in the Purchase Street/Purdy Avenue core area..." (Development Plan, p. 24). In short, the Development Plan recommends preserving the character and business vitality of the CBD by restricting retail uses to the Purchase Street/Purdy core area and, to a lesser degree, limiting development opportunities and the boundaries of the CBD. The Development Plan recommends "...encouraging a tightly knit retail center and preserving the present scale of the area..."

Central Business District Plan (2007)

In 2007, the City completed the *Central Business District Plan* (hereinafter "CDB Plan"). The CBD Plan and Development Plan share similar visions of "... preserve[ing] and enhance[ing] the CBD's aesthetic quality and community character..." (CBD Plan, p. 5). As with the Development Plan, most of the recommendations of the CBD Plan focus on strategies to improve the economic vitality, urban design and parking management of the CBD. The CBD Plan does not specifically recommend expanding the B-2 District on the subject properties, but the proposed action, is clearly consistent with many of the planning concepts and development strategies recommended in the plan.

The CBD Plan, recommends slightly different strategies to advance similar goals considered in the Development Plan. The CBD Plan is considered more relevant since it is more reflective of current economic and business conditions, as well as the most recent consensus of community members who participated in the completion of the CBD Plan. Unlike the Development Plan, the CBD Plan recommends increasing development opportunities and expanding the CBD beyond the "Purchase Street/Purdy Avenue core area" as a means of preserving the economic vitality of the CBD and increasing convenience retail opportunities.

The CBD Plan recommends that the City could attract convenience retail to the CBD by expanding retail opportunities on side streets. Existing rents are high on Purchase Street making it difficult for convenience retailers to compete with other uses (such as restaurants and until recently banks) that can afford higher rents. Parking requirements are high and development opportunities are limited on side streets (i.e. outside the "A"

Parking District) making these locations less viable for retail uses. Limiting retail to Purchase Street through zoning regulation as recommended in the Development Plan may actually be counter-productive given the current economic and rent characteristics of Purchase Street. As noted in the CBD Plan “[a]s rents are the product of supply and demand, they are not likely to change or reflect greater diversity in range without a significant increase in inventory (i.e., growing downtown).” (CBD Plan, p.9). Expanding the B-2 District and “A” Parking District will expand retail and business opportunities consistent with the findings of the CBD Plan.

The CBD Plan also discusses creating additional development opportunities by expanding the CBD as a potential strategy to attract a new retail opportunities. The CBD Plan differs from the containment policies identified in the Development Plan as follows:

Although Rye has traditionally been anti-commercial/retail sprawl beyond the bounds of the Purchase Street core, increasing the inventory of retail space in downtown is one way to support the attraction of a major convenience retailer. (CBD Plan, p. 10).

The CBD Plan also suggests allowing higher density mixed-use zoning on suitably sized properties as a strategy to induce the type and scale of development that could attract convenience retail. The plan notes that “[a] convenience retailer will come to Rye provided there is a viable space with low enough rent being offered (i.e. mid-\$20 per square foot). But, such space is not currently available in the CBD. In order to ensure these rents, the City would need to incentivize a developer to offer lower rents by providing a cross-subsidy through luxury upstairs housing...”. The proposed change in zoning to the B-2 District on the 1037 and 1031 BPR properties would advance this recommendation of the CBD Plan. This type of mixed-use, higher density zoning is not possible under the existing B-1 District.

The CBD Plan also recommends expanding housing and office space in the CBD. Office space brings “[d]owntown workers [that] contribute to downtown spending, particularly lunch hour traffic at restaurants and stores.” (CBD Plan, p.13). The plan acknowledges however that “[c]onsidering the anticipated parking and retail impact of such development, downtown housing would be the preferred strategy over office.” The proposed zoning district change advances these recommendations. Current B-1 District zoning does not permit multi-family housing, though it does permit second floor apartments over stores, office and other principally permitted uses. The proposed B-2 District would enhance development potential of the site for office, multi-family and mixed-use development. The proposed action would amend the City Zoning Code to allow for residential uses on the first floor, which would increase potential for future residential development. The CBD plan encourages expanding downtown housing opportunities since “[d]owntown residents help to define and shape the street-life of a downtown.”

Police and Court Feasibility Study (2009)

At the time of the City's acquisition of 1037 BPR in 2006, the City contemplated potentially using the site for the construction of a police/court facility. The four-year lease/purchase agreement to acquire the property offered the City flexibility and time to evaluate the site and potential municipal use. The adjacency of the site to City Hall gave the City some potential synergies that other potential buyers did not have.

Since the acquisition of the property, the City has not identified any specific municipal use that is needed or any municipal use that can be cost-effectively implemented. Most significantly, the City commissioned the *Police and Court Feasibility Study* in 2009 prepared by JCJ Architecture. That study evaluated the feasibility of using 1037 and 1031 BPR properties and other alternative locations including redevelopment of the existing police/court property. The JCJ study noted concerns with the 1037 and 1031 BPR properties. The flood zone located on the rear of the site would create operational and construction complications for an emergency service use. In addition, the site would not have adequate parking to service the new police/court building and the adjacent Rye City Hall and Rye Free Reading Room.

The JCJ study noted that there was greater feasibility of constructing a new police/court facility at the existing police/court location. All alternatives identified a project cost of approximately \$20 Million, which is significantly greater than the City is prepared to spend for the foreseeable future. Since 1037 BPR is not considered a feasible or cost-effective site for a police/court facility or other municipal use the sale of the property will not jeopardize the City's long term needs.

Evaluation of Impacts

The proposed action is a legislative change in the City Zoning Code and does not involve any specific development proposal. The proposed action would increase the range of uses and development potential of the three impacted properties. These changes are being made prior to the City Council's anticipated listing-for-sale of the 1037 BPR property, which was acquired by the City in 2006. No sale or building changes are proposed for the City-owned 1051 BPR City Hall property. This property is currently used as the Rye City Hall, which property and building were gifted to the City approximately 50 years ago. Redevelopment of the City Hall property for private use is considered highly unlikely.

At such time that a specific development proposal is presented a separate environmental review will be required. Potential environmental impacts will vary depending on the specifically proposed use and development intensity.

LOCAL LAW NO. _____ -2011

**A LOCAL LAW TO AMEND THE “PARKING DISTRICTS MAP”
AND THE “ZONING MAP OF THE CITY OF RYE, NEW YORK”
FOR THE PURPOSE OF EXPANDING THE “A” PARKING DISTRICT
AND “B-2” CENTRAL BUSINESS DISTRICT**

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

Section 1. The “Zoning Map of the City of Rye, New York” is hereby amended to change the classification to the B-2, *Central Business*, District three (3) contiguous properties known on the Rye City Tax Map as Section 146.07, Block 2, Lot 31; Section 146.11, Block 1, Lot 4; Section 146.11, Block 1, Lot 5 and to the centerline of the portion of Boston Post Road where such lots have frontage on said road.

Section 2. The “Parking Districts Map” of the City of Rye is hereby amended to change the classification to the “A” Parking District one (1) property known on the Rye City Tax Map as Section 146.11, Block 1, Lot 5 and to the centerline of the portion of Boston Post Road where such lots have frontage on said road.

Section 3. Section 197-86, Table of Regulations: Table B, Business Districts-Use Regulations, Column 1, Permitted Main Uses, B-2 Central Business Districts, of the Code of the City of Rye, New York is hereby amended to amend subsection (3) to read as follows¹:

(3) Dwelling units. Any number of dwelling units. Dwelling units are not permitted, ~~except~~ on the first floor, except as follows:

(a) -Properties having frontage on Boston Post Road.

(b) unless the Planning Commission finds that ~~the first-floor~~ units are in an existing building currently with first-floor dwelling units; located on Purchase Street; in the A Parking District; and at least 55 feet from Purchase Street; and provided that a structure with six or more dwelling units shall be subject to the requirements of §197-7.

¹ Additions are shown in underline and deletions are shown in ~~strikethrough~~.

Section 4. Severability.

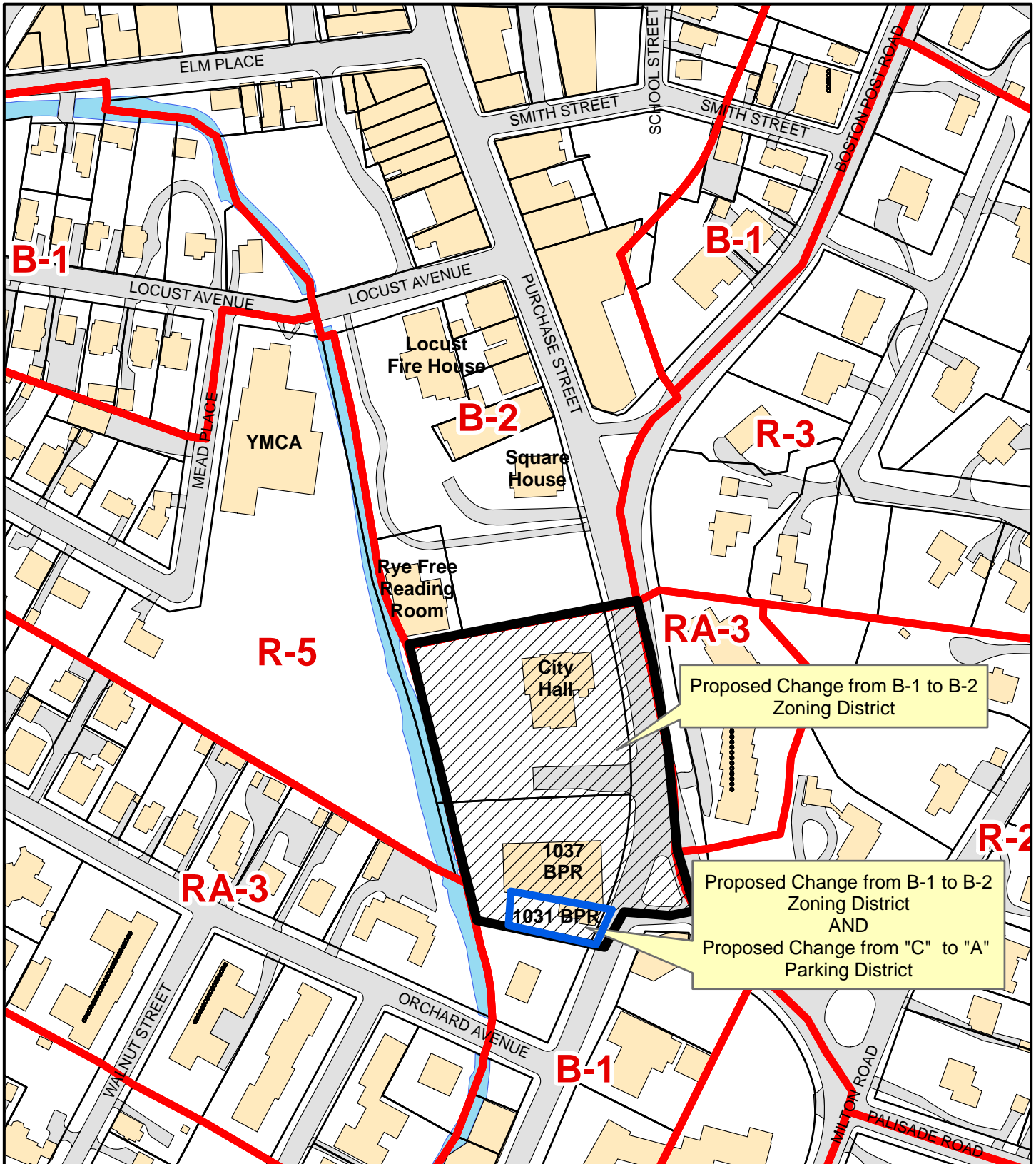
The invalidity of any word, section, clause, paragraph, sentence, part or provision of this Local Law shall not affect the validity of any other part of this Local Law that can be given effect without such invalid part or parts.

Section 5. Effective Date.



This Local Law shall take effect immediately upon its adoption and filing with the Secretary of State.

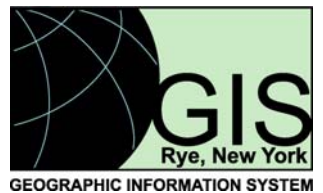
Rev. 6/10/2011

City of Rye, New York



Proposed Changes in the CBD Zoning and Parking Districts

-  Zoning District Boundary
-  Property Boundary (Approx.)



Last Revised: 5/10/11



CITY COUNCIL AGENDA

NO. 17

DEPT.: Public Works

DATE: June 15, 2011

CONTACT: George J. Mottarella, City Engineer

ACTION: Award bid for the Annual Street Resurfacing (Contract #2011-01).

FOR THE MEETING OF:

June 15, 2011

RYE CITY CODE,

CHAPTER

SECTION

RECOMMENDATION: That Contract #2011-01 be awarded to the low bidder, ELQ Industries, Inc., in the amount of three hundred twelve thousand two hundred eighty dollars and sixty cents (\$312,280.60) as recommended by the City Engineer.

IMPACT: Environmental Fiscal Neighborhood Other:

BACKGROUND: Using the City of Rye's Pavement Management System, the Engineering Department has prioritized a list of streets for resurfacing. Utility companies have been notified of the selected streets in order to coordinate construction activities and avoid excavation of new roadways.

The City Engineer's recommendation and bid results are attached for your review.



ENGINEERING DEPARTMENT MEMORANDUM


DATE: June 9, 2011
TO: Scott D. Pickup, City Manager
FROM: George J. Mottarella City Engineer
SUBJECT: Contract No. 2011-01 Annual Street Resurfacing

Scott,

We have checked and tabulated the five (5) bids received for the above referenced contract. A copy of the bid results is attached for your convenience. I recommend the bid be awarded to the low bidder, ELQ Industries, in the amount of **three hundred twelve thousand two hundred eighty dollars and sixty cents (\$312,280.60)**. They have done quality work for us in the past.

There are sufficient funds for this project in this year's budget.

Very truly yours,


George J. Mottarella, P.E., L.S.
City Engineer, Director of Public Works

Contract No. 2011-01 - Annual Street Resurfacing Contract

Contractor	Contractor's Bid	Engineer's Check	Dollar Amount Above Low Bid	% Above Low Bidder	Position
ELQ Industries	\$316,300.00	\$312,280.60	\$0.00	0.00%	1
PCI Industries	\$367,475.00	\$367,475.00	\$55,194.40	17.67%	2
Petrillo Contracting	\$370,000.00	\$370,000.00	\$57,719.40	18.48%	3
Bilotta Construction	\$385,078.00	\$385,078.00	\$72,797.40	23.31%	4
Morano Brothers	\$412,312.00	\$412,312.00	\$100,031.40	32.03%	5



CITY COUNCIL AGENDA

NO. 18

DEPT.: Public Works

DATE: June 15, 2011

CONTACT: George J. Mottarella, City Engineer

ACTION: Award bid for Kirby Lane Extension Sanitary Sewer contract (Contract #2011-02).

FOR THE MEETING OF:

June 15, 2011

RYE CITY CODE,

CHAPTER

SECTION

RECOMMENDATION: That Contract #2011-02 be awarded to the low bidder, ELQ Industries, Inc., in the amount of four hundred sixty seven thousand three hundred thirty dollars and no cents (\$467,330.00) as recommended by the City Engineer.

IMPACT: Environmental Fiscal Neighborhood Other:

BACKGROUND: The Rye City Council received a petition from 23 of the 27 property owners in the district requesting that the City undertake a local improvement pursuant to Chapter 128 of the Rye City Code to extend sanitary sewer service to 29 properties located on Kirby Lane South of Grace Church Street. Section 128-2 provides that the Council may undertake a local improvement where it receives a petition from property owners who own more than 66 2/3% of the lots and parcels which would benefit by the requested local improvement. A Public Hearing was held and the City Council established the District.

See attached.



ENGINEERING DEPARTMENT MEMORANDUM


DATE: June 9, 2011
TO: Scott D. Pickup, City Manager
FROM: George J. Mottarella City Engineer
SUBJECT: Contract No. 2011-02 Kirby Lane Low Pressure Sanitary Sewer Extension

Scott,

We have checked and tabulated the seven (7) bids received for the above referenced contract. A copy of the bid results is attached for your convenience. I recommend the bid be awarded to the low bidder, ELQ Industries, in the amount of **four hundred sixty seven thousand three hundred thirty dollars and no cents (\$467,330.00)**. They have done quality work for us in the past.

There are sufficient funds for this project in this year's budget.

Very truly yours,


George J. Mottarella, P.E., L.S.
City Engineer, Director of Public Works

Contract No. 2011-02 - Kirby Lane Low Pressure Sanitary Sewer Extension

Contractor	Contractor's Bid	Engineer's Check	Dollar Amount Above Low Bid	% Above Low Bidder	Position
ELQ Industries	\$467,330.00	\$467,330.00	\$0.00	0.00%	1
Bilotta Construction	\$545,811.80	\$545,811.80	\$78,481.80	16.79%	2
Cassidy Excavating	\$572,214.26	\$572,214.16	\$104,884.16	19.22%	3
Joken Construction	\$740,895.00	\$740,895.00	\$273,565.00	47.81%	4
Montesano Bros. Inc.	\$899,000.00	\$899,003.98	\$431,673.98	92.37%	5
NDL Associates	\$969,495.00	\$969,495.00	\$502,165.00	107.45%	6
Morano Brothers	\$1,050,000.00	\$1,050,000.00	\$582,670.00	124.68%	7



CITY COUNCIL AGENDA

NO. 19

DEPT.: Planning

DATE: June 15, 2011

CONTACT: Christian K. Miller, AICP, City Planner

ACTION: Award bid for the Intersection Reconstruction at Purchase Street and Locust Avenue contract (Contract #2011-03).

FOR THE MEETING OF:

June 15, 2011

RYE CITY CODE,

CHAPTER

SECTION

RECOMMENDATION: That Contract #2011-03 be awarded to the low bidder, Contech Construction Technologies, in the amount of one hundred and ninety-two thousand two hundred dollars (\$192,200.00) as recommended by the City Engineer.

IMPACT: Environmental Fiscal Neighborhood Other:

BACKGROUND:

Last August the City implemented stop signs on Purchase Street at the Locust, Smith and Elm intersections to assess whether stop signs would be an effective alternative traffic control and pedestrian safety measure to the installation of new traffic signals. The awarding of this bid will provide for the permanent installation of stop signs and include other significant pedestrian safety, environmental and aesthetic enhancements.

The City Engineer's recommendation and bid results are attached for your review.



ENGINEERING DEPARTMENT MEMORANDUM

DATE: June 9, 2011
TO: Scott D. Pickup, City Manager
FROM: George J. Mottarella, City Engineer
SUBJECT: Intersection Reconstruction at Purchase Street & Locust Ave.

Scott,

We have checked and tabulated the four (4) bids received for the above referenced contract. A copy of the bid results is attached for your convenience. I recommend the bid be awarded to the low bidder, Contech Construction Technologies, in the amount of one hundred ninety two thousand two hundred dollars (192,200.00). They have done quality work for us in the past.

The bid price includes the additional cost for night time work (\$30,000), which was deemed to be the only effective measure to minimize impacts on CBD businesses, pedestrian safety and traffic flow. The project also includes the cost of installing drainage measures (\$26,000) to correct existing drainage deficiencies and repaving of the roads within the project area (\$21,000). The last paving of Purchase Street was in 1986. Funding from existing budgeted sources is available to cover these costs.

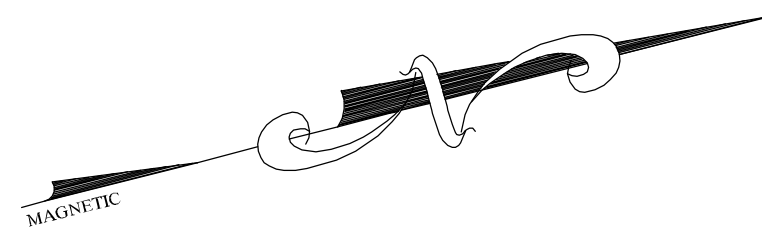
Very truly yours,

A handwritten signature in blue ink, appearing to read 'George J. Mottarella', written over a horizontal line.

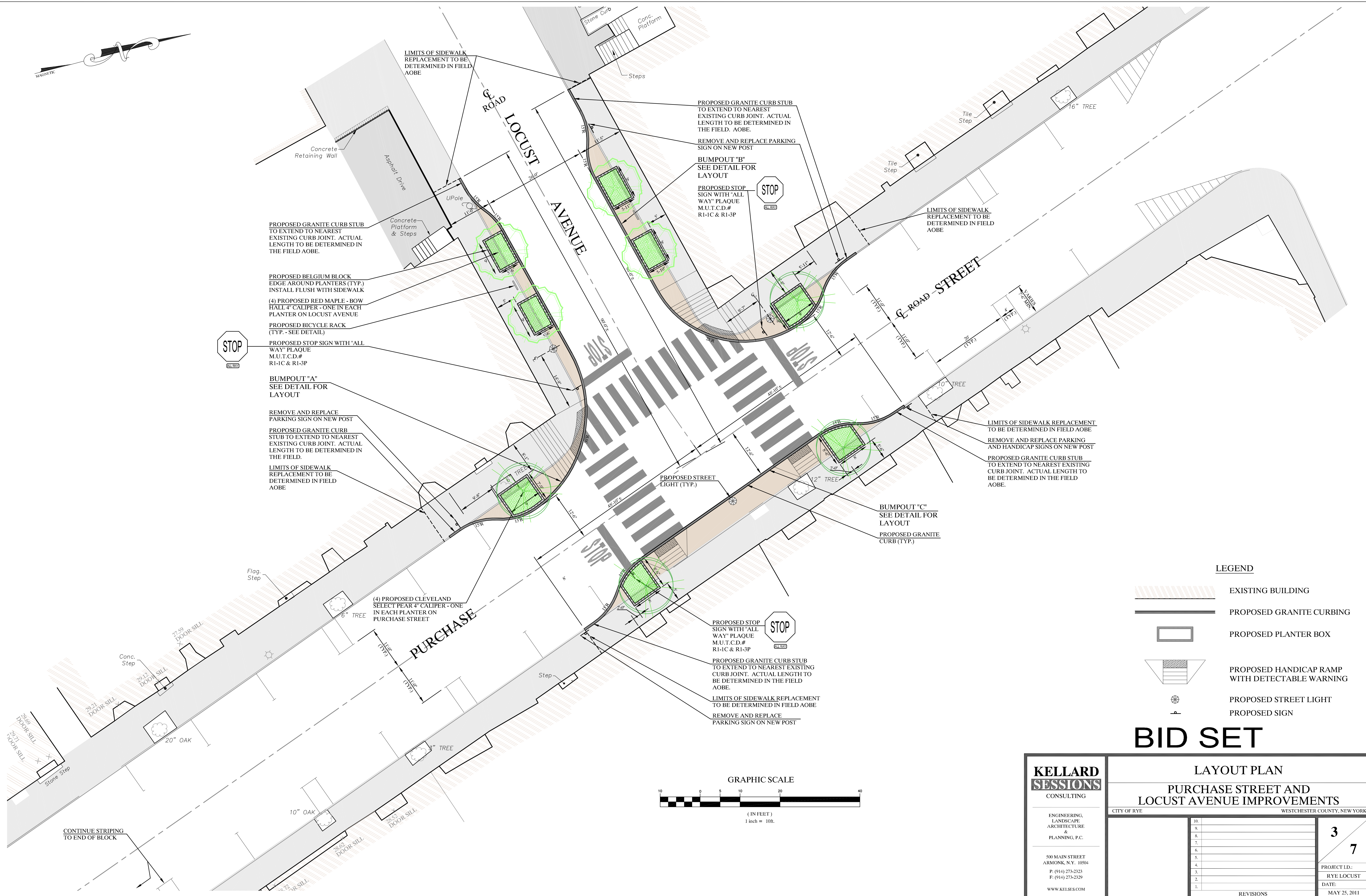
George J. Mottarella, P.E., L.S.
City Engineer, Director of Public Works

Contract No. 2011-03 - Purchase Street and Locust Avenue Intersection




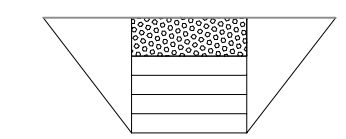


Contractor	Contractor's Bid	Engineer's Check	Dollar Amount Above Low Bid	% Above Low Bidder	Position
Contech Construction Technology	\$192,200.00	\$192,200.00	\$0.00	0.00%	1
ELQ Industries	\$224,162.00	\$224,162.00	\$31,962.00	16.63%	2
Petrillo Contracting	\$269,490.00	\$269,490.00	\$77,290.00	40.21%	3
Coppola Paving and Landscaping	\$357,322.00	\$357,322.00	\$165,122.00	85.91%	4



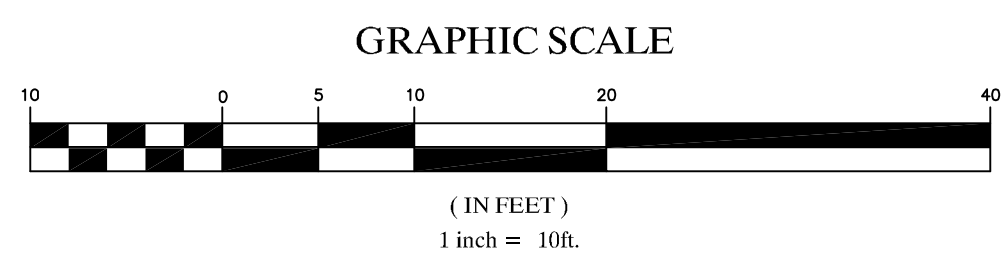
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LEGEND

-  EXISTING BUILDING
-  PROPOSED GRANITE CURBING
-  PROPOSED PLANTER BOX
-  PROPOSED HANDICAP RAMP WITH DETECTABLE WARNING
-  PROPOSED STREET LIGHT
-  PROPOSED SIGN

BID SET



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LAYOUT PLAN
**PURCHASE STREET AND
LOCUST AVENUE IMPROVEMENTS**

CITY OF RYE WESTCHESTER COUNTY, NEW YORK

10.		<p>3</p> <p>7</p> <p>PROJECT I.D.: RYE LOCUST</p> <p>DATE: MAY 25, 2011</p>
9.		
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REVISIONS

UNAUTHORIZED ADDITIONS, MODIFICATIONS AND/OR ALTERATIONS TO THESE PLANS IS A VIOLATION OF SECTION 209(2) OF THE NEW YORK STATE EDUCATION LAW



CITY COUNCIL AGENDA

NO. 20

DEPT.: City Council

DATE: June 15, 2011

CONTACT: Mayor French

AGENDA ITEM: One appointment to the Rye Cable and Communications Committee for a three-year term expiring on January 1, 2014, by the Mayor with Council approval.

FOR THE MEETING OF:

June 15, 2011

RYE CITY CODE,

CHAPTER

SECTION

RECOMMENDATION: That the Council approve the appointment of Kate Conn.

IMPACT: Environmental Fiscal Neighborhood Other:

BACKGROUND: