

**CITY OF RYE
1051 BOSTON POST ROAD
RYE, NY 10580
AGENDA**

**REGULAR MEETING OF THE CITY COUNCIL
COUNCIL CHAMBERS, CITY HALL
Wednesday, December 18, 2024
6:00 p.m.**

1. Pledge of Allegiance.
2. Roll Call.
3. Draft unapproved minutes of the Regular Meeting of the City Council held December 4, 2024.
4. City employee recognition.
5. Members of the public may be heard on matters for Council consideration that do not appear on the agenda.
6. Report of the City Manager.
7. Consideration of a resolution adopting a SEQR Negative Declaration in connection with the Blind Brook Riparian Restoration Project at Rye Nature Center.
8. Consideration of a petition from Rye Arts Center, Inc. to amend the text of the Rye City Zoning Code to permit “Arts Center Use” as a new use permitted subject to additional standards and requirements in the R-1 to RT Residence Districts.
9. Open the public hearing to adopt a local law to override the State enacted tax levy limitation, if necessary.
Roll Call
10. Continue the public hearing on the 2025 Budget.
11. Resolution to adopt the 2025 Budget and establish the 2025 tax levy and 2025 tax rate.
Roll Call
12. Resolution authorizing the City Comptroller to make necessary year-end closing transfers.

CONSENT AGENDA

- a) Consideration of a request by the Midland Fair Committee to approve a parade to precede the Midland Elementary School Fair on Sunday, May 4, 2025, from 10:30 a.m. to 11:10 a.m.
 - b) Consideration of a request to have 2-3 food trucks for the Midland Fair on Sunday, May 4, 2025, from 11:00 a.m. to 3:00 p.m. The City Council will have to waive § 144-8D and G of the City Code.
13. Resolution authorizing an Equitable Business Opportunities (EOB) System Administrator as required by the NYSDOT.
14. Old Business/New Business.
15. Adjournment.

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The next regular meeting of the City Council will be held on Wednesday, January 8, 2024, at 6:30 p.m.

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

UNAPPROVED MINUTES of the Regular Meeting of the City Council of the City of Rye held at City Hall on December 4, 2024, at 6:30 P.M.

PRESENT:

JOSH COHN, Mayor
KEITH CUNNINGHAM
SARA GODDARD
BILL HENDERSON
JAMIE JENSEN
JOSH NATHAN
JULIE SOUZA
Councilmembers

ABSENT:

KEITH CUNNINGHAM
JULIE SOUZA
Councilmembers

ALSO ATTENDING:

GREG USRY, CITY MANAGER
KRISTEN WILSON, CORPORATION COUNSEL
JOE FAZZINO, DEPUTY COMPTROLLER

The Council reconvened in City Hall at 6:33 P.M. The meeting was streamed live at www.ryeny.gov for public viewing.

1. [Pledge of Allegiance.](#)
2. [Roll Call.](#)

The Clerk called the roll and there was a quorum present.

3. [Draft unapproved minutes of the Regular Meeting of the City Council held November 20, 2024.](#)

On motion by Councilperson Henderson, seconded by Mayor Cohn, and unanimously carried, it was

RESOLVED to approve the drafted minutes of the Regular Meeting of the City Council held November 20, 2024.

4. [Proclamation for George Latimer.](#)
5. [Members of the public may be heard on matters for Council consideration that do not appear on the agenda](#)

No one in attendance spoke.

6. [Report of the City Manager.](#)

City Manager, Greg Usry, updated the City Council on various items and announced his retirement next spring.

7. [Consideration of Crown Castle’s request for modification to existing wireless facilities in the City’s right-of-way and referral to the Board of Architectural Review.](#)

On motion by Councilperson Nathan, seconded by Councilperson Jensen, and unanimously carried:

**RESOLUTION AUTHORIZING THE REFERRAL OF CROWN CASTLE’S
APPLICATION FOR A MODIFICATION TO EXISTING WIRELESS
FACILITIES IN THE CITY RIGHT OF WAY TO THE BOARD OF
ARCHITECTURAL REVIEW**

WHEREAS, Crown Castle has submitted a request for a “Minor Modification to Existing Wireless Facilities in the City Right of Way” to allow for upgrades and modifications to six (6) existing nodes in the City (the “Crown Castle Application”); and

WHEREAS, the City Council is in the process of retaining professionals to review the Crown Castle Application in the context of the requirements of City Code Chapter 196 “Wireless Telecommunications Facilities” to determine compliance with the City’s regulations, including, but not limited to, locations in appropriate zoning districts; and

WHEREAS, in order to continue to process Crown Castle’s Application pending a review of its compliance with Chapter 196, the City Council would like to consider any comments from the City’s Board of Architectural Review.

NOW, THEREFORE, BE IT RESOLVED, that the City Council refers the Crown Castle Application to the Board of Architectural Review for its advisory opinion while it continues to analyze whether the Application meets the requirements of Chapter 196.

8. [Discussion of the proposed City of Rye 2025 Budget.](#)

City Manager, Greg Usry, explained that any modifications to the proposed budget made *after* the hearing was opened would require a supermajority to adopt.

9. [Mayor and Council amendments to the proposed 2025 City of Rye Budget.](#)

On motion by Councilperson Goddard, seconded by Councilperson Henderson:

RESOLUTION AMENDING THE CITY OF RYE PROPOSED 2025 BUDGET

WHEREAS, the City Manager presented the proposed Fiscal Year 2025 Budget to the City Council on November 6, 2024; and

WHEREAS, the City of Rye’s proposed Fiscal Year 2025 Budget originally designated \$3,522,856 for 2025 General Fund employee health insurance expenditures; and

WHEREAS, on December 2, 2024, the City received information from the New York State Health Insurance Program that 2025 rates will increase by 2.3 percent for individual plans and 0 percent for family plans, which is below the City’s original estimate of 3 percent for family and individual plans; and

WHEREAS, this information allows the City to more accurately estimate 2025 health insurance expenditures, reducing the Employee Health Insurance Expenditures line by \$100,812, bringing the tax rate increase down to 5.78 percent.

NOW, THEREFORE, BE IT RESOLVED, that the City of Rye hereby reduces the Employee Health Insurance Expenditure line by \$100,812 in the Fiscal Year 2025 proposed budget.

Adopted by the following vote:

AYES: Councilpersons, Goddard, Henderson, Jensen, Nathan, Mayor Cohn
NAYS: None
ABSENT: Councilpersons Cunningham, Souza

10. [Open public hearing on the 2025 Budget.](#)

On motion by Councilperson Henderson, seconded by Councilperson Goddard, and unanimously carried, it was

RESOLVED to open the public hearing on the 2025 Budget.

Adopted by the following vote:

AYES: Councilpersons, Goddard, Henderson, Jensen, Nathan, Mayor Cohn
NAYS: None
ABSENT: Councilpersons Cunningham, Souza

[The Mayor proposed to continue the public hearing on the 2025 Budget.](#)

On motion by Councilperson Henderson, seconded by Councilperson Jensen, and unanimously carried, it was

RESOLVED to continue the public hearing on the 2025 Budget.

Adopted by the following vote:

AYES: Councilpersons, Goddard, Henderson, Jensen, Nathan, Mayor Cohn

NAYS: None

ABSENT: Councilpersons Cunningham, Souza

11. [Old Business/New Business.](#)

12. [Adjournment](#)

On motion of Councilperson Henderson, seconded by Councilperson Nathan, and with the Council in favor, the meeting was adjourned at 7:21 P.M.

Respectfully submitted,

Noga Ruttenberg
City Clerk



CITY COUNCIL AGENDA

DEPT.: City Manager

CONTACT: Greg Usry, City Manager

AGENDA ITEM: City employee recognition.

FOR THE MEETING OF:

December 18, 2024

RECOMMENDATION: That the Council recognizes City employees with milestone anniversaries.

IMPACT: Environmental Fiscal Neighborhood Other:

BACKGROUND: The City Council is recognizing City employees who have reached their 10th, 15th, 20th, 25th & 30th anniversaries with the City.



CITY COUNCIL AGENDA

DEPT.: City Planner

CONTACT: Christian K. Miller, City Planner

AGENDA ITEM: Consideration of a resolution adopting a SEQR Negative Declaration in connection with the Blind Brook Riparian Restoration Project at Rye Nature Center.

FOR THE MEETING OF:

December 18, 2024

RECOMMENDATION: Review the attached Planning Commission Memorandum and consider adoption of the attached resolution adopting a SEQR Negative Declaration for the project.

IMPACT: Environmental Fiscal Neighborhood Other:

BACKGROUND:

In December 2022 the Rye City Council adopted a resolution accepting a \$284,000 grant from the Long Island Sound Futures Fund for the design of the Blind Brook Riparian Buffer Restoration at Rye Nature Center. The Nature Center engaged consulting engineers Barton and Loguidice to complete the design and secure state and local permits required for the project. The primary goals of the project are to enhance vegetation biodiversity, stabilize streambanks to reduce erosion, improve wetland habitats, and serve as a model for successful intervention and restoration efforts throughout the Blind Brook Watershed and other urban watersheds. The project scope includes streambank stabilization, wetland creation and enhancement, and riparian restoration activities. All project related documents are available by [clicking here](#). At its November 20 meeting, the City Council declared its intent to be Lead Agency for the required environmental review (i.e. State Environmental Quality Review Act or SEQRA) and refer the project to the City Planning Commission for its advisory wetland review. Attached hereto is the Planning Commission's advisory memorandum supporting the project and a resolution adopting a SEQRA Negative Declaration (i.e. a finding that the project will not have a significant adverse impact on the environment).



CITY OF RYE

RESOLUTION DECLARING A SEQR NEGATIVE DECLARATION IN CONNECTION WITH THE BLIND BROOK RIPARIAN RESTORATION PROJECT AT RYE NATURE CENTER

WHEREAS, the Friends of Rye Nature Center proposed a Blind Book Riparian Restoration Project on property owned by the City of Rye at Rye Nature Center (hereinafter “the Proposed Action”); and

WHEREAS, the primary goals of the Proposed Action are to enhance vegetation biodiversity, stabilize streambanks to reduce erosion, improve wetland habitats, and serve as a model for successful intervention and restoration efforts throughout the Blind Brook Watershed and other urban watersheds; and

WHEREAS, the Proposed Action includes streambank stabilization, wetland creation and enhancement, and riparian restoration activities in and adjacent to Blind Brook; and

WHEREAS, in December 2022, the Rye City Council adopted a resolution accepting a \$284,000 grant for the design of the Proposed Action; and

WHEREAS, at its November 20 meeting, the City Council declared its intent to be Lead Agency for the environmental review of the Proposed Action as required by the State Environmental Quality Review (SEQR); and

WHEREAS, no other interested or involved agency objected to the City Council assuming Lead Agency status; and

WHEREAS, the City Council referred the Proposed Action to the Rye City Planning Commission for advisory wetland permit review; and

WHEREAS, in a December 10, 2024, memorandum to the City Council, the Rye City Planning Commission supported the Proposed Action;

NOW, THEREFORE, BE IT RESOLVED, that the Rye City Council designates itself as Lead Agency and based on its review of the Environmental Assessment Form (EAF), the criteria listed in Section 617.7(c) of SEQR and the complete record of plans, studies and other information, the City Council finds that the Proposed Action will enhance the environment by reducing sediment loads in Blind Brook and restore riparian ecological functions and hereby adopts a Negative Declaration based on a finding that the Proposed Action will not have any significant adverse environmental impacts.

Nick Everett, Chairman
Andy Ball
Laura Brett
Dan Bsharat
Jamie Jensen
Richard Schaupp
Steve Secon



Planning Department
1051 Boston Post Road
Rye, New York 10580
Tel: (914) 967-7167
www.ryeny.gov

CITY OF RYE Planning Commission

Memorandum

To: Rye City Council

From: Rye City Planning Commission

cc: Greg Usry, City Manager
Kristen K. Wilson, Esq., Corporation Counsel

Date: December 10, 2024

Subject: **City Council Advisory Referral – Blind Brook Riparian Restoration Project at Rye Nature Center**

This memorandum responds to the City's Council referral to the Planning Commission for advisory wetland review in connection with the proposed Blind Brook Riparian Restoration project at Rye Nature Center. On Saturday, December 7, the Planning Commission conducted a site walk of the streambank and wetland restoration area and discussed and reviewed all plans and reports at its December 10 meeting.

The Commission supports the riparian restoration project. It will stabilize a portion of the eroding Blind Brook streambank and reduce downstream sedimentation. The project engineers have submitted an analysis that states that the project would not increase flood elevations.

State Environmental Quality Review
NEGATIVE DECLARATION
 Notice of Determination of Non-Significance

Project Number: N/A

This notice is issued pursuant to Part 617 of the implementing regulations pertaining to Article 8 (State Environmental Quality Review Act) of the Environmental Conservation Law.

The **Rye City Council** as lead agency, has determined that the proposed action described below will not have a significant adverse environmental impact and a Draft Environmental Impact Statement will not be prepared.

Name of Action: **Blind Brook Riparian Restoration project**

SEQR Status:

Type I
 Unlisted

Conditioned Negative Declaration:

Yes (see attachment)
 No

Description of Action:

The project scope includes Blind Brook streambank stabilization, wetland creation and enhancement, and riparian restoration activities. More specifically:

- Approximately 554 linear feet (LF) of stream channel regrading.
- Approximately 605 LF of rock bank protection and about 330 LF of toe wood bank protection.
- Approximately 130 LF of rootwad bank protection.
- Approximately 300 LF of rock floodplain protection sills.
- Approximately 9,800 square feet (SF) of floodplain regrading and enhancement of floodplain connectivity.
- Approximately 35 LF of rock bank protection at the existing close and open drainage outlets.
- Removal of the abandoned concrete bridge.
- Creation of 0.42-acre of new wetland areas.
- Enhancement of 0.52-acre of existing wetlands.
- Installation of floodplain culverts along the access road to Rye Nature Center.
- Replanting with 2.78 acres of native seed mixtures, shrubs, and trees.

The project is intended to enhance the environment by reducing sediment loads in Blind Brook and restore riparian ecological functions and will not have any significant adverse impacts.

Location: (Include street address and the name of the municipality/county. A location map of appropriate scale is also recommended.)

The project is located on Blind Brook within the Rye Nature Center property (873 Boston Post Road) in the City of Rye, Westchester County, New York

Reasons Supporting This Determination:

(See 617.7(a)-(c) for requirements of this determination; see 617.7 (d) for Conditioned Negative Declaration)

Based on the review of the Environmental Assessment Form (EAF), the criteria listed in Section 617.7(c) of SEQR and the complete record, the Lead Agency finds that the proposed action will not have a significant adverse environmental impact due to the extent of the proposed improvements, the modest nature of reasonably expected impacts, project design elements to reduce anticipated impacts and implementation of mitigation measures. More specifically, the Lead Agency finds that the proposed action will not have an adverse impact on any of the indicators of potential environmental impact listed in Sections 617.7(c)(1)(i) through (xii).

If Conditioned Negative Declaration, provide on attachment the specific mitigation measures imposed, and identify comment period (not less than 30 days from date of publication in the ENB)

For Further Information:

Contact Person: Christian K. Miller, City Planner
 Address: 1051 Boston Post Road, Rye, New York 10580
 Telephone: (914) 967-7167 email: cmiller@ryeny.gov

A Copy of this Notice is sent to:

Lead Agency (For All Actions):

Rye City Council

Involved Agencies (For Type I Actions and Conditioned Negative Declarations only):

- Rye City Council
- City of Rye Zoning Board of Appeals, c/o Rye City Clerk
- City of Rye Board of Architectural Review, c/o Rye City Building Inspector
- Westchester County Department of Health
- Westchester County Department of Planning
- Westchester County DPW
- New York State Department of State, Division of Coastal Resources
- New York State Department of Environmental Conservation Regional Office
- New York State _____
- DASNY
- _____

For All Type I Actions and Conditioned Negative Declarations:

- Mayor of Rye, c/o Rye City Clerk
- ENB
- Applicant: City of Rye/Rye Nature Center
- Person(s) requesting a copy: _____

Project:

Date:

**Short Environmental Assessment Form
Part 2 - Impact Assessment**

Part 2 is to be completed by the Lead Agency.

Answer all of the following questions in Part 2 using the information contained in Part 1 and other materials submitted by the project sponsor or otherwise available to the reviewer. When answering the questions the reviewer should be guided by the concept “Have my responses been reasonable considering the scale and context of the proposed action?”

	No, or small impact may occur	Moderate to large impact may occur
1. Will the proposed action create a material conflict with an adopted land use plan or zoning regulations?		
2. Will the proposed action result in a change in the use or intensity of use of land?		
3. Will the proposed action impair the character or quality of the existing community?		
4. Will the proposed action have an impact on the environmental characteristics that caused the establishment of a Critical Environmental Area (CEA)?		
5. Will the proposed action result in an adverse change in the existing level of traffic or affect existing infrastructure for mass transit, biking or walkway?		
6. Will the proposed action cause an increase in the use of energy and it fails to incorporate reasonably available energy conservation or renewable energy opportunities?		
7. Will the proposed action impact existing:		
a. public / private water supplies?		
b. public / private wastewater treatment utilities?		
8. Will the proposed action impair the character or quality of important historic, archaeological, architectural or aesthetic resources?		
9. Will the proposed action result in an adverse change to natural resources (e.g., wetlands, waterbodies, groundwater, air quality, flora and fauna)?		
10. Will the proposed action result in an increase in the potential for erosion, flooding or drainage problems?		
11. Will the proposed action create a hazard to environmental resources or human health?		

Project:

Date:

Short Environmental Assessment Form Part 3 Determination of Significance

For every question in Part 2 that was answered “moderate to large impact may occur”, or if there is a need to explain why a particular element of the proposed action may or will not result in a significant adverse environmental impact, please complete Part 3. Part 3 should, in sufficient detail, identify the impact, including any measures or design elements that have been included by the project sponsor to avoid or reduce impacts. Part 3 should also explain how the lead agency determined that the impact may or will not be significant. Each potential impact should be assessed considering its setting, probability of occurring, duration, irreversibility, geographic scope and magnitude. Also consider the potential for short-term, long-term and cumulative impacts.

Check this box if you have determined, based on the information and analysis above, and any supporting documentation, that the proposed action may result in one or more potentially large or significant adverse impacts and an environmental impact statement is required.

Check this box if you have determined, based on the information and analysis above, and any supporting documentation, that the proposed action will not result in any significant adverse environmental impacts.

Name of Lead Agency

Date

Print or Type Name of Responsible Officer in Lead Agency

Title of Responsible Officer

Signature of Responsible Officer in Lead Agency

Signature of Preparer (if different from Responsible Officer)



CITY COUNCIL AGENDA

DEPT.: City Planner

CONTACT: Christian K. Miller, City Planner

AGENDA ITEM: Consideration of a petition from Rye Arts Center, Inc. to amend the text of the Rye City Zoning Code to permit "Arts Center Use" as a new use permitted subject to additional standards and requirements in the R-1 to RT Residence Districts.

FOR THE MEETING OF:

December 18, 2024

RECOMMENDATION: That the City Council review and refer the petition to the City Planning Commission for its advisory review and comment.

IMPACT: Environmental Fiscal Neighborhood Other:

BACKGROUND:

The not-for-profit Rye Arts Center recently acquired property at 25 Milton Road and are seeking to construct a new arts center facility. The property is immediately adjacent to the existing Rye Arts Center, which is situated on the portion of City-owned Rye Recreation Park known as 51 Milton Road. The subject property is in the R-1 and R-3 Zoning Districts. The proposed zoning petition is necessary because neither of these single-family residence districts allow art centers as a permitted use. The proposed zoning text amendment will allow art centers on a limited number of properties in Rye if they meet specific conditions such as minimum lot size, parking requirements and other location and use restrictions. Amendments to the City Zoning Code are implemented as local laws and are discretionary decisions by the City Council. The first step in the zoning amendment process is to refer the petition to the City Planning Commission for its advisory review and comment. After receipt of the Commission's comments the City Council will need to complete the local law process including rejection, acceptance or modification of the proposed text amendment, referral of the text amendment to the Westchester County Planning Board and potentially adjacent municipalities, notice and conduct a minimum of one public hearing, complete the environmental review process (i.e. SEQRA) and consider a resolution adopting the final version of the local law.

JONATHAN D. KRAUT
DIRECT TEL.: 914-701-0800
MAIN FAX: 914-701-0808
JKRAUT@HKPLAW.COM

December 10, 2024
VIA E-MAIL & HAND

Greg G. Usry, City Manager
City of Rye
1051 Boston Post Road
Rye, New York 10580

Re: ***Proposed Zoning Text Amendment***

Dear Mr. Usry and Members of the City Council:

We represent the Rye Arts Center, Inc. (the “Rye Arts Center”), in connection with the enclosed petition to amend the Rye City Code to include a new use subject to additional standards and requirements for an “Arts Center Use.”

Due to the generous gift of a benefactor of the Rye Arts Center, there is a once-in-a-lifetime opportunity to develop 25 Milton Road with a new arts center facility for the benefit of the entire community and immediately adjacent to the existing facility at 51 Milton Road. Rye’s Zoning Ordinance does not contain an appropriate “use” category for this type of development. Accordingly, the Rye Arts Center is seeking an amendment to the Zoning Ordinance to include a new “Arts Center Use.”

Submitted herewith are the following:

- Petition for an Amendment to the Zoning Ordinance
- Concept Plan (C-1) prepared by Creighton Manning last revised 11/27/24
- Traffic Impact Study prepared by Creighton Manning dated 11/26/24
- Conceptual Renderings prepared by Spring Architecture & Design

Executive Summary

The Rye Arts Center is a not-for-profit corporation that is the largest multi-arts center of its kind in the region. The Rye Arts Center has operated out of 51 Milton Road for the past 50+ years under a long-term lease with the City of Rye. The Rye Arts Center's mission is to inspire life-long enthusiasm and participation in the arts through best-in-class artistic offerings and educational programs. It strives to have a positive impact on its local communities by bringing attention to the importance of the arts, creating a destination for diverse voices, and providing meaningful artistic opportunities. The Rye Arts Center also offers a variety of curated programming, exhibitions, and outreach initiatives for a wide range of ages, with students currently ranging in age from 3 to 96 years old. Class offerings range from the visual arts, including drawing, painting, mixed media, and ceramics, as well as performing arts classes, such as private music lessons, acting, theater, and more. The Rye Arts Center also offers upwards of \$25k in need-based scholarships each year, with many recipients being Rye residents. In addition to classes and workshops, the RAC administers a strong Outreach component, hosting free Dance for Parkinson's and Senior Arts immersion classes weekly, as well as its long-running HeadStart arts program, which serves over 300 children each week.

History of the Rye Arts Center

The Rye Art Center was originally founded in 1960 by five Rye families and was housed in an unused barn on Greenacres Lane. The Rye Art Center eventually outgrew the barn and for several years moved locations before finding a permanent home at 51 Milton Road in 1972.

The Rye Art Center closed its physical location at 51 Milton Road from 1984 to 1987 due to safety concerns with the structure and operated as a "center without walls" during that time, while raising funds to restore and expand the building at 51 Milton Road. The restoration and expansion of 51 Milton Road was completed in 1987 and the Rye Art Center became the Rye Arts Center that it is today. The facility includes an art gallery, studios, a Maker Space, performing arts room, a dance studio, digital arts lab and practice rooms for music instruction. The Rye Arts Center operations are supported entirely by tuition, membership, private and public grant-making agencies, special events and donations from corporations and private individuals.

The mission of the Rye Arts Center has undoubtedly been a success as it has grown from a barn housing classes with 20 students in 1960 to serving more than 35,000 students, patrons and artists annually. However, due to the age and physical limitations of the existing facility the Rye Arts Center is limited on the types of exhibitions, classes and performances that can be offered. For example, the Maker Space is relatively small and limited in offerings, the art gallery is lacking in climate and lighting control and some of the studio spaces serve multiple uses resulting in less than optimal utilization.

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In 2020 the property at 25 Milton Road was put on the market for sale. A generous benefactor of the Rye Arts Center acquired 25 Milton Road in January 2021 and gifted the property to the Rye Arts Center in 2022 to be developed with a new modern arts center facility. The Rye Arts Center has spent the past two years reviewing and developing a concept plan for the development of 25 Milton Road.

Proposed Zoning Text Amendment

I. Reason for the Proposed Amendment to the Zoning Ordinance

The property located at 25 Milton Road is 2.12 acres and is located partially in the R-1 (Single-Family Residential) and R-3 (Single-Family Residential) Zoning Districts. The accompanying Petition for Amendment to City of Rye Zoning Ordinance is occasioned because the contemplated use of 25 Milton Road for an arts center facility does not fit any existing “use” categories in the Zoning Ordinance in any of the zoning districts. The existing Rye Arts Center facility at 51 Milton Road is part of a larger parcel which also encompasses the Rye Skate Park, sports courts, playing fields, the Rye Recreation Center and associated parking, all of which are permitted as “public recreational uses” under the Zoning Ordinance, but such use classification could not be applied to 25 Milton Road as it is privately owned land. Accordingly, the Rye Arts Center is seeking an amendment to the Zoning Ordinance to permit an “Arts Center use” as a permitted use subject to additional standards and requirements in the R-1 to RT zoning districts.

II. Proposed Additional Standards Supporting the Request

The additional standards and requirements the Rye Arts Center is proposing for this new use are: i) that no primary activity is carried on for gain; ii) no parking area be permitted within any side or rear yard setbacks of the property where adjoining residentially zoned properties, except where adjacent to municipally owned land used for “public recreational uses” or “public uses”; and iii) that the site be a minimum of 2 acres and adjacent to municipally owned land used for “public recreational uses” or “public uses” and be located on a major street.

In applying these additional standards and requirements, there are limited existing sites within the City of Rye that could satisfy these minimum standards, of which 25 Milton Road is one. The other privately owned properties (i.e. excluding parkland presently owned by the City of Rye, Town of Rye or Westchester County) that could potentially satisfy the minimum acreage requirement, the location next to a “public recreation use” and on a major street are: i) 815 Boston Post Rd (S/B/L: 146.14-1-27) (private residence); ii) 75 Milton Rd (S/B/L: 146.11-3-31) (parking lot for Blind Brook Lodge); iii) 95 Milton Rd (S/B/L: 146.11-3-32) (private residence); iv) 145 Milton Rd (S/B/L: 146.11-3-38) (private residence); and v) 260 Boston Post Rd (S/B/L: 153.9-1-34) (the Parsons Estate which is a protected site and structure).

The intent behind the proposed additional standards and requirements is to limit the development of any property with an art center facility to those properties that have the appropriate size and location to accommodate such a use by the community. In addition, by

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requiring such a use to be located next to parkland there will be a natural campus-like development and symbiotic relationship between the community resources.

III. Conceptual Plan

The Rye Arts Center has developed a conceptual plan and renderings for the development of 25 Milton Road if the zoning text amendment were implemented. The conceptual plan was designed to comply with the existing bulk and density controls of the Zoning Ordinance for the underlying R-1 and R-3 Zoning Districts. The concept plan and renderings are intended to assist the City Council in considering the petition for the text amendment to the Zoning Ordinance as to how a development of 25 Milton Road with a new arts center facility could appear.

The Rye Arts Center envisions the development of a new modern arts center facility at 25 Milton Road to be connected to the existing Rye Arts Center and recreational facilities at 51 Milton Road. The main entrance to the new facility would be facing the existing facility. The Rye Arts Center is contemplating improvements to the public parking lot at 51 Milton Road to be used in connection with the new facility. Walking paths could be created to provide access from the sports courts, playground areas and Amphitheater on 51 Milton Road. The Rye Arts Center is excited for the opportunity to develop the site at 25 Milton Road into an expanded community campus within walking distance of central downtown Rye.

Please note that the concept plan and renderings are just that - - conceptual. The ultimate development of 25 Milton Road would be subject to the final language of any text amendment to the Zoning Ordinance and site plan approval. By amending the Zoning Ordinance to permit the new use category for an “Arts Center use,” the City Council would not be approving the conceptual plan. Rather, the development of 25 Milton Road with a new arts center facility would be further subject to site plan / special permit and wetland permit approvals by the City of Rye Planning Commission and architectural approval by the Board of Architectural Review. We are fully cognizant that there may be differing opinions on the architectural design of the facility and the layout and location of off-street parking and all of these matters will be fully considered and vetted during the subsequent approvals process with the Planning Commission and Board of Architectural following the amendment of the Zoning Ordinance.

Parking & Traffic Study

The Rye Arts Center engaged the civil and traffic engineering firm of Creighton Manning to undertake a study of potential traffic and parking impacts in connection with the conceptual plan. This study was also intended to develop a proposed minimum parking requirement for the amendment to the Zoning Ordinance with the new “Arts Center Use.”

Creighton Manning conducted a study of the existing driveways and parking demands for the existing facility at 51 Milton Road during a typical weekday and Saturday in April 2023. The findings of the study are set forth in great detail in the Traffic Impact Study submitted in

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connection herewith. For ease of review, we shall provide a summary of the highlights and findings of the traffic study.

I. Traffic Impacts

Peak hours of operation were observed on the weekday during the midday (11:30 AM – 12:30 PM), school dismissal (3:00 PM – 4:00 PM) and evening (4:30 PM – 5:30 PM). The Saturday peak hour was midday from 11:30 AM – 12:30 PM. By reviewing the trip count data against the total gross floor area of the existing facility (13,500 square feet), Creighton Manning was able to project total trip generation rates per 1,000 square feet of gross floor area and apply this projection to the contemplated development of a new facility at 25 Milton Road. The study shows that there will be virtually no impact to traffic patterns at the site driveways, with a difference in average delays of entering / exiting vehicles of 1 second or less between the No-Build and Build conditions.

II. Parking Study

Similarly, Creighton Manning studied the utilization of the existing public parking lot at 51 Milton Road and observed peak demand periods. The highest parking demand period observed was the weekday midday (between 11:00 AM – 11:15 AM) where 42 parking spaces were occupied. Using this peak demand and taking into account the size of the existing facility at 51 Milton Road, Creighton Manning projects that the maximum parking demand is 3.11 spaces per 1,000 square feet. As noted in the traffic study, since the parking lot at 51 Milton Road is a public parking lot shared with the Rye Recreation facilities this projected demand is a conservative estimate as some of those vehicles occupying spaces during the study period were almost certainly visiting the Rye Recreation facilities and not the Rye Arts Center. Accordingly, in the petition we have suggested a minimum parking requirement for an “Arts Center use” be set at 3 spaces per 1,000 square feet of gross floor area.

If the City Council were to adopt this proposed minimum parking requirement in connection with the amendment to the Zoning Ordinance, the conceptual plan depicts an ability to provide more than sufficient parking between the two sites. The existing facility is approximately 13,500 square feet and the new facility is contemplated to be approximately 13,000 square feet, for a total of 26,500 square feet of gross floor area. At 3 spaces per 1,000 square feet of gross floor area, the required minimum parking would be approximately 80 spaces. There are 58 existing parking spaces located at 51 Milton Road. The conceptual plan depicts a potential additional 33 parking spaces, with 16 of those spaces being located on 25 Milton Road and the other 17 spaces on newly expanded parking areas on 51 Milton Road. This would bring the total parking supply to 91 parking spaces (or 11 more spaces than the suggested minimum requirement).

The conceptual plan has also identified a potential drop off area on 51 Milton Road to improve traffic conditions during peak demand periods for children’s classes which are anticipated to continue in the existing facility. We again note that the projected parking demands

HKP

are very conservative as the parking study did not distinguish the counts between spaces occupied by patrons of the Rye Arts Center and those of the Rye Recreation facilities.¹

Objectives of the Rye Arts Center

By developing a new modern facility, the Rye Arts Center will be able to create a state of the art gallery space to display higher quality artwork, have new quality studio spaces, state-of-the-art Maker Spaces and digital arts programming, and community gathering spaces. By having a new facility, the Rye Arts Center would also be able to reprogram and dedicate spaces in the existing facility at 51 Milton Road to provide new and enhanced opportunities (such as creating a home and studio for RyeTV in the current gallery space).

The sole matter in front of the City Council is whether to adopt the proposed zoning text amendment and the new use created therein. As noted above, any final plan for the development of 25 Milton Road with a new arts center facility will be subject to site plan and special permit review by the Planning Commission. For the reasons set forth hereinabove and in greater detail in the Petition, we believe there would be great public benefit in adopting the proposed amendment and allowing the vision of the Rye Arts Center to blossom into what will be an exciting project for all involved and enjoyed by the community for decades into the future.

We look forward to presenting this Petition to the Rye City Council and respectfully request that you refer this matter to the Planning Commission for the earliest possible date for a report and recommendation. Thank you for your consideration of this matter.

Very truly yours,
HARFENIST KRAUT & PERLSTEIN, LLP

By: Jonathan D. Kraut
Jonathan D. Kraut
Leo K. Napior

¹ Creighton Manning also studied available on-street parking in the vicinity of the Rye Arts Center; this additional aspect of the study revealed that there is extensive on-street parking reserve capacity during most of the peak periods, with the exception of the weekday school dismissal period (72% utilization). That said, the conceptual plan depicts a design layout where no credit would need to be claimed for nearby on-street parking to satisfy the proposed minimum parking requirement.

In the Matter of the Application of

Rye Arts Center Inc.

**PETITION
FOR AMENDMENT TO
CITY OF RYE ZONING
ORDINANCE**

-----X
Petitioner, RYE ARTS CENTER, INC., by its attorneys, Harfenist Kraut & Perlstein, LLP, hereby petition the City Council of the City of Rye for an amendment to the City of Rye Zoning Ordinance as follows:

1. Petitioner, Rye Arts Center, Inc., is a 501(c)(3) not-for-profit corporation with an address at 51 Milton Road, Rye, New York, with a mission to provide instruction through the arts to the community to inspire interest and maximize participation in the arts. The Rye Arts Center programming consists of classes, lessons, exhibitions and performances for all ages. The Rye Arts Center is the largest multi-arts center of its kind in the region.
2. Petitioner is seeking to construct a new modern facility on the premises commonly known as 25 Milton Road, Rye, New York (S/B/L: 146.11-3-4) (the “Subject Property”), which is presently improved with a single family residence.
3. The Subject Property is approximately 2.12 acres and lies partially within the R-1 (Single Family Residential) and partially within the R-3 (Single Family Residential) Zoning Districts.
4. The development of the Subject Property with a new modern facility would allow the Rye Arts Center to further its purpose by providing state-of-the-art programming space,

classrooms, galleries and outdoor space for sculpture gardens and studio space to permit an enhanced connection between the artists, patrons and nature.

AMENDMENT TO ZONING ORDINANCE

5. The Rye Arts Center has operated out of the adjacent City-owned property at 51 Milton Road for approximately the last 50+ years under a long term lease with the City of Rye.
6. The City-owned property at 51 Milton Road is similarly zoned partially within the R-1 (Single Family Residential) and partially within the R-3 (Single Family Residential) Zoning Districts.
7. Aside from the Rye Arts Center facility, other community facilities at 51 Milton Road include the Rye Skate Park, sports courts, playing fields, the Rye Recreation Center and associated parking, all of which are Uses Permitted Subject to Additional Standards and Requirements as “Public recreational uses” or “Public uses” in the Single Family Residential Zoning Districts as municipally owned land and facilities.
8. Since the Subject Property is privately owned by the Rye Arts Center (as opposed to 51 Milton Road which is owned by the City of Rye) the proposed development of the Subject Property with a new multi-purpose arts center facility does not fit into any existing use category contemplated under the City of Rye Zoning Ordinance.
9. Therefore, the Rye Arts Center seeks to create a new use category that fits the contemplated usage of the Subject Property by the Rye Arts Center.
10. Specifically, the Petitioners request that Section 197-86, Table A, Column 2, of the Rye City Code be amended to include a new use permitted subject to additional standards and requirements in the R-1 to RT districts as follows:

Arts Center use. A use that provides instruction, display and performance space for the arts to inspire interest and maximize participation in the arts. Uses to include classes, lessons, exhibitions and performances for all ages in a variety of the arts, including, but

not limited to, dance, theater, music, literature, horticulture, painting, sculpture, ceramics, and digital art. Such uses shall be permitted subject to the following:

- a. No primary activity is carried on for gain;
- b. No parking area shall be located within any side and rear yard setbacks of the underlying zoning district in which the property is located from any adjoining property zoned for residential purposes, except that parking areas within the required side and rear yard setbacks shall be permitted where adjacent to municipally owned land utilized for “public recreational uses” or “public uses” subject to the approval of the Planning Commission; and
- c. The site must be at least two (2) acres in size and adjacent to municipally owned land utilized for “public recreational uses” or “public uses” and have frontage on a major street such as Boston Post Road, Theodore Fremd Avenue, Osborn Road / Oakland Beach Avenue, North Street, Purchase Street, Milton Road, Forest Avenue, Midland Avenue or Milton Road.

11. The Rye Arts Center also specifically requests that Section 197-28.A (“Schedule of parking requirements”) be amended to include a new row as set forth below:

		Number of Spaces per Unit		Unit of Measurement and
Use	A	B	C	Conditions
Arts Center	3	3	3	1,000 square feet of gross floor area*****

*****The Planning Commission, in a particular case, may permit a lesser amount of on-site parking upon a finding that there is sufficient available public parking in the vicinity of the property in either municipally owned parking lots

or available on-street parking based on good standard practice for the size and type of activity.

FACTS SUPPORTING PETITIONER'S REQUEST

12. The redevelopment of the Subject Property with a new modern facility will allow the Rye Arts Center to further its mission and provide a greater range of offerings to its many students, visiting artists and patrons for many years to come to the benefit of the community at large.

13. The Subject Property is uniquely situated next to the current Rye Arts Center facility and is therefore a natural fit for a site to construct a new facility that would, in addition to any new parking at the Subject Property, allow for the existing and potentially expanded parking facilities at 51 Milton Road to service the proposed facility thereby minimizing the need to create extensive additional parking and maximizing green space on the Subject Property that can be used for outdoor studios, gardens, performance space and nature trails.

14. The requested amendments to the Zoning Ordinance would not have any adverse impacts on the City of Rye. If this Petition were granted it would allow the Property to be redeveloped with a use beneficial to the community as a whole rather than simply becoming another dated single family residence that would inevitably be torn down and replaced with a new residence built out to the maximum permitted constraints under the Zoning Ordinance.

SEQRA ANALYSIS

15. The proposed action should be properly classified as an unlisted action under 6 NYCRR Part 617. As further demonstrated in the accompanying materials and Environmental Assessment Form the proposed action to include the proposed permitted

use would have minimal impact on the environment and the specific impacts of any individual project could be analyzed on a case by case basis.

WHEREFORE, it is respectfully requested that this matter be placed on the calendar of the City Council for consideration and that the relief sought herein be in all respects granted.

Dated: Purchase, New York
December 10, 2024

Respectfully submitted,

Jonathan D. Kraut

Jonathan D. Kraut, Esq.

Leo K. Napior, Esq.

Harfenist Kraut & Perlstein, LLP

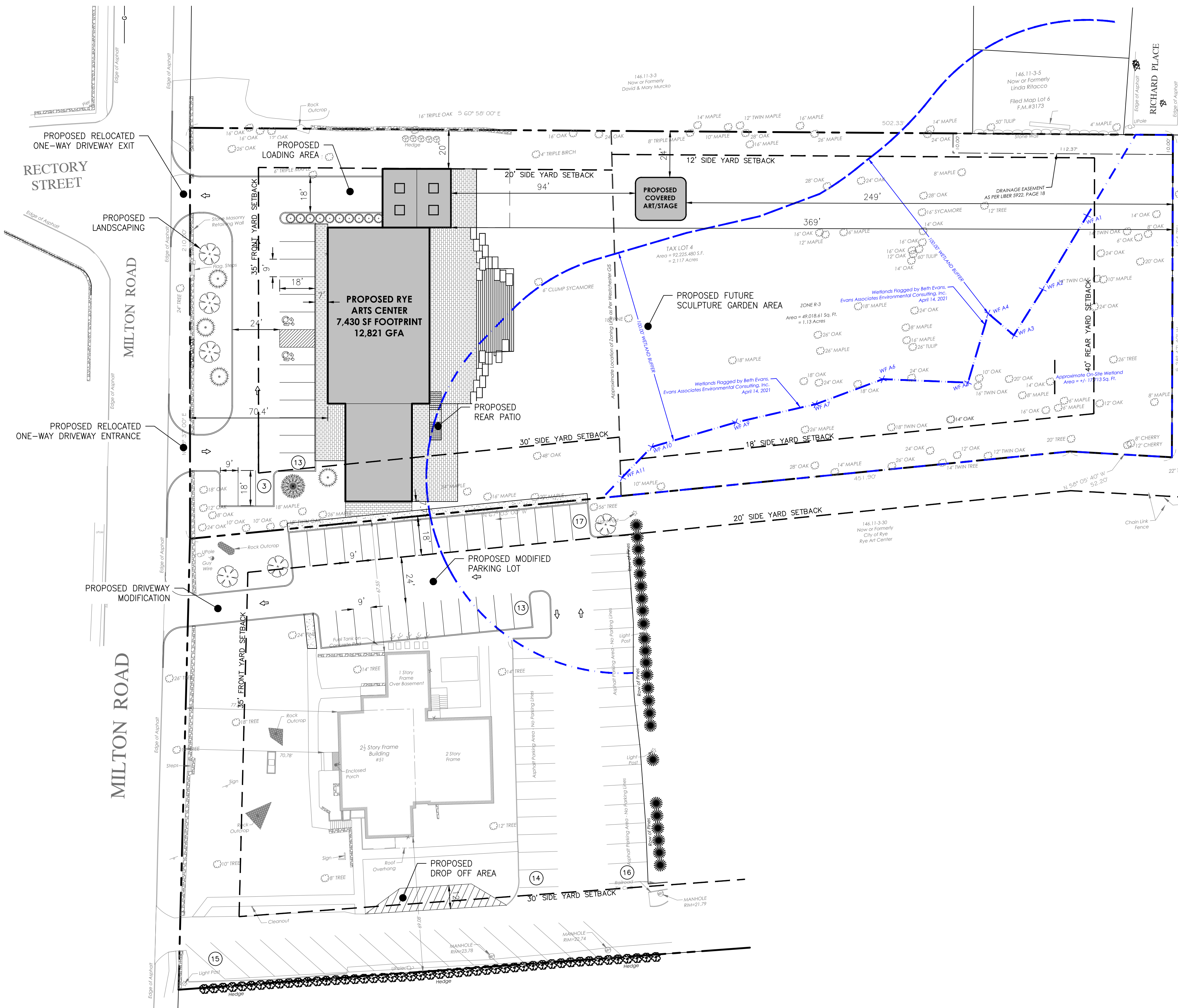
Attorneys for the Petitioner

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Purchase, New York 10577

Tel: (914) 701-0800

FILE NAME: N:\Projects\2023\12\2024\Rye Arts Center - Rye Arts Center - Concept Plan.dwg 12/20/2024 10:28 AM
 LAST SAVED BY: Kamal Baraniewicz
 PLOT DATE: November 20, 2024 10:28 AM
 DESIGN SUPERVISOR: D. ADAMS
 JOB MANAGER: SHUF.FRANCOIS, PE
 DESIGNED BY: KAMAL BARANIEWICZ, PE
 CHECKED BY: SHUF.FRANCOIS, PE
 DRAFTED BY: SHUF.FRANCOIS, PE



ZONING TABLE
 25 MILTON RD (146-11-3-4)

ZONING DISTRICT :
 R-1 & R-3 (ONE-FAMILY RESIDENTIAL)

PROPOSED USE :
 ARTS FACILITY - NON-PERMITTED (V)

SITE STATISTICS	REQUIRED (R-1)	REQUIRED (R-3)	EXISTING	PROPOSED
MAX. FAR	0.15	0.25	0.05	0.15
MIN. LOT AREA	1 ACRE	1/2 ACRE	2.1 AC (92,225 SF)	2.1 AC (92,225 SF)
MIN. LOT WIDTH	150 FT	100 FT	162.1 FT	162.1 FT
MIN. FRONT SETBACK	35 FT	30 FT	68.47 FT	70.4 FT
MIN. SIDE SETBACK (ONE)	20 FT	12 FT	42.1 FT	7.7 FT (V)
MIN. SIDE SETBACK (TOTAL)	50 FT	30 FT	119.3 FT	27.7 FT (V)
MIN. REAR SETBACK	60 FT	40 FT	376.9 FT	369 FT
SPECIFIED DISTANCE	100 FT	70 FT	N/A	N/A
MAX. BUILDING HEIGHT	2.5 STORIES / 32 FT	2.5 STORIES / 28 FT	2.5 STORIES / 32 FT	2.5 STORIES / 32 FT
MAX. ACCESSORY COVER	20%	35%	0.52%	0.6%
MIN. ACCESSORY SIDE SETBACK	20 FT	10 FT	16.4 FT (EN)	24 FT

(V) VARIANCE NEEDED
 (EN) EXISTING NON-CONFORMITY

ZONING TABLE
 51 MILTON RD (146-11-3-30)

ZONING DISTRICT :
 R-1 & R-3 (ONE-FAMILY RESIDENTIAL)

EXISTING USE :
 ARTS CENTER - EXISTING NON-CONFORMITY
 PUBLIC RECREATION / PARK - PERMITTED UNDER 197-10

ACCESSORY USES - VARIOUS RECREATIONAL USES - NO CHANGE

SITE STATISTICS	REQUIRED (R-1)	REQUIRED (R-3)	EXISTING	PROPOSED
MAX. FAR	0.15	0.25	0.012	0.012
MIN. LOT AREA	1 ACRE	1/2 ACRE	18.2 AC	18.2 AC
MIN. LOT WIDTH	150 FT	100 FT	523.5 FT	523.5 FT
MIN. FRONT SETBACK	35 FT	30 FT	77.3 FT	77.3 FT
MIN. SIDE SETBACK (ONE)	20 FT	12 FT	67.5 FT	67.5 FT
MIN. SIDE SETBACK (TOTAL)	50 FT	30 FT	136.6 FT	136.6 FT
MIN. REAR SETBACK	60 FT	40 FT	>200 FT	>200 FT
SPECIFIED DISTANCE	100 FT	70 FT	5 FT (EN)	5 FT (EN)
MAX. BUILDING HEIGHT	2.5 STORIES / 32 FT	2.5 STORIES / 28 FT	2.5 STORIES / 28 FT	2.5 STORIES / 28 FT
MAX. ACCESSORY COVER	20%	35%	N/A	N/A
MIN. ACCESSORY SIDE SETBACK	20 FT	10 FT	N/A	N/A

(V) VARIANCE NEEDED
 (EN) EXISTING NON-CONFORMITY
 (N/A) NOT APPLICABLE OR UNABLE TO BE DETERMINED

PARKING TABLE

USE	EXISTING	PROPOSED	DIFFERENCE
ARTS FACILITY	58 SPACES	91 SPACES	+33 SPACES
RECREATIONAL PARK			

*PARKING REQUIREMENTS IN THE CITY OF RYE HAVE NOT BEEN ESTABLISHED FOR ARTS CENTERS

NO.	REVISION	DATE	BY
2	REVISED LAYOUT	11/27/2024	KB
1	FOR CITY SUBMISSION	06/16/2024	KB



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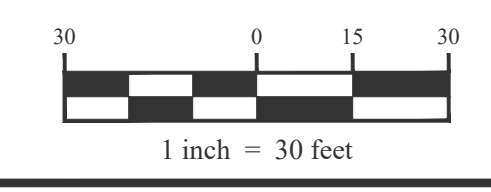
Creighton Manning

CREIGHTON MANNING ENGINEERING, LLP
 2 WINNERS CIRCLE, SUITE 400, RYE, NEW YORK 10583
 P: (914) 446-0396 F: (914) 446-0397 WWW.CMELLP.COM

THE RYE ARTS CENTER
 25 & 51 MILTON ROAD
 RYE, NEW YORK

CONCEPT PLAN

DATE: NOV 2024 CME No.: 123-022 SCALE: 1 IN = 30 FT



November 26, 2024

Adam Levi, Executive Director
Rye Arts Center
51 Milton Road
Rye, NY 10580



RE: Traffic Impact Study for Proposed “New” Rye Arts Center Building, 25 Milton Road, City of Rye, Westchester County, New York; CM Project No. 123-022

Dear Adam:

As requested, Creighton Manning (CM) has completed a Traffic Impact Study for the proposed new Rye Arts Center building located on Milton Road in the City of Rye, Westchester County, NY. This study is based on traffic engineering industry standards and the Site Plan prepared by Spring Architecture + Design, dated November 1, 2021. It is noted that an updated site plan dated November 2024 was prepared by CM after the time of this study, and now reflects the latest plans for the proposed project. This site plan is included under Attachment A.

1.0 Project Description

The subject site is identified on the City of Rye Tax Map as Section 146.11, Block 3, Lot 4. The subject site is currently developed with a three-story family home. The proposed project consists of a new building that will complement the existing Rye Arts Center building located at 51 Milton Road and allow for the creation of a campus bridging the two buildings. The proposed building will have a gross floor area of 12,821 square feet comprised of galleries, various studios, conference rooms, storage, office, and performance spaces. The existing Arts Center is accessed via two driveways on Milton Road separated by approximately 170 feet. The southern driveway is ingress-only and the northern driveway is egress-only. The project proposes modifications to the two existing driveways that currently provide access to the residence at the project site. The northern driveway directly across from Rectory Street will be egress only, and the southern driveway approximately 105-feet to the south will be ingress-only. The existing parking lot at the Arts Center is shared with the Rye Skate Park and Rye Recreation Department. The proposed building will provide parking based on the parking demand of the existing building, which was approximated through a parking utilization study detailed herein. It is expected that the project will be complete and operational by 2025. Exhibit 1 depicts the site location and the roadway network.



Exhibit 1 – Site Location

2.0 Existing Conditions

Roadways Serving the Site

- **Milton Road** is classified as an Urban Minor Arterial roadway under the jurisdiction of the City of Rye. The roadway runs primarily north-south from Palisade Drive to Stuyvesant Avenue within the City. In the vicinity of the subject site, the roadway provides a 30-foot cross-section with one travel lane in each direction and on-street parking on the west side of the roadway. Turn lanes are not provided. A sidewalk is provided on west side of the roadway. The posted speed limit is 30 miles per hour.

Study Intersections

- **Milton Road/Rye Arts Center Ingress Driveway:** This is a three-leg unsignalized intersection. The northbound Milton Road approach provides a shared through/right-turn lane. The southbound Milton Road approach provides a shared left-turn/through lane. An enhanced pedestrian crossing is present approximately 20-ft south of the northbound approach. Exhibit 2 is a Nearmap image that shows the study intersection.
- **Milton Road/Rye Arts Center Egress Driveway:** This is a three-leg unsignalized intersection. The westbound Egress Driveway approach is stop-controlled and provides one lane for shared left-turns/right-turns. The northbound Milton Road approach provides one through lane. The southbound Milton Road approach provides one through lane. Exhibit 2 is a Nearmap image that shows the study intersection.



Exhibit 2 – Milton Road/Rye Art Center Driveways

Transit

The Westchester *Bee-Line* provides transit service in the area. Route 13, which runs from Ossining to Playland, has stops within ¼-mile north and south at Boston Post Road/Cross Street and the Milton Road/Resurrection stop, respectively. Route 13 provides bi-directional service with 20-30 minute headways Monday through Saturday and one hour headways on Sunday.

Data Collection

Turning Movement Counts (TMCs) were conducted at the existing driveways on Wednesday, April 26, 2023, from 11:00 AM to 7:00 PM and Saturday, April 29, 2023, from 11:00 AM to 2:00 PM. These periods coincide with the anticipated peak-hour operation times of the Arts Center as well as the adjacent street traffic. The observed peak hours during the weekday midday, school dismissal, and evening periods were 11:30 AM to 12:30 PM, 3:00 PM to 4:00 PM, and 4:30 PM to 5:30 PM, respectively. The Saturday peak hour was 11:30 AM to 12:30 PM. Figure 1-1 shows the 2023 Existing traffic volumes for the study area. The raw TMC data is included under Attachment B.

Rye Arts Center Operations

Based on information provided by the Rye Arts Center, it was determined that the aforementioned data collection occurred during a typical day. On Wednesday, April 26, 2023, the arts center started the first activity at 9:00 AM. Throughout the day, there were eight art classes, music classes, dance classes, one-one private arts lessons, workshops, and school programs. Some classes hold up to ten students and the dance classes have groups of 20 students. There are some classes that are conducted remotely and only the teachers are present in the facility. Most of the classes are dismissed by 7:00 PM on a typical weekday. On Saturday, April 29, 2023, the regularly scheduled classes started at 9:00 AM. On a typical Saturday, there are 12 arts classes, music lessons, one-on-one

art lessons, and five ballets classes. For this day, a birthday party was held on site with 20 students. The last classes on Saturday were dismissed by 4:30 PM.

3.0 Traffic Assessment

Trip Generation

Trip generation determines the quantity of traffic expected to travel to/from a given site. The Institute of Transportation Engineers’ (ITE) *Trip Generation Manual*, 11th Edition, is the industry-standard resource used for estimating trip generation for proposed land uses based on data collected at similar uses. However, upon review of the *Trip Generation Manual*, an arts center is not well represented by the data set. Therefore, in order to understand the trip-making characteristics of an art center, CM conducted a trip generation study of the existing Rye Arts Center located at 51 Milton Road in the City of Rye, New York. The existing arts center provides the same services that will be offered in the new building, which will be operated by the Applicant. CM performed a trip generation study on Wednesday, April 26, 2023, during the Midday (11:00 AM to 2:00 PM), School Dismissal (2:00 PM to 4:00 PM), and Evening (4:00 PM to 7:00 PM) peak periods, and Saturday, April 29, 2023, during the Midday (11:00 AM to 2:00 PM) peak period.

During these periods, CM tabulated all entering and exiting traffic associated with the arts center. Based on information provided via the RFI, it was determined that the existing arts center has a gross floor area of approximately 13,500 square feet. CM reviewed the count data for each period, determined the peak hour for each period, and calculated the peak-hour trip generation ratio (i.e., trips per 1,000 square feet). Table 1 summarizes these rates and the corresponding entering-exiting split. The raw count data for the study is included under Attachment C.

Table 1 – Summary of Observed Trip Generation Rates, Rye Art Center

Peak Hour	Total Trip Generation Rate (Trips Generated/1000SF)	% Entering	% Exiting
Weekday Midday	1.62	29%	71%
Weekday School Dismissal	3.11	62%	38%
Weekday Evening	4.14	39%	61%
Saturday Midday	7.33	56%	44%

It is noted that the trip generation assessment, traffic operations analysis, and parking utilization assessment below were conducted based on the previous site plan from November 2021, which reflected a gross floor area of 14,000 square-feet for the proposed building. Therefore, the results and conclusions herein reflect a conservative estimate.

Based on the above trip generation rates and entering-exiting splits, CM calculated the trip generation of the proposed 14,000-square-foot Art Center building. Table 2 summarizes the anticipated site-generated trips for the proposed building during the weekday midday, weekday school dismissal, weekday evening peak hours, and Saturday midday peak hours.

Table 2 – Summary of Peak Hour Trip Generation for Proposed Art Center Building¹

Weekday Midday Peak Hour			Weekday School Dismissal Peak Hour			Weekday Evening Peak Hour			Saturday Midday		
Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
7	16	23	27	17	44	23	35	58	57	46	103

¹ Calculation Example: Weekday Midday Peak Hour – 14 KSF x 1.62 = 22.68 say 23 total site-generated trips | Entering trips = 23 x 29% = 6.67 say 7 | Exiting trips = 23 x 71% = 16.33 say 16

Table 2 shows that the project is expected to generate 23 trips during the weekday midday peak hour, 44 trips during the weekday school dismissal peak hour, 58 trips during the weekday evening peak hour, and 103 trips during the Saturday midday peak hour. It is important to note that there is no “pass-by” component to the traffic associated with the proposed development. Additionally, this approach to determining trip generation is conservative as doubling the size of an existing use does not inherently mean that the trip generation will double, which in essence is what these trip generation results reflect. Rather, the expansion will likely result slightly lower trips than estimated but longer lay over times as guests extend their visits to view the larger campus.

Future Traffic Volumes

To evaluate the impact of the proposed project, traffic projections were prepared for the anticipated year of completion – 2025. Historic traffic volume data along US Route 1 (Boston Post Road) indicates that traffic volumes along the roadway have decreased by -3.46% annually.² To conservatively forecast 2025 traffic volumes, a +0.5% growth rate was applied to the existing traffic volumes and compounded annually for two years. The 2025 No-Build traffic volumes shown on Figure 1-2 represent the expected traffic volumes *without* the proposed development.

Traffic generated by the project was distributed on the Milton Road based on the observed travel patterns for trips entering and exiting the existing arts center. Based on the data collected, it is anticipated that part 40-45% of trips will be drawn to/from the south on Milton Road with the remaining 55-60% of trips to/from north on Milton Road. The associated trips assignments are shown on Figure 1-3. The new trips were then added to the 2025 No-Build traffic volumes, resulting in the 2025 Build traffic volumes, as shown on Figure 1-4.

Traffic Operations

Intersection Level of Service (LOS) and capacity analysis relate traffic volumes to the physical characteristics of an intersection. Intersection evaluations were made using Synchro Version 11 software, which automates the procedures contained in the Highway Capacity Manual. Table 3A and Table 3B summarizes the results of the level of service calculations for the Existing, No-Build, and Build conditions during the weekday midday peak hour, weekday school dismissal peak hour, weekday evening peak hour, and Saturday midday peak hour. The detailed level of service analyses are included under Attachment D.

Table 3A – Level of Service Summary

Intersection	Control	Weekday Midday Peak Hour			Weekday School Dismissal Peak Hour		
		2023 Existing	2025 No-Build	2025 Build	2023 Existing	2025 No-Build	2025 Build
Milton Road/Ingress Site Driveway	U						
Milton Road, SB LT		A (0.1)	A (0.1)	A (0.2)	A (0.4)	A (0.4)	A (0.5)
Milton Road/Egress Site Driveway	U						
N. Site Driveway, WB LR		B (10.3)	B (10.3)	B (10.5)	B (11.5)	B (11.5)	B (11.9)

- U = Unsignalized intersection
- S = Signalized intersection
- EB, WB, NB, SB = Eastbound, Westbound, Northbound, and Southbound intersection approaches
- L, T, R = Left-turn, Through, and/or Right-turn movements
- X (Y.Y) = Level of service (Average delay in seconds per vehicle)

² Based on NYSDOT ATR Station ID 870008. Study years: 2002, 2008, 2014, 2018.

Table 3B – Level of Service Summary

Intersection	Control	Weekday Evening Peak Hour			Saturday Midday Peak Hour		
		2023 Existing	2025 No-Build	2025 Build	2023 Existing	2025 No-Build	2025 Build
Milton Road/ Ingress Site Driveway Milton Road, SB LT	U	A (0.5)	A (0.5)	A (0.6)	A (0.2)	A (0.2)	A (0.8)
Milton Road/ Egress Site Driveway N. Site Driveway, WB LR	U	B (12.0)	B (12.1)	B (12.7)	B (11.1)	B (11.2)	B (12.1)

U = Unsignalized intersection
 S = Signalized intersection
 EB, WB, NB, SB = Eastbound, Westbound, Northbound, and Southbound intersection approaches
 L, T, R = Left-turn, Through, and/or Right-turn movements
 X (Y.Y) = Level of service (Average delay in seconds per vehicle)

The impact of the project can be described by comparing the analysis of the No-Build and Build operating conditions. The following observations are evident from the analysis:

- **Milton Road/Ingress Site Driveway:** The level of service analysis indicates that the southbound Milton Road approach currently operates at an acceptable LOS A or better during the study peak hours and will continue to do so in the Build conditions.
- **Milton Road/Egress Site Driveway:** The level of service analysis indicates that the westbound driveway approach currently operates at an acceptable LOS B or better in the study peak hours and will continue to do so in the Build conditions. Additionally, the 95th-percentile queue on the driveway approach is of one vehicle during all peak hours in the Build conditions.

4.0 Site Access, Circulation, and Parking

CM reviewed the site access as shown on the Site Plan prepared by CM, dated November 2024. The existing Arts Center is accessed via two driveways on Milton Road separated by approximately 170 feet. The southern driveway is ingress-only and the northern driveway is egress-only. Rye Arts Center currently shares the parking lot with the Rye Recreational Center that is adjacent to the facility. The site currently provides counterclockwise circulation on site. The two proposed modified driveways that will provide access to the new Arts Center building will be similar to the existing site; a northern, egress-only driveway and a southern, ingress-only driveway approximately 105-feet to the south. The proposed site will also provide counterclockwise circulation. It is noted that there is no internal cut-through road between the existing and proposed building sites, however a pedestrian walk-through is provided.

Similar to the trip generation study, CM inventoried and conducted parking counts at the existing Rye Arts Center. At the time this inventory took place, the site lot had unmarked spaces; therefore, the exact number of spaces was not defined by line striping as is typical, but there were approximately 50 spaces based on reasonable dimensions. It is noted that since this inventory, the existing parking area has been repaved, restriped, and modified to include 58 total marked spaces. The parking counts were conducted during the following periods: Weekday Midday (11:00 AM to 2:00 PM), Weekday School Dismissal (2:00 PM to 4:00 PM), Weekday Evening (4:00 PM to 7:00 PM), and Saturday Midday (11:00 AM to 2:00 PM).

The counts were performed on Wednesday, April 26, 2023, during the Midday, School Dismissal and Evening peak periods (11:00AM to 7:00PM) and Saturday, April 29, 2023, during the Midday (11:00AM to 2:00PM) peak period. Based on the analysis, the peak utilization for the midday counts occurred from 12:00 PM to 12:15 PM, the peak utilization for the school dismissal time occurred from 3:45 PM to 4:00 PM, the peak utilization for the evening counts occurred from 4:45 PM to 5:00 PM, and the Saturday midday peak utilization occurred from 11:45 AM to

12:00 PM. Table 4 summarized the parking utilization associated with the Arts Center by study period at the location. The parking count data for the study is included under Attachment E.

Table 4 – Observed Peak Parking Utilization, Rye Arts Center

Period	Observed Peak Demand	Parking Demand per 1,000 SF
Weekday Midday (12:00 PM-12:15 PM)	24	1.78
Weekday School Dismissal (3:45 PM-4:00 PM)	38	2.81
Weekday Evening (4:45 PM-5:00 PM)	40	2.96
Weekday Midday (11:00 AM-11:15 AM)	42	3.11

As shown in Table 4 above, the maximum observed parking demand during the Saturday midday period from 11:00 AM to 11:15 AM. Based on the size of the existing Rye Arts Center (13,500 Square feet), the peak parking generation rate is 3.11 occupied spaces per 1,000 square feet.³ Based on this rate, the proposed development would have a peak demand of 44 parking spaces.

It is noted that, due to the proximity to the Rye Recreation Department, which includes baseball fields, tennis courts, Rye Skate Park, etc., it is expected that some of the vehicles parked at the existing parking lot belonged to people who were using these facilities as opposed to the Rye Arts Center. Therefore, the parking demand calculated for this study could be a conservative estimate.

The site plan prepared by CM proposes modifications to the existing parking area on the north side of the property of the existing Rye Arts Center building. Additionally, 16 marked parking spaces are proposed in the property of the proposed building for a total of 91 parking spaces provided on both properties. Between the properties, the 91 spaces are sufficient in provided parking during peak demand. It is noted that a minimum of two ADA spaces will be provided in order to be ADA compliant.

Additionally, a parking utilization study was performed to determine if there is available public parking capacity along the following roadways and public lot:

- Milton Road – Between Rectory Street and 111 Milton Road
- Midland Avenue – Between Palisade Road and Billington Court
- Goldwin Street – Between Midland Avenue and Dead End
- Palisade Drive – Between Midland Avenue to Milton Road
- Recovery Street – Between Milton Road and Boston Post Road
- Boston Post Road – Between Central Avenue and 873 Boston Post Road
- Midland Parking Lot – at 281 Midland Avenue

These roadways are located within a five-minute walk from the Rye Arts Center. CM inventoried the aforementioned roadways and lot. When inventorying the on-street parking supply, limiting factors such as driveways, fire hydrants, and posted “No Parking” and “No Standing” regulations were considered. In areas where on-street parking spaces are not marked, a uniform parking space length of 22 feet was assumed consistent with the length of typical parking spaces. CM noted the applicable parking regulations. Table 5 presents the total supply along the study roadways and lot. Table 5A presents the breakdown of parking by regulation along the studied roadways segments.

³ Peak Demand = 42 Spaces/13.5 KSF = 3.11 spaces/1,000 SF

Table 5 – Study Area Parking Supply

Street/Lot	Boundaries	Parking Supply
Milton Road	From Rectory Street to 111 Milton Road	30
Midland Avenue	From Palisade Road to Billington Court	77
Goldwin Street	From Midland Avenue to Dead End	8
Palisade Drive	From Midland Avenue to Milton Road	27
Recovery Street	From Milton Road to Boston Post Road	23
Boston Post Road	Central Avenue and 873 Boston Post Road	38
Midland Parking Lot	N/A	40
TOTAL		243

Table 5A – Study Area Parking Supply by Regulation

Regulation	Parking Supply
Two-Hour Parking	43
No Parking Except Sunday	10
No Parking Mon-Fri 7:30AM-9:00AM/2:00PM-4:00PM ¹	115
No Regulation Posted	75

¹Specific times varies at certain roadways. Please refer to the parking utilization data sheets for exact times.

Table 5 shows that there are 243 parking spaces along the studied roadway segments. Table 5A shows that 43 of those parking spaces are Two Hour Parking Spaces.

CM performed parking surveys of the studied roadway segments to determine the utilization of the available parking supply and its variation over time. Parking surveys were conducted during the following periods:

- Weekday Midday – 11:00 AM to 2:00 PM
- Weekday School Dismissal – 2:00 PM to 4:00 PM
- Weekday Evening – 4:00 PM to 7:00 PM
- Saturday Midday – 11:00 AM to 2:00 PM

The weekday surveys were performed on Wednesday, April 26, 2023, and the Saturday surveys were performed on Saturday, April 29, 2023. Based on an analysis of the surveys, the peak level of utilization for the weekday midday occurred from 11:00 AM to 12:00 PM, the peak level of utilization for the weekday school dismissal occurred from 2:00 PM to 3:00 PM, the peak level of utilization for the weekday evening occurred from 6:00 PM to 7:00 PM, and the peak level of utilization for Saturday occurred from 1:00 PM to 2:00 PM. Table 6 summarizes the existing utilization of parking by study period along the studied roadway segments and lot based on time-of-day parking regulations. Table 6A summarizes the reserve capacity along each studied roadway segment and lot.

Table 6 – Existing Parking Utilization

Period	Observed Parked Vehicles	Utilization	Reserve Capacity
Weekday Midday (11:00AM-12:00PM)	88	38%	145
Weekday School Dismissal (2:00PM-3:00PM)	85	72%	33
Weekday Evening (6:00PM-7:00PM)	43	18%	190
Saturday Midday (1:00PM-2:00PM)	121	52%	112

Table 6A – Reserve Capacity by Street Segment

Period	Street Segment/Lot						
	Milton Rd	Midland Ave	Goldwin St	Palisade Dr	Rectory St	BPR	Midland Lot
Weekday Midday (11:00AM-12:00PM)	5	67	7	19	-8	19	35
Weekday School Dismissal (2:00PM-3:00PM)	4	-11	7	20	-6	-18	36
Weekday Evening (6:00PM-7:00PM)	29	75	4	26	11	30	14
Saturday Midday (1:00PM-2:00PM)	16	31	5	24	5	30	-1

As shown in Table 6 there are at least 33 spaces available along the studied roadway segments during the peak hours of the weekday midday, weekday school dismissal, weekday evening, and Saturday midday peak periods. Table 6A shows that the majority of the reserve capacity during the peak hours could be found on Midland Avenue, the Midland Lot, and Palisade Drive. It should be noted that parking along Midland Avenue and in the Midland Lot is incentivized by the walking path through the park providing access between these locations and the Arts Center.


5.0 Conclusion and Recommendations


The subject site is located on the parcel identified as Section 146.11, Block 3, Lot 4 on the City of Rye Tax Map. The subject site is currently developed with a three-story family home. The proposed project consists of a new building that will complement the existing Rye Arts Center building at 51 Milton Road. The following is noted regarding the proposed project:

- A previous site plan from November 2021 was used at the time of this study, which reflected a proposed Rye Arts Center building with a gross floor area of 14,000 square-feet. The site plan has since been updated to reflect a gross floor area of 12,821 square-feet. Therefore, the results and conclusions of the trip generation assessment, level of service analysis, and parking utilization assessment are conservative.
- CM performed a trip generation and parking demand study of an existing Rye Arts Center offering the same services. This allowed CM to determined specific peak trip generation and parking demand rates. Based on the peak trip generation rates, the proposed development will generate 23 trips during the midday peak hour, 44 trips during the school dismissal peak hour, 58 trips during the evening peak hour, and 103 trips during the Saturday midday peak hour. Based on the peak parking demand the proposed development will need 44 spaces.
- The level of service analysis indicates that the Build condition of the study intersections will operate at the levels of service consistent with the No-Build conditions.
- The parking utilization study determined that the surrounding roadways within a five-minute walk from Rye Arts Center have parking available during the studied times.
- The project is not expected to have a significant adverse impact on surrounding roadway network.

Please do not hesitate to call our office if you have any questions or comments, or require additional information.

Respectfully submitted,
Creighton Manning

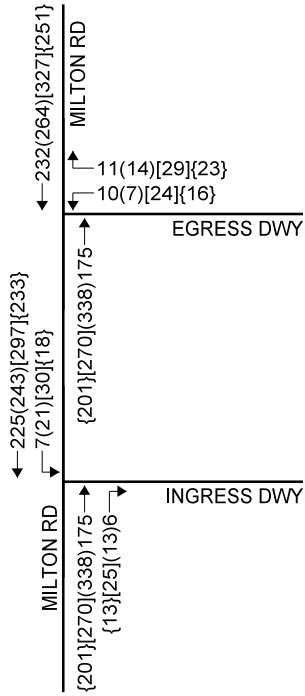

 Kenneth Wersted, P.E. (NY), PTOE
 Associate


 Matt Flaherty, PE
 Project Engineer

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①

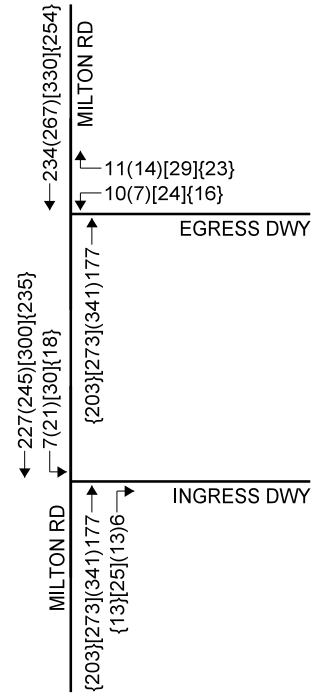
2023 EXISTING TRAFFIC VOLUMES



MIDDAY(SCHOOL DISMISSAL)[EVENING]{SAT}

②

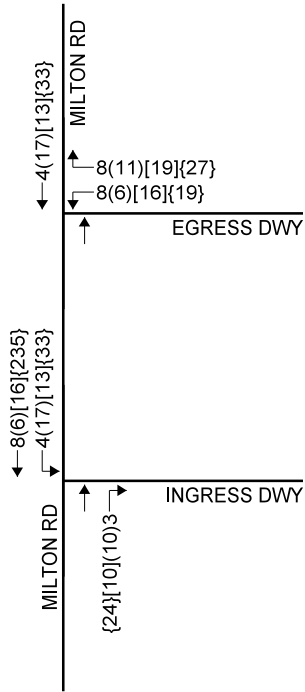
2025 NO-BUILD TRAFFIC VOLUMES



MIDDAY(SCHOOL DISMISSAL)[EVENING]{SAT}

③

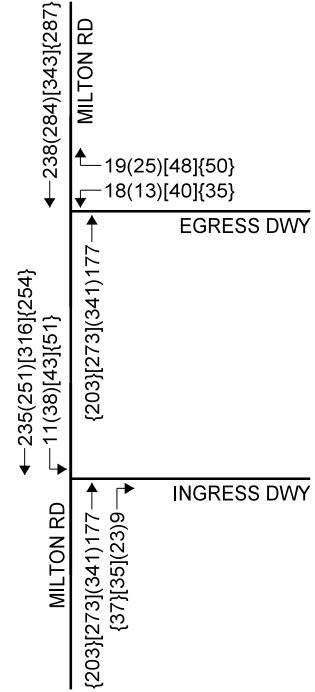
TRIP ASSIGNMENT



MIDDAY(SCHOOL DISMISSAL)[EVENING]{SAT}

④

2025 BUILD TRAFFIC VOLUMES



MIDDAY(SCHOOL DISMISSAL)[EVENING]{SAT}

TRAFFIC FIGURES

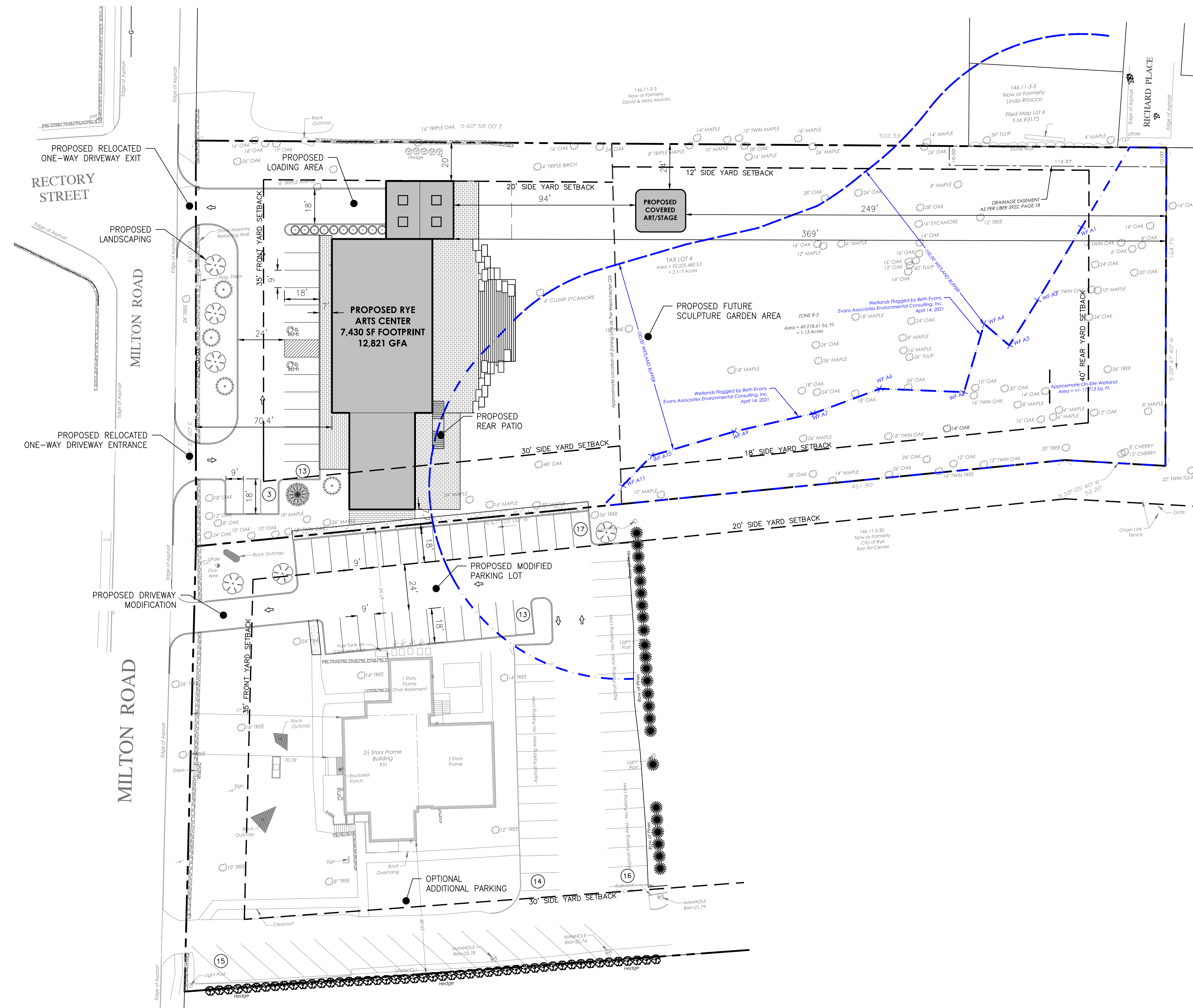
RYE ARTS CENTER
CITY OF RYE
WESTCHESTER COUNTY, NEW YORK



Attachment A
Site Plan

Rye Arts Center
City of Rye, New York

FILE NAME: N:\Projects\2023\12\2023 Rye Arts Center - Rye Working CADD.dwg 12/20/2023 Rye Arts Center - Concept Plan.dwg IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT OR LAND SURVEYOR TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION AND A SPECIFIC DESCRIPTION OF THE ALTERATION.
 LAST SAVED BY: Kamal Baranewicz
 PLOT DATE: November 15, 2024 10:05 AM
 DESIGN SUPERVISOR: D. ADAMS
 JOB MANAGER: SHUF. FRANCIS, PE
 DESIGNED BY: KAMAL BARANEWICZ, PE
 CHECKED BY: SHUF. FRANCIS, PE
 DRAFTED BY: SHUF. FRANCIS, PE



ZONING TABLE
25 MILTON RD (146-11-3-4)

ZONING DISTRICT : R-1 & R-3 (ONE-FAMILY RESIDENTIAL)
 PROPOSED USE : ARTS FACILITY - NON-PERMITTED (V)

SITE STATISTICS	REQUIRED (R-1)	REQUIRED (R-3)	EXISTING	PROPOSED
MAX. FAR	0.15	0.25	0.05	0.15
MIN. LOT AREA	1 ACRE	1/2 ACRE	2.1 AC (92,225 SF)	2.1 AC (92,225 SF)
MIN. LOT WIDTH	150 FT	100 FT	162.1 FT	162.1 FT
MIN. FRONT SETBACK	35 FT	30 FT	68.47 FT	70.4 FT
MIN. SIDE SETBACK (ONE)	20 FT	12 FT	42.1 FT	7.7 FT (V)
MIN. SIDE SETBACK (TOTAL)	50 FT	30 FT	119.3 FT	27.7 FT (V)
MIN. REAR SETBACK	60 FT	40 FT	376.9 FT	369 FT
SPECIFIED DISTANCE	100 FT	70 FT	N/A	N/A
MAX. BUILDING HEIGHT	2.5 STORIES / 32 FT	2.5 STORIES / 28 FT	2.5 STORIES / 32 FT	2.5 STORIES / 32 FT
MAX. ACCESSORY COVER	20%	35%	0.52%	0.6%
MIN. ACCESSORY SIDE SETBACK	20 FT	10 FT	16.4 FT (EN)	24 FT

(V) VARIANCE NEEDED
 (EN) EXISTING NON-CONFORMITY

ZONING TABLE
51 MILTON RD (146-11-3-30)

ZONING DISTRICT : R-1 & R-3 (ONE-FAMILY RESIDENTIAL)
 EXISTING USE : ARTS CENTER - EXISTING NON-CONFORMITY
 PUBLIC RECREATION / PARK - PERMITTED UNDER 197-10

ACCESSORY USES - VARIOUS RECREATIONAL USES - NO CHANGE

SITE STATISTICS	REQUIRED (R-1)	REQUIRED (R-3)	EXISTING	PROPOSED
MAX. FAR	0.15	0.25	0.012	0.012
MIN. LOT AREA	1 ACRE	1/2 ACRE	18.2 AC	18.2 AC
MIN. LOT WIDTH	150 FT	100 FT	523.5 FT	523.5 FT
MIN. FRONT SETBACK	35 FT	30 FT	77.3 FT	77.3 FT
MIN. SIDE SETBACK (ONE)	20 FT	12 FT	67.5 FT	67.5 FT
MIN. SIDE SETBACK (TOTAL)	50 FT	30 FT	136.6 FT	136.6 FT
MIN. REAR SETBACK	60 FT	40 FT	>200 FT	>200 FT
SPECIFIED DISTANCE	100 FT	70 FT	5 FT (EN)	5 FT (EN)
MAX. BUILDING HEIGHT	2.5 STORIES / 32 FT	2.5 STORIES / 28 FT	2.5 STORIES / 28 FT	2.5 STORIES / 28 FT
MAX. ACCESSORY COVER	20%	35%	N/A	N/A
MIN. ACCESSORY SIDE SETBACK	20 FT	10 FT	N/A	N/A

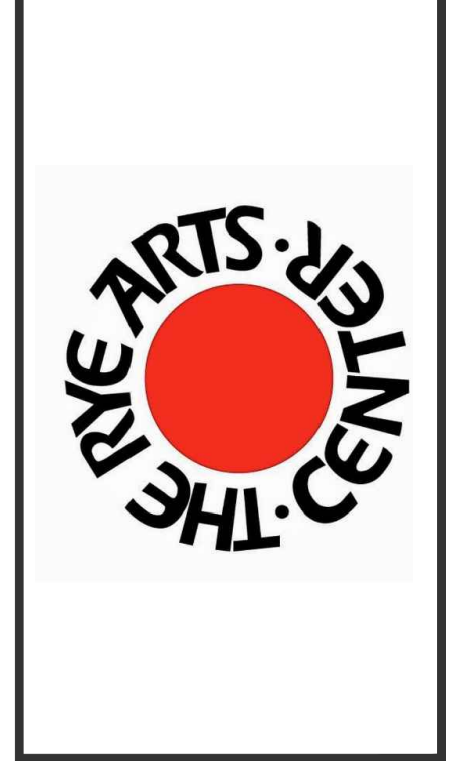
(V) VARIANCE NEEDED
 (EN) EXISTING NON-CONFORMITY
 (N/A) NOT APPLICABLE OR UNABLE TO BE DETERMINED

PARKING TABLE

USE	REQUIRED	EXISTING	PROPOSED
ARTS FACILITY*	1 PER 200 SF GFA 12,821 SF GFA / 200 SF = 64 SPACES	58 SPACES	91 SPACES

*PARKING REQUIREMENTS IN THE CITY OF RYE HAVE NOT BEEN ESTABLISHED FOR ARTS CENTERS. THE MOST CONSERVATIVE RATIO HAS BEEN USED BASED ON BUILDING SQUARE FOOTAGE.

NO.	REVISION	DATE	BY
2	REVISED LAYOUT	11/15/2024	KB
1	FOR CITY SUBMISSION	06/15/2024	KB



UNAUTHORIZED ALTERATION OR ADDITION TO THIS DOCUMENT IS A VIOLATION OF APPLICABLE STATE AND LOCAL LAWS

PROGRESS PRINT NOT FOR CONSTRUCTION

Creighton Manning

Creighton Manning Engineering, LLP
 2 WINNERS CIRCLE, SUITE 400, RYE, NEW YORK 10583
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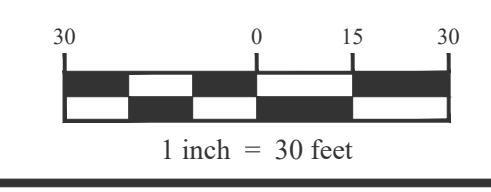
THE RYE ARTS CENTER
 25 & 51 MILTON ROAD
 RYE, NEW YORK

CONCEPT PLAN

DATE: NOVEMBER 2024 CME No.: 123-022 SCALE: 1 IN = 30 FT

C-1

SHEET NUMBER 1 of 1



Attachment B
Turning Movement Count Data

Rye Arts Center
City of Rye, New York

123-022 Milton Road/Site Driveway Weekday Mi... - TMC

Wed Apr 26, 2023

Full Length (11 AM-2 PM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1062435, Location: 40.977824, -73.68377, Site Code: Milton Road/Site Driveway



Provided by: Creighton Manning
Engineering, LLP
2 Winners Circle,
Albany, NY, 12205, US

Leg Direction	Rye Arts Center Driveway Westbound					Milton Road Northbound					Milton Road Southbound					Int
	L	R	U	App	Ped*	T	R	U	App	Ped*	L	T	U	App	Ped*	
2023-04-26 11:00AM	1	0	0	1	4	42	0	0	42	11	2	52	0	54	0	97
11:15AM	0	0	0	0	2	45	2	0	47	5	6	50	0	56	0	103
11:30AM	0	0	0	0	8	43	0	0	43	6	4	53	0	57	0	100
11:45AM	0	0	0	0	3	45	2	0	47	5	2	60	0	62	0	109
Hourly Total	1	0	0	1	17	175	4	0	179	27	14	215	0	229	0	409
12:00PM	0	0	0	0	0	31	2	0	33	4	1	60	0	61	0	94
12:15PM	0	0	0	0	11	56	2	0	58	11	0	52	0	52	0	110
12:30PM	0	0	0	0	0	46	0	0	46	0	2	42	0	44	0	90
12:45PM	1	0	0	1	0	46	2	0	48	3	1	44	0	45	0	94
Hourly Total	1	0	0	1	11	179	6	0	185	18	4	198	0	202	0	388
1:00PM	0	0	0	0	0	33	1	0	34	3	1	52	0	53	0	87
1:15PM	0	0	0	0	0	33	0	0	33	3	1	41	0	42	0	75
1:30PM	0	0	0	0	0	30	1	0	31	2	0	45	0	45	0	76
1:45PM	0	1	0	1	0	37	1	0	38	1	4	59	0	63	0	102
Hourly Total	0	1	0	1	0	133	3	0	136	9	6	197	0	203	0	340
Total	2	1	0	3	28	487	13	0	500	54	24	610	0	634	0	1137
% Approach	66.7%	33.3%	0%	-	-	97.4%	2.6%	0%	-	-	3.8%	96.2%	0%	-	-	-
% Total	0.2%	0.1%	0%	0.3%	-	42.8%	1.1%	0%	44.0%	-	2.1%	53.6%	0%	55.8%	-	-
Lights	2	1	0	3	-	471	13	0	484	-	24	579	0	603	-	1090
% Lights	100%	100%	0%	100%	-	96.7%	100%	0%	96.8%	-	100%	94.9%	0%	95.1%	-	95.9%
Articulated Trucks and Single-Unit Trucks	0	0	0	0	-	11	0	0	11	-	0	17	0	17	-	28
% Articulated Trucks and Single-Unit Trucks	0%	0%	0%	0%	-	2.3%	0%	0%	2.2%	-	0%	2.8%	0%	2.7%	-	2.5%
Buses	0	0	0	0	-	3	0	0	3	-	0	13	0	13	-	16
% Buses	0%	0%	0%	0%	-	0.6%	0%	0%	0.6%	-	0%	2.1%	0%	2.1%	-	1.4%
Bicycles on Road	0	0	0	0	-	2	0	0	2	-	0	1	0	1	-	3
% Bicycles on Road	0%	0%	0%	0%	-	0.4%	0%	0%	0.4%	-	0%	0.2%	0%	0.2%	-	0.3%
Pedestrians	-	-	-	-	28	-	-	-	-	54	-	-	-	-	0	-
% Pedestrians	-	-	-	-	100%	-	-	-	-	100%	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	0%	-	-	-	-	0%	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

123-022 Milton Road/Site Driveway Weekday Mi... - TMC

Wed Apr 26, 2023

Midday Peak (11:30 AM - 12:30 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1062435, Location: 40.977824, -73.68377, Site Code: Milton Road/Site Driveway



Provided by: Creighton Manning Engineering, LLP
2 Winners Circle,
Albany, NY, 12205, US

Leg Direction	Rye Arts Center Driveway Westbound					Milton Road Northbound					Milton Road Southbound					Int
	L	R	U	App	Ped*	T	R	U	App	Ped*	L	T	U	App	Ped*	
2023-04-26 11:30AM	0	0	0	0	8	43	0	0	43	6	4	53	0	57	0	100
11:45AM	0	0	0	0	3	45	2	0	47	5	2	60	0	62	0	109
12:00PM	0	0	0	0	0	31	2	0	33	4	1	60	0	61	0	94
12:15PM	0	0	0	0	11	56	2	0	58	11	0	52	0	52	0	110
Total	0	0	0	0	22	175	6	0	181	26	7	225	0	232	0	413
% Approach	0%	0%	0%	-	-	96.7%	3.3%	0%	-	-	3.0%	97.0%	0%	-	-	-
% Total	0%	0%	0%	0%	-	42.4%	1.5%	0%	43.8%	-	1.7%	54.5%	0%	56.2%	-	-
PHF	-	-	-	-	-	0.786	0.750	-	0.785	-	0.438	0.938	-	0.935	-	0.943
Lights	0	0	0	0	-	167	6	0	173	-	7	217	0	224	-	397
% Lights	0%	0%	0%	-	-	95.4%	100%	0%	95.6%	-	100%	96.4%	0%	96.6%	-	96.1%
Articulated Trucks and Single-Unit Trucks	0	0	0	0	-	4	0	0	4	-	0	4	0	4	-	8
% Articulated Trucks and Single-Unit Trucks	0%	0%	0%	-	-	2.3%	0%	0%	2.2%	-	0%	1.8%	0%	1.7%	-	1.9%
Buses	0	0	0	0	-	2	0	0	2	-	0	4	0	4	-	6
% Buses	0%	0%	0%	-	-	1.1%	0%	0%	1.1%	-	0%	1.8%	0%	1.7%	-	1.5%
Bicycles on Road	0	0	0	0	-	2	0	0	2	-	0	0	0	0	-	2
% Bicycles on Road	0%	0%	0%	-	-	1.1%	0%	0%	1.1%	-	0%	0%	0%	0%	-	0.5%
Pedestrians	-	-	-	-	22	-	-	-	-	26	-	-	-	-	0	-
% Pedestrians	-	-	-	-	100%	-	-	-	-	100%	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	0%	-	-	-	-	0%	-	-	-	-	-	-

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

123-022 Milton Road/Site Driveway Weekday Mi... - TMC

Wed Apr 26, 2023

Midday Peak (11:30 AM - 12:30 PM) - Overall Peak Hour

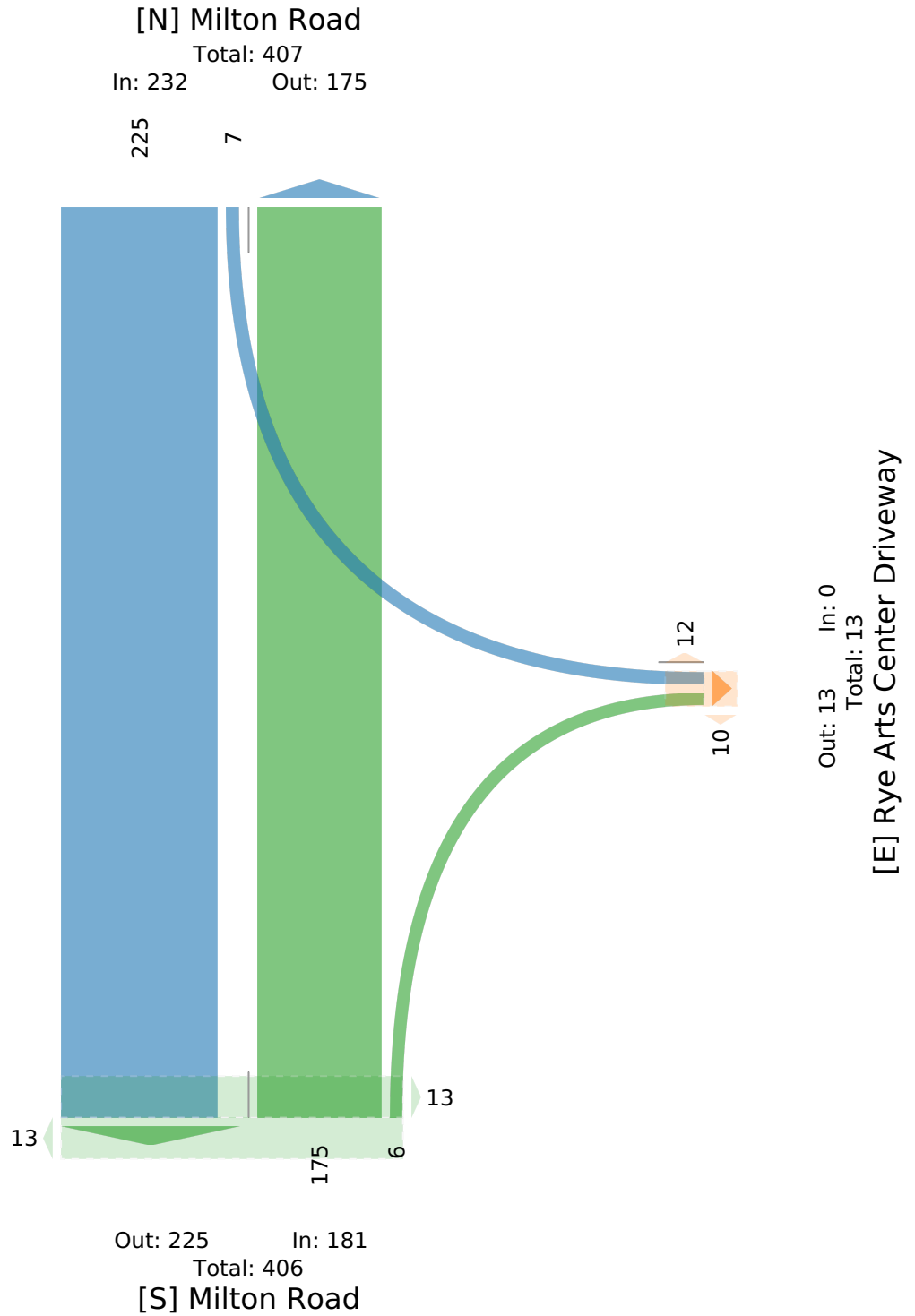
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1062435, Location: 40.977824, -73.68377, Site Code: Milton Road/Site Driveway



Provided by: Creighton Manning Engineering, LLP
2 Winners Circle,
Albany, NY, 12205, US



123-022 Milton Road/Site Driveway Weekday Mi... - TMC

Wed Apr 26, 2023

PM Peak (1 PM - 2 PM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1062435, Location: 40.977824, -73.68377, Site Code: Milton Road/Site Driveway



Provided by: Creighton Manning Engineering, LLP
2 Winners Circle,
Albany, NY, 12205, US

Leg Direction	Rye Arts Center Driveway Westbound					Milton Road Northbound					Milton Road Southbound					Int
	L	R	U	App	Ped*	T	R	U	App	Ped*	L	T	U	App	Ped*	
2023-04-26 1:00PM	0	0	0	0	0	33	1	0	34	3	1	52	0	53	0	87
1:15PM	0	0	0	0	0	33	0	0	33	3	1	41	0	42	0	75
1:30PM	0	0	0	0	0	30	1	0	31	2	0	45	0	45	0	76
1:45PM	0	1	0	1	0	37	1	0	38	1	4	59	0	63	0	102
Total	0	1	0	1	0	133	3	0	136	9	6	197	0	203	0	340
% Approach	0%	100%	0%	-	-	97.8%	2.2%	0%	-	-	3.0%	97.0%	0%	-	-	-
% Total	0%	0.3%	0%	0.3%	-	39.1%	0.9%	0%	40.0%	-	1.8%	57.9%	0%	59.7%	-	-
PHF	-	0.250	-	0.250	-	0.899	0.750	-	0.895	-	0.375	0.835	-	0.806	-	0.833
Lights	0	1	0	1	-	130	3	0	133	-	6	187	0	193	-	327
% Lights	0%	100%	0%	100%	-	97.7%	100%	0%	97.8%	-	100%	94.9%	0%	95.1%	-	96.2%
Articulated Trucks and Single-Unit Trucks	0	0	0	0	-	3	0	0	3	-	0	6	0	6	-	9
% Articulated Trucks and Single-Unit Trucks	0%	0%	0%	0%	-	2.3%	0%	0%	2.2%	-	0%	3.0%	0%	3.0%	-	2.6%
Buses	0	0	0	0	-	0	0	0	0	-	0	4	0	4	-	4
% Buses	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	2.0%	0%	2.0%	-	1.2%
Bicycles on Road	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0
% Bicycles on Road	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%
Pedestrians	-	-	-	-	0	-	-	-	-	9	-	-	-	-	0	-
% Pedestrians	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	-

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

123-022 Milton Road/Site Driveway Weekday Mi... - TMC

Wed Apr 26, 2023

PM Peak (1 PM - 2 PM)

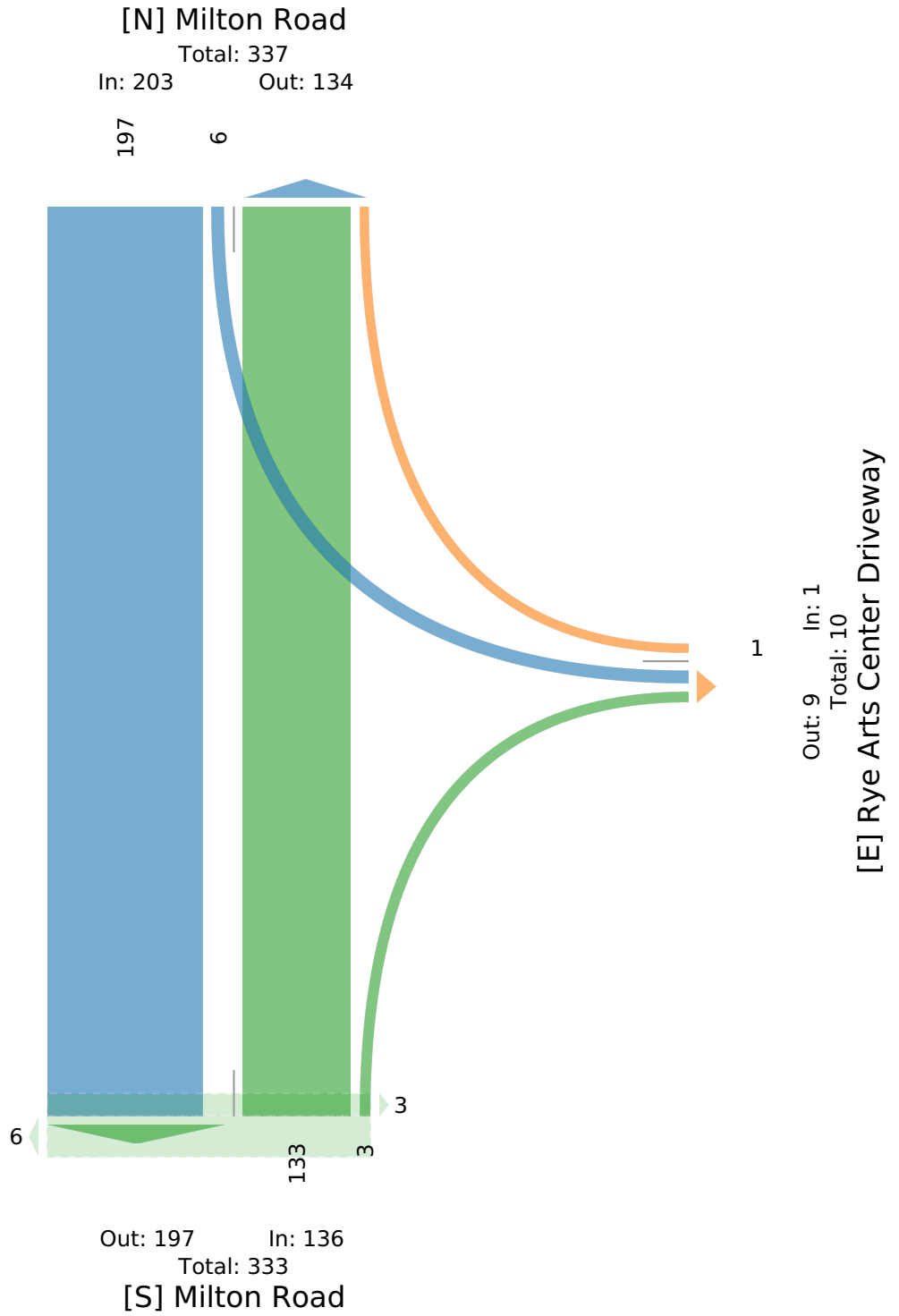
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1062435, Location: 40.977824, -73.68377, Site Code: Milton Road/Site Driveway



Provided by: Creighton Manning Engineering, LLP
2 Winners Circle,
Albany, NY, 12205, US



123-022 Milton Road/Site Driveway Weekday Sc... - TMC

Wed Apr 26, 2023

Full Length (2 PM-4 PM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1062438, Location: 40.977824, -73.68377



Provided by: Creighton Manning
Engineering, LLP
2 Winners Circle,
Albany, NY, 12205, US

Leg Direction	Rye Arts Center Driveway Westbound		Milton Road Northbound					Milton Road Southbound					Int
	App	Ped*	T	R	U	App	Ped*	L	T	U	App	Ped*	
2023-04-26 2:00PM	0	0	35	5	0	40	1	2	50	0	52	0	92
2:15PM	0	0	44	3	0	47	1	3	56	0	59	0	106
2:30PM	0	0	66	2	0	68	3	4	57	0	61	0	129
2:45PM	0	0	77	0	0	77	11	2	60	0	62	0	139
Hourly Total	0	0	222	10	0	232	16	11	223	0	234	0	466
3:00PM	0	5	85	0	0	85	8	4	47	0	51	0	136
3:15PM	0	9	87	5	0	92	9	4	70	0	74	0	166
3:30PM	0	5	79	1	0	80	6	7	66	0	73	0	153
3:45PM	0	5	87	7	0	94	7	6	60	0	66	0	160
Hourly Total	0	24	338	13	0	351	30	21	243	0	264	0	615
Total	0	24	560	23	0	583	46	32	466	0	498	0	1081
% Approach	-	-	96.1%	3.9%	0%	-	-	6.4%	93.6%	0%	-	-	-
% Total	0%	-	51.8%	2.1%	0%	53.9%	-	3.0%	43.1%	0%	46.1%	-	-
Lights	0	-	549	23	0	572	-	32	449	0	481	-	1053
% Lights	-	-	98.0%	100%	0%	98.1%	-	100%	96.4%	0%	96.6%	-	97.4%
Articulated Trucks and Single-Unit Trucks	0	-	6	0	0	6	-	0	9	0	9	-	15
% Articulated Trucks and Single-Unit Trucks	-	-	1.1%	0%	0%	1.0%	-	0%	1.9%	0%	1.8%	-	1.4%
Buses	0	-	3	0	0	3	-	0	6	0	6	-	9
% Buses	-	-	0.5%	0%	0%	0.5%	-	0%	1.3%	0%	1.2%	-	0.8%
Bicycles on Road	0	-	2	0	0	2	-	0	2	0	2	-	4
% Bicycles on Road	-	-	0.4%	0%	0%	0.3%	-	0%	0.4%	0%	0.4%	-	0.4%
Pedestrians	-	24	-	-	-	-	44	-	-	-	-	-	0
% Pedestrians	-	100%	-	-	-	-	95.7%	-	-	-	-	-	-
Bicycles on Crosswalk	-	0	-	-	-	-	2	-	-	-	-	-	0
% Bicycles on Crosswalk	-	0%	-	-	-	-	4.3%	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

123-022 Milton Road/Site Driveway Weekday Sc... - TMC

Wed Apr 26, 2023

PM Peak (3 PM - 4 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1062438, Location: 40.977824, -73.68377



Provided by: Creighton Manning
Engineering, LLP
2 Winners Circle,
Albany, NY, 12205, US

Leg Direction	Rye Arts Center Driveway Westbound		Milton Road Northbound						Milton Road Southbound					Int
	App	Ped*	T	R	U	App	Ped*	L	T	U	App	Ped*		
2023-04-26 3:00PM	0	5	85	0	0	85	8	4	47	0	51	0	136	
3:15PM	0	9	87	5	0	92	9	4	70	0	74	0	166	
3:30PM	0	5	79	1	0	80	6	7	66	0	73	0	153	
3:45PM	0	5	87	7	0	94	7	6	60	0	66	0	160	
Total	0	24	338	13	0	351	30	21	243	0	264	0	615	
% Approach	-	-	96.3%	3.7%	0%	-	-	8.0%	92.0%	0%	-	-	-	
% Total	0%	-	55.0%	2.1%	0%	57.1%	-	3.4%	39.5%	0%	42.9%	-	-	
PHF	-	-	0.968	0.464	-	0.931	-	0.750	0.864	-	0.889	-	0.929	
Lights	0	-	334	13	0	347	-	21	237	0	258	-	605	
% Lights	-	-	98.8%	100%	0%	98.9%	-	100%	97.5%	0%	97.7%	-	98.4%	
Articulated Trucks and Single-Unit Trucks	0	-	2	0	0	2	-	0	3	0	3	-	5	
% Articulated Trucks and Single-Unit Trucks	-	-	0.6%	0%	0%	0.6%	-	0%	1.2%	0%	1.1%	-	0.8%	
Buses	0	-	1	0	0	1	-	0	2	0	2	-	3	
% Buses	-	-	0.3%	0%	0%	0.3%	-	0%	0.8%	0%	0.8%	-	0.5%	
Bicycles on Road	0	-	1	0	0	1	-	0	1	0	1	-	2	
% Bicycles on Road	-	-	0.3%	0%	0%	0.3%	-	0%	0.4%	0%	0.4%	-	0.3%	
Pedestrians	-	24	-	-	-	-	30	-	-	-	-	0	-	
% Pedestrians	-	100%	-	-	-	-	100%	-	-	-	-	-	-	
Bicycles on Crosswalk	-	0	-	-	-	-	0	-	-	-	-	0	-	
% Bicycles on Crosswalk	-	0%	-	-	-	-	0%	-	-	-	-	-	-	

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

123-022 Milton Road/Site Driveway Weekday Sc... - TMC

Wed Apr 26, 2023

PM Peak (3 PM - 4 PM) - Overall Peak Hour

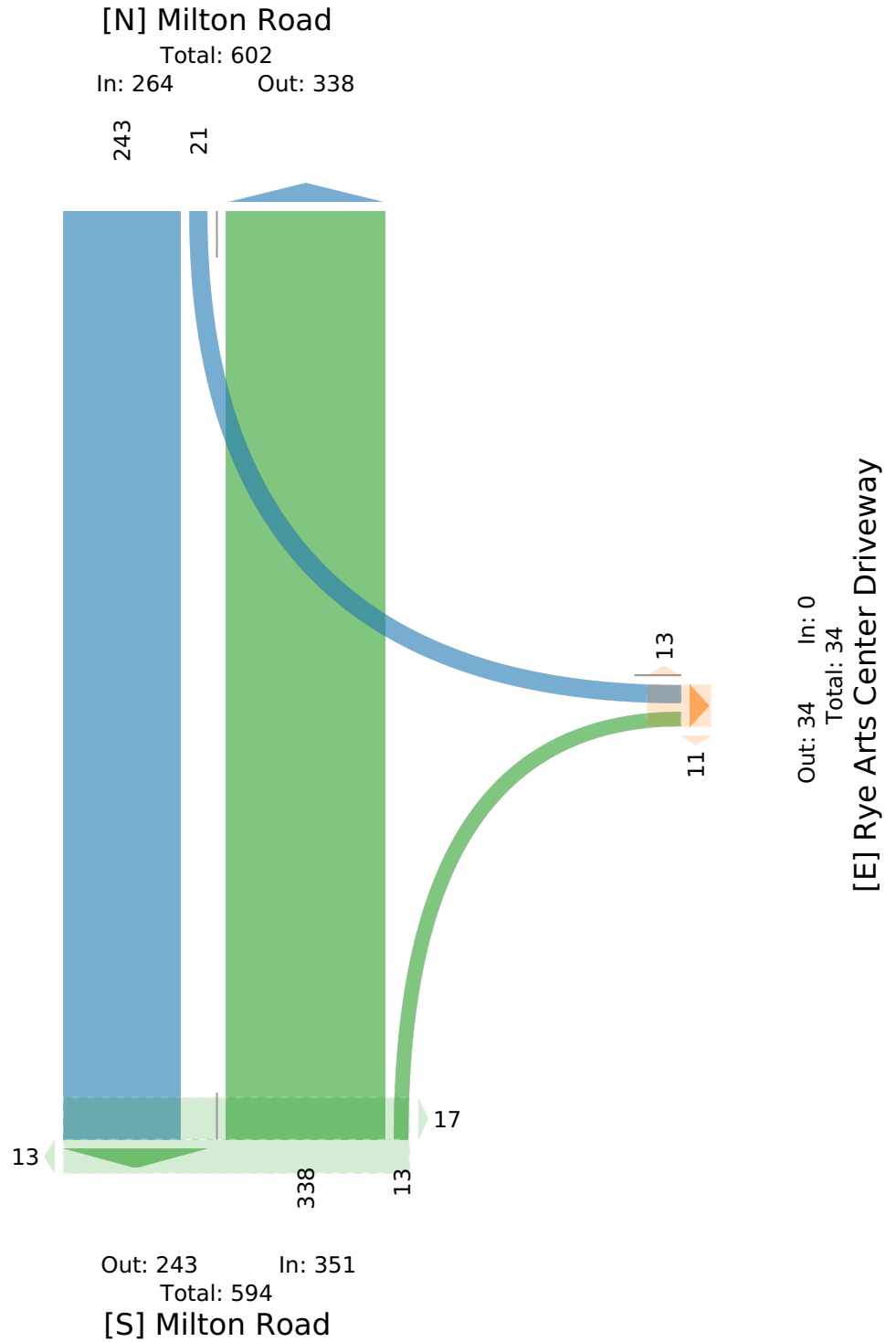
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1062438, Location: 40.977824, -73.68377



Provided by: Creighton Manning
Engineering, LLP
2 Winners Circle,
Albany, NY, 12205, US



123-022 Milton Road/Site Driveway Weekday Ev... - TMC

Wed Apr 26, 2023

Full Length (4 PM-7 PM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1062440, Location: 40.977824, -73.68377



Provided by: Creighton Manning Engineering, LLP
2 Winners Circle,
Albany, NY, 12205, US

Leg Direction	Rye Arts Center Driveway Westbound		Milton Road Northbound						Milton Road Southbound					Int
	App	Ped*	T	R	U	App	Ped*	L	T	U	App	Ped*		
2023-04-26 4:00PM	0	0	56	5	0	61	5	2	64	0	66	0	127	
4:15PM	0	0	50	4	0	54	1	3	75	0	78	0	132	
4:30PM	0	0	60	5	0	65	6	6	75	0	81	1	146	
4:45PM	0	0	65	14	0	79	1	15	75	0	90	0	169	
Hourly Total	0	0	231	28	0	259	13	26	289	0	315	1	574	
5:00PM	0	1	82	3	0	85	3	7	69	0	76	0	161	
5:15PM	0	1	63	3	0	66	2	2	78	0	80	2	146	
5:30PM	0	3	42	5	0	47	1	6	74	0	80	0	127	
5:45PM	0	2	72	11	0	83	1	10	78	0	88	0	171	
Hourly Total	0	7	259	22	0	281	7	25	299	0	324	2	605	
6:00PM	0	0	60	6	0	66	5	4	68	0	72	0	138	
6:15PM	0	0	63	1	1	65	5	1	86	0	87	0	152	
6:30PM	0	0	55	4	0	59	3	2	59	0	61	0	120	
6:45PM	0	0	42	2	0	44	2	3	43	0	46	0	90	
Hourly Total	0	0	220	13	1	234	15	10	256	0	266	0	500	
Total	0	7	710	63	1	774	35	61	844	0	905	3	1679	
% Approach	-	-	91.7%	8.1%	0.1%	-	-	6.7%	93.3%	0%	-	-	-	
% Total	0%	-	42.3%	3.8%	0.1%	46.1%	-	3.6%	50.3%	0%	53.9%	-	-	
Lights	0	-	698	62	1	761	-	60	829	0	889	-	1650	
% Lights	-	-	98.3%	98.4%	100%	98.3%	-	98.4%	98.2%	0%	98.2%	-	98.3%	
Articulated Trucks and Single-Unit Trucks	0	-	7	0	0	7	-	0	7	0	7	-	14	
% Articulated Trucks and Single-Unit Trucks	-	-	1.0%	0%	0%	0.9%	-	0%	0.8%	0%	0.8%	-	0.8%	
Buses	0	-	0	0	0	0	-	0	2	0	2	-	2	
% Buses	-	-	0%	0%	0%	0%	-	0%	0.2%	0%	0.2%	-	0.1%	
Bicycles on Road	0	-	5	1	0	6	-	1	6	0	7	-	13	
% Bicycles on Road	-	-	0.7%	1.6%	0%	0.8%	-	1.6%	0.7%	0%	0.8%	-	0.8%	
Pedestrians	-	7	-	-	-	-	33	-	-	-	-	3	-	
% Pedestrians	-	100%	-	-	-	-	94.3%	-	-	-	-	100%	-	
Bicycles on Crosswalk	-	0	-	-	-	-	2	-	-	-	-	0	-	
% Bicycles on Crosswalk	-	0%	-	-	-	-	5.7%	-	-	-	-	0%	-	

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

123-022 Milton Road/Site Driveway Weekday Ev... - TMC

Wed Apr 26, 2023

PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1062440, Location: 40.977824, -73.68377



Provided by: Creighton Manning
Engineering, LLP
2 Winners Circle,
Albany, NY, 12205, US

Leg Direction	Rye Arts Center Driveway Westbound		Milton Road Northbound					Milton Road Southbound					
Time	App	Ped*	T	R	U	App	Ped*	L	T	U	App	Ped*	Int
2023-04-26 4:30PM	0	0	60	5	0	65	6	6	75	0	81	1	146
4:45PM	0	0	65	14	0	79	1	15	75	0	90	0	169
5:00PM	0	1	82	3	0	85	3	7	69	0	76	0	161
5:15PM	0	1	63	3	0	66	2	2	78	0	80	2	146
Total	0	2	270	25	0	295	12	30	297	0	327	3	622
% Approach	-	-	91.5%	8.5%	0%	-	-	9.2%	90.8%	0%	-	-	-
% Total	0%	-	43.4%	4.0%	0%	47.4%	-	4.8%	47.7%	0%	52.6%	-	-
PHF	-	-	0.820	0.462	-	0.862	-	0.518	0.942	-	0.928	-	0.933
Lights	0	-	266	24	0	290	-	29	291	0	320	-	610
% Lights	-	-	98.5%	96.0%	0%	98.3%	-	96.7%	98.0%	0%	97.9%	-	98.1%
Articulated Trucks and Single-Unit Trucks	0	-	3	0	0	3	-	0	2	0	2	-	5
% Articulated Trucks and Single-Unit Trucks	-	-	1.1%	0%	0%	1.0%	-	0%	0.7%	0%	0.6%	-	0.8%
Buses	0	-	0	0	0	0	-	0	1	0	1	-	1
% Buses	-	-	0%	0%	0%	0%	-	0%	0.3%	0%	0.3%	-	0.2%
Bicycles on Road	0	-	1	1	0	2	-	1	3	0	4	-	6
% Bicycles on Road	-	-	0.4%	4.0%	0%	0.7%	-	3.3%	1.0%	0%	1.2%	-	1.0%
Pedestrians	-	2	-	-	-	-	10	-	-	-	-	3	-
% Pedestrians	-	100%	-	-	-	-	83.3%	-	-	-	-	100%	-
Bicycles on Crosswalk	-	0	-	-	-	-	2	-	-	-	-	0	-
% Bicycles on Crosswalk	-	0%	-	-	-	-	16.7%	-	-	-	-	0%	-

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

123-022 Milton Road/Site Driveway Weekday Ev... - TMC

Wed Apr 26, 2023

PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour

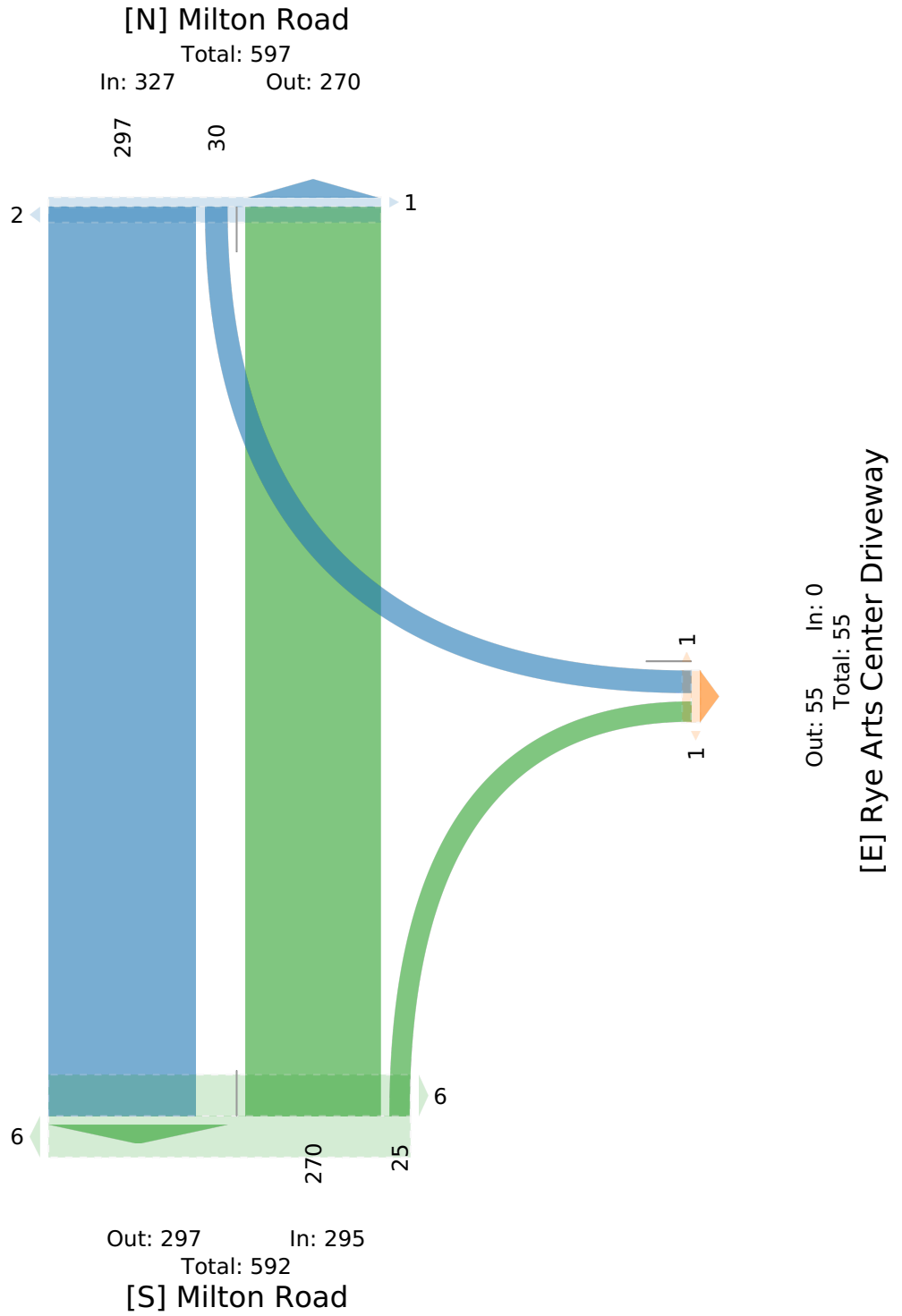
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1062440, Location: 40.977824, -73.68377



Provided by: Creighton Manning Engineering, LLP
2 Winners Circle,
Albany, NY, 12205, US



123-022 Milton Road/Site Driveway Saturday M... - TMC

Sat Apr 29, 2023

Full Length (11 AM-2 PM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1062442, Location: 40.977824, -73.68377



Provided by: Creighton Manning
Engineering, LLP
2 Winners Circle,
Albany, NY, 12205, US

Leg Direction	Rye Arts Center Driveway Westbound		Milton Road Northbound					Milton Road Southbound					
Time	App	Ped*	T	R	U	App	Ped*	L	T	U	App	Ped*	Int
2023-04-29 11:00AM	0	0	42	7	0	49	0	13	54	0	67	0	116
11:15AM	0	0	45	6	0	51	0	8	51	0	59	0	110
11:30AM	0	0	49	1	0	50	0	3	45	0	48	0	98
11:45AM	0	0	39	10	0	49	5	7	55	0	62	0	111
Hourly Total	0	0	175	24	0	199	5	31	205	0	236	0	435
12:00PM	0	3	58	1	0	59	3	4	81	0	85	0	144
12:15PM	0	2	55	1	0	56	10	4	52	0	56	0	112
12:30PM	0	2	36	1	0	37	3	3	40	0	43	0	80
12:45PM	0	0	39	6	0	45	6	7	47	0	54	0	99
Hourly Total	0	7	188	9	0	197	22	18	220	0	238	0	435
1:00PM	0	0	53	4	0	57	0	8	57	0	65	0	122
1:15PM	0	0	41	2	0	43	0	4	44	0	48	1	91
1:30PM	0	0	47	6	0	53	0	6	43	0	49	0	102
1:45PM	0	0	44	2	0	46	0	9	55	0	64	0	110
Hourly Total	0	0	185	14	0	199	0	27	199	0	226	1	425
2:00PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	7	548	47	0	595	27	76	624	0	700	1	1295
% Approach	-	-	92.1%	7.9%	0%	-	-	10.9%	89.1%	0%	-	-	-
% Total	0%	-	42.3%	3.6%	0%	45.9%	-	5.9%	48.2%	0%	54.1%	-	-
Lights	0	-	544	47	0	591	-	76	620	0	696	-	1287
% Lights	-	-	99.3%	100%	0%	99.3%	-	100%	99.4%	0%	99.4%	-	99.4%
Articulated Trucks and Single-Unit Trucks	0	-	3	0	0	3	-	0	2	0	2	-	5
% Articulated Trucks and Single-Unit Trucks	-	-	0.5%	0%	0%	0.5%	-	0%	0.3%	0%	0.3%	-	0.4%
Buses	0	-	1	0	0	1	-	0	2	0	2	-	3
% Buses	-	-	0.2%	0%	0%	0.2%	-	0%	0.3%	0%	0.3%	-	0.2%
Bicycles on Road	0	-	0	0	0	0	-	0	0	0	0	-	0
% Bicycles on Road	-	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%
Pedestrians	-	7	-	-	-	-	27	-	-	-	-	1	-
% Pedestrians	-	100%	-	-	-	-	100%	-	-	-	-	100%	-
Bicycles on Crosswalk	-	0	-	-	-	-	0	-	-	-	-	0	-
% Bicycles on Crosswalk	-	0%	-	-	-	-	0%	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

123-022 Milton Road/Site Driveway Saturday M... - TMC

Sat Apr 29, 2023

Midday Peak (WKND) (11:30 AM - 12:30 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1062442, Location: 40.977824, -73.68377



Provided by: Creighton Manning Engineering, LLP
2 Winners Circle,
Albany, NY, 12205, US

Leg Direction	Rye Arts Center Driveway		Milton Road Northbound						Milton Road Southbound					Int
	Westbound		T	R	U	App	Ped*	L	T	U	App	Ped*		
Time	App	Ped*												
2023-04-29 11:30AM	0	0	49	1	0	50	0	3	45	0	48	0	98	
11:45AM	0	0	39	10	0	49	5	7	55	0	62	0	111	
12:00PM	0	3	58	1	0	59	3	4	81	0	85	0	144	
12:15PM	0	2	55	1	0	56	10	4	52	0	56	0	112	
Total	0	5	201	13	0	214	18	18	233	0	251	0	465	
% Approach	-	-	93.9%	6.1%	0%	-	-	7.2%	92.8%	0%	-	-	-	
% Total	0%	-	43.2%	2.8%	0%	46.0%	-	3.9%	50.1%	0%	54.0%	-	-	
PHF	-	-	0.866	0.325	-	0.907	-	0.643	0.719	-	0.738	-	0.807	
Lights	0	-	199	13	0	212	-	18	230	0	248	-	460	
% Lights	-	-	99.0%	100%	0%	99.1%	-	100%	98.7%	0%	98.8%	-	98.9%	
Articulated Trucks and Single-Unit Trucks	0	-	1	0	0	1	-	0	1	0	1	-	2	
% Articulated Trucks and Single-Unit Trucks	-	-	0.5%	0%	0%	0.5%	-	0%	0.4%	0%	0.4%	-	0.4%	
Buses	0	-	1	0	0	1	-	0	2	0	2	-	3	
% Buses	-	-	0.5%	0%	0%	0.5%	-	0%	0.9%	0%	0.8%	-	0.6%	
Bicycles on Road	0	-	0	0	0	0	-	0	0	0	0	-	0	
% Bicycles on Road	-	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	
Pedestrians	-	5	-	-	-	-	18	-	-	-	-	0	-	
% Pedestrians	-	100%	-	-	-	-	100%	-	-	-	-	-	-	
Bicycles on Crosswalk	-	0	-	-	-	-	0	-	-	-	-	0	-	
% Bicycles on Crosswalk	-	0%	-	-	-	-	0%	-	-	-	-	-	-	

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

123-022 Milton Road/Site Driveway Saturday M... - TMC

Sat Apr 29, 2023

Midday Peak (WKND) (11:30 AM - 12:30 PM) - Overall Peak Hour

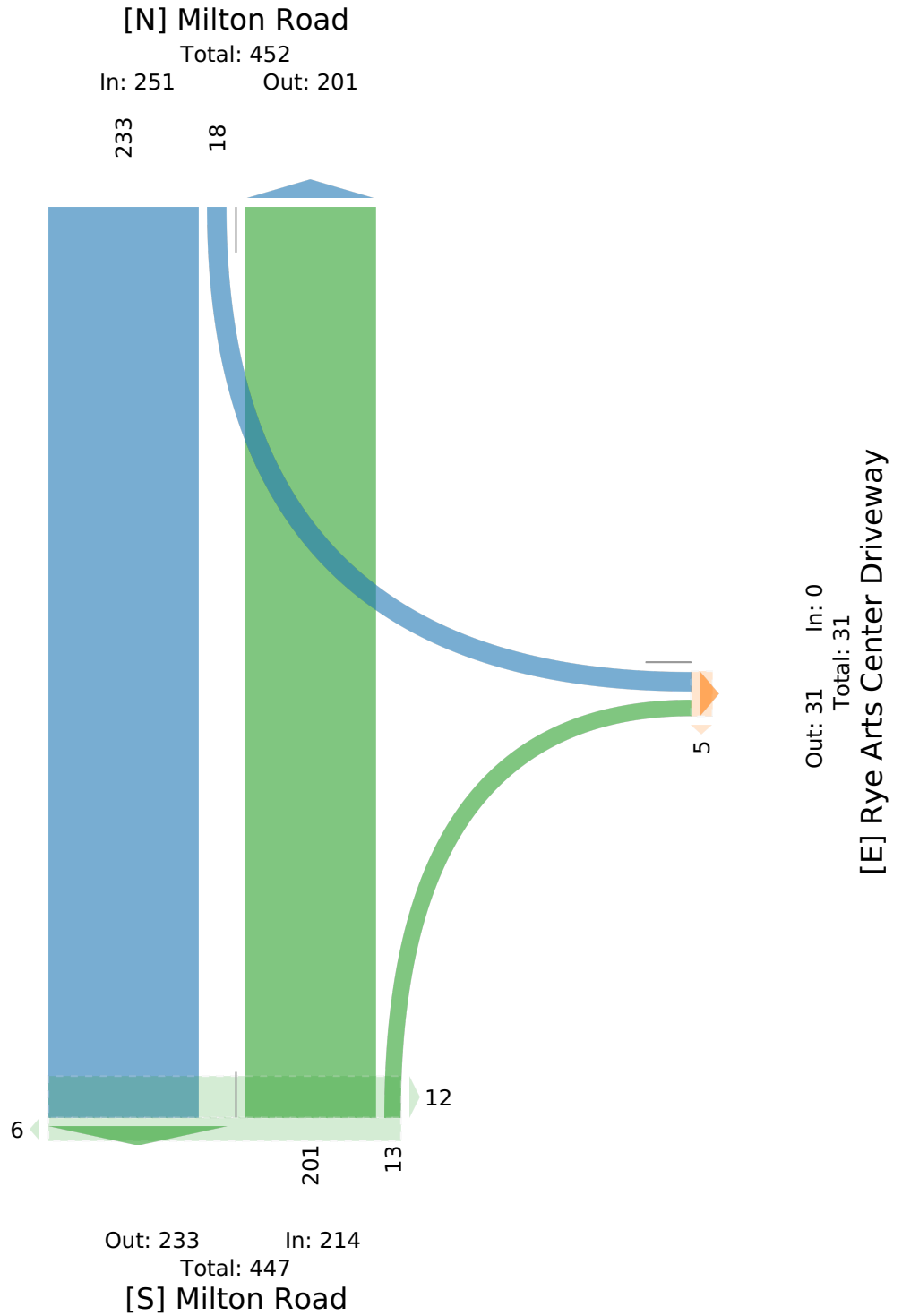
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1062442, Location: 40.977824, -73.68377



Provided by: Creighton Manning Engineering, LLP
2 Winners Circle,
Albany, NY, 12205, US



123-022 Milton Road/Site Driveway Saturday M... - TMC

Sat Apr 29, 2023

PM Peak (WKND) (1 PM - 2 PM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1062442, Location: 40.977824, -73.68377



Provided by: Creighton Manning Engineering, LLP
2 Winners Circle,
Albany, NY, 12205, US

Leg Direction	Rye Arts Center Driveway Westbound		Milton Road Northbound					Milton Road Southbound					
Time	App	Ped*	T	R	U	App	Ped*	L	T	U	App	Ped*	Int
2023-04-29 1:00PM	0	0	53	4	0	57	0	8	57	0	65	0	122
1:15PM	0	0	41	2	0	43	0	4	44	0	48	1	91
1:30PM	0	0	47	6	0	53	0	6	43	0	49	0	102
1:45PM	0	0	44	2	0	46	0	9	55	0	64	0	110
Total	0	0	185	14	0	199	0	27	199	0	226	1	425
% Approach	-	-	93.0%	7.0%	0%	-	-	11.9%	88.1%	0%	-	-	-
% Total	0%	-	43.5%	3.3%	0%	46.8%	-	6.4%	46.8%	0%	53.2%	-	-
PHF	-	-	0.873	0.583	-	0.873	-	0.750	0.873	-	0.869	-	0.871
Lights	0	-	183	14	0	197	-	27	198	0	225	-	422
% Lights	-	-	98.9%	100%	0%	99.0%	-	100%	99.5%	0%	99.6%	-	99.3%
Articulated Trucks and Single-Unit Trucks	0	-	2	0	0	2	-	0	1	0	1	-	3
% Articulated Trucks and Single-Unit Trucks	-	-	1.1%	0%	0%	1.0%	-	0%	0.5%	0%	0.4%	-	0.7%
Buses	0	-	0	0	0	0	-	0	0	0	0	-	0
% Buses	-	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%
Bicycles on Road	0	-	0	0	0	0	-	0	0	0	0	-	0
% Bicycles on Road	-	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%
Pedestrians	-	0	-	-	-	-	0	-	-	-	-	1	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	0	-	-	-	-	0	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	0%	-

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

123-022 Milton Road/Site Driveway Saturday M... - TMC

Sat Apr 29, 2023

PM Peak (WKND) (1 PM - 2 PM)

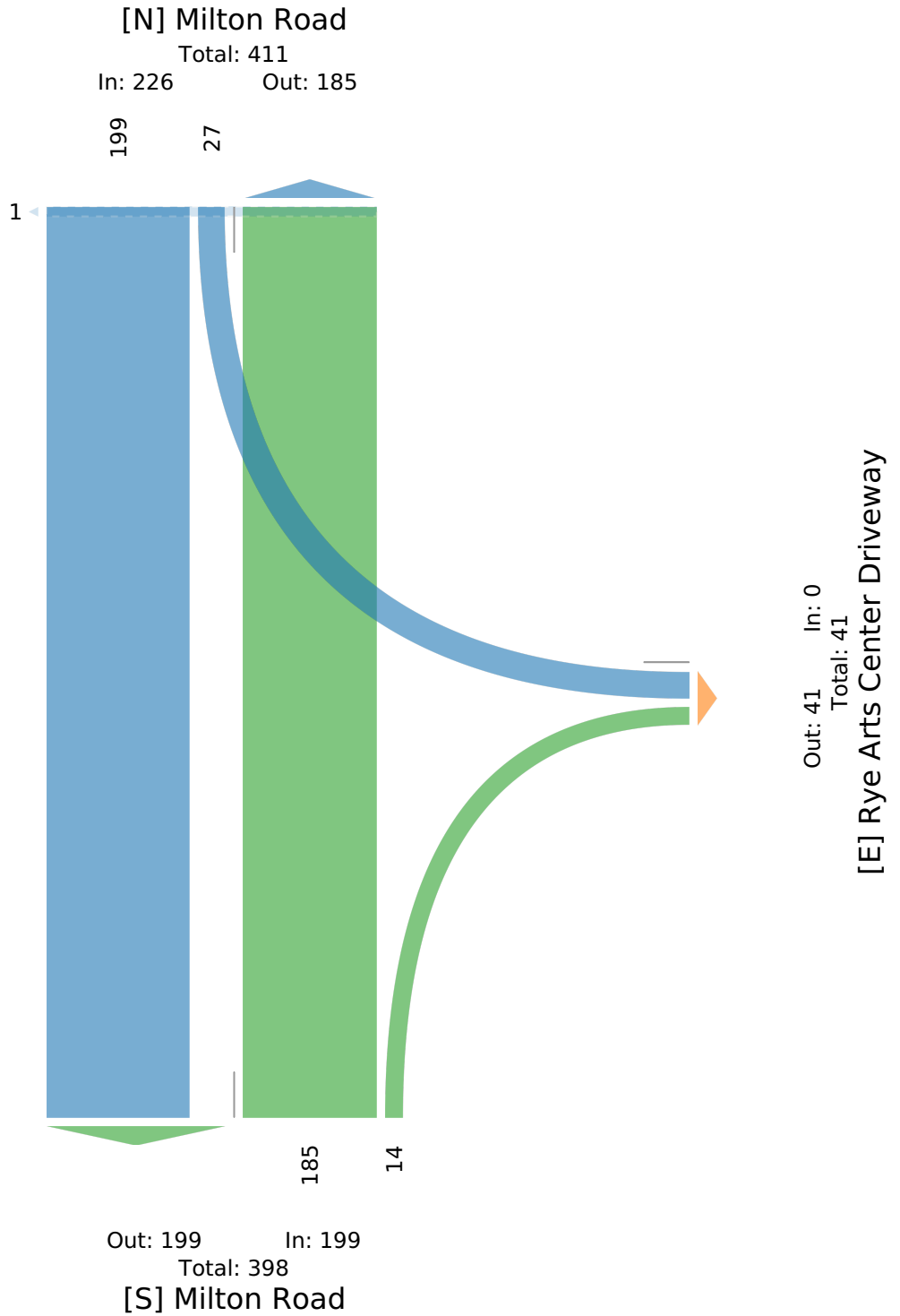
All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1062442, Location: 40.977824, -73.68377



Provided by: Creighton Manning Engineering, LLP
2 Winners Circle,
Albany, NY, 12205, US



Attachment C
Trip Generation Count Data

Rye Arts Center
City of Rye, New York

Rye Arts Center Trip Generation
 4/23/2023 - CM Project 123-022

	Hour	In	Out	Total	Hourly Total
MIDDAY	11:00		0	2	2
	11:15		2	0	2
	11:30		2	3	5
	11:45		3	2	5
	12:00		0	3	3
	12:15		2	7	9
	12:30		4	10	14
	12:45		2	0	2
	13:00		1	0	1
	13:15		0	0	0
	13:30		3	5	8
	13:45		0	0	0
SCHOOL DISMISSAL	14:00		6	6	12
	14:15		7	7	14
	14:30		3	1	4
	14:45		1	3	4
	15:00		2	3	5
	15:15		8	2	10
	15:30		5	3	8
	15:45		11	8	19
EVENING	16:00		4	4	8
	16:15		4	1	5
	16:30		6	4	10
	16:45		11	8	19
	17:00		7	13	20
	17:15		3	3	6
	17:30		1	8	9
	17:45		6	5	11
	18:00		12	18	30
	18:15		1	0	1
	18:30		4	5	9
	18:45		1	4	5

Rye Arts Center Trip Generation
4/26/2023 - CM Project 123-022

Hour	In	Out	Total	Hourly Total
11:00		20	24	44
11:15		14	10	24
11:30		4	3	7
11:45		17	7	24
12:00		5	18	23
12:15		5	11	16
12:30		4	5	9
12:45		13	10	23
13:00		12	15	27
13:15		6	6	12
13:30		12	9	21
13:45		11	11	22

SATURDAY MIDDAY

Attachment D
Level of Service Analyses

Rye Arts Center
City of Rye, New York

Intersection						
Int Delay, s/veh	0.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↑			↑
Traffic Vol, veh/h	10	11	175	0	0	232
Future Vol, veh/h	10	11	175	0	0	232
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	5	2	2	4
Mvmt Flow	11	12	186	0	0	247

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	433	186	0	-	-	-
Stage 1	186	-	-	-	-	-
Stage 2	247	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	-	-
Pot Cap-1 Maneuver	584	861	-	0	0	-
Stage 1	851	-	-	0	0	-
Stage 2	799	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	584	861	-	-	-	-
Mov Cap-2 Maneuver	584	-	-	-	-	-
Stage 1	851	-	-	-	-	-
Stage 2	799	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.3	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBTWBLn1	SBT
Capacity (veh/h)	- 702	-
HCM Lane V/C Ratio	- 0.032	-
HCM Control Delay (s)	- 10.3	-
HCM Lane LOS	- B	-
HCM 95th %tile Q(veh)	- 0.1	-

Intersection						
Int Delay, s/veh	0.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↑			↑
Traffic Vol, veh/h	7	14	338	0	0	264
Future Vol, veh/h	7	14	338	0	0	264
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	1	2	2	2
Mvmt Flow	8	15	363	0	0	284

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	647	363	0	-	-	-
Stage 1	363	-	-	-	-	-
Stage 2	284	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	-	-
Pot Cap-1 Maneuver	439	686	-	0	0	-
Stage 1	708	-	-	0	0	-
Stage 2	769	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	439	686	-	-	-	-
Mov Cap-2 Maneuver	439	-	-	-	-	-
Stage 1	708	-	-	-	-	-
Stage 2	769	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.5	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBTWBLn1	SBT
Capacity (veh/h)	- 578	-
HCM Lane V/C Ratio	- 0.039	-
HCM Control Delay (s)	- 11.5	-
HCM Lane LOS	- B	-
HCM 95th %tile Q(veh)	- 0.1	-

Intersection						
Int Delay, s/veh	1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↑		↑			↑
Traffic Vol, veh/h	24	29	270	0	0	327
Future Vol, veh/h	24	29	270	0	0	327
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	2	2	2	2
Mvmt Flow	26	31	290	0	0	352

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	642	290	0	-	-	-
Stage 1	290	-	-	-	-	-
Stage 2	352	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	-	-
Pot Cap-1 Maneuver	442	754	-	0	0	-
Stage 1	764	-	-	0	0	-
Stage 2	716	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	442	754	-	-	-	-
Mov Cap-2 Maneuver	442	-	-	-	-	-
Stage 1	764	-	-	-	-	-
Stage 2	716	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBTWBLn1	SBT
Capacity (veh/h)	- 571	-
HCM Lane V/C Ratio	- 0.1	-
HCM Control Delay (s)	- 12	-
HCM Lane LOS	- B	-
HCM 95th %tile Q(veh)	- 0.3	-

Intersection						
Int Delay, s/veh	0.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↑			↑
Traffic Vol, veh/h	16	23	201	0	0	251
Future Vol, veh/h	16	23	201	0	0	251
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	0	0	1	2	2	1
Mvmt Flow	20	28	248	0	0	310

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	558	248	0	-	-	-
Stage 1	248	-	-	-	-	-
Stage 2	310	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	-	-
Pot Cap-1 Maneuver	494	796	-	0	0	-
Stage 1	798	-	-	0	0	-
Stage 2	748	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	494	796	-	-	-	-
Mov Cap-2 Maneuver	494	-	-	-	-	-
Stage 1	798	-	-	-	-	-
Stage 2	748	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.1	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBTWBLn1	SBT
Capacity (veh/h)	- 636	-
HCM Lane V/C Ratio	- 0.076	-
HCM Control Delay (s)	- 11.1	-
HCM Lane LOS	- B	-
HCM 95th %tile Q(veh)	- 0.2	-

Intersection						
Int Delay, s/veh	0.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↑			↑
Traffic Vol, veh/h	10	11	177	0	0	234
Future Vol, veh/h	10	11	177	0	0	234
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	5	2	2	4
Mvmt Flow	11	12	188	0	0	249

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	437	188	0	-	-	-
Stage 1	188	-	-	-	-	-
Stage 2	249	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	-	-
Pot Cap-1 Maneuver	581	859	-	0	0	-
Stage 1	849	-	-	0	0	-
Stage 2	797	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	581	859	-	-	-	-
Mov Cap-2 Maneuver	581	-	-	-	-	-
Stage 1	849	-	-	-	-	-
Stage 2	797	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.3	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBTWBLn1	SBT
Capacity (veh/h)	- 700	-
HCM Lane V/C Ratio	- 0.032	-
HCM Control Delay (s)	- 10.3	-
HCM Lane LOS	- B	-
HCM 95th %tile Q(veh)	- 0.1	-

Intersection						
Int Delay, s/veh	0.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↑			↑
Traffic Vol, veh/h	7	14	341	0	0	267
Future Vol, veh/h	7	14	341	0	0	267
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	1	2	2	2
Mvmt Flow	8	15	367	0	0	287

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	654	367	0	-	-	-
Stage 1	367	-	-	-	-	-
Stage 2	287	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	-	-
Pot Cap-1 Maneuver	435	683	-	0	0	-
Stage 1	705	-	-	0	0	-
Stage 2	766	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	435	683	-	-	-	-
Mov Cap-2 Maneuver	435	-	-	-	-	-
Stage 1	705	-	-	-	-	-
Stage 2	766	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.5	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBTWBLn1	SBT
Capacity (veh/h)	- 574	-
HCM Lane V/C Ratio	- 0.039	-
HCM Control Delay (s)	- 11.5	-
HCM Lane LOS	- B	-
HCM 95th %tile Q(veh)	- 0.1	-

Intersection						
Int Delay, s/veh	1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↑↑		↑			↑
Traffic Vol, veh/h	24	29	273	0	0	330
Future Vol, veh/h	24	29	273	0	0	330
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	2	2	2	2
Mvmt Flow	26	31	294	0	0	355

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	649	294	0	-	-	-
Stage 1	294	-	-	-	-	-
Stage 2	355	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	-	-
Pot Cap-1 Maneuver	438	750	-	0	0	-
Stage 1	761	-	-	0	0	-
Stage 2	714	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	438	750	-	-	-	-
Mov Cap-2 Maneuver	438	-	-	-	-	-
Stage 1	761	-	-	-	-	-
Stage 2	714	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.1	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBTWBLn1	SBT
Capacity (veh/h)	- 567	-
HCM Lane V/C Ratio	- 0.101	-
HCM Control Delay (s)	- 12.1	-
HCM Lane LOS	- B	-
HCM 95th %tile Q(veh)	- 0.3	-

Intersection						
Int Delay, s/veh	0.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↑			↑
Traffic Vol, veh/h	16	23	203	0	0	254
Future Vol, veh/h	16	23	203	0	0	254
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	0	0	1	2	2	1
Mvmt Flow	20	28	251	0	0	314

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	565	251	0	-	-	-
Stage 1	251	-	-	-	-	-
Stage 2	314	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	-	-
Pot Cap-1 Maneuver	490	793	-	0	0	-
Stage 1	795	-	-	0	0	-
Stage 2	745	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	490	793	-	-	-	-
Mov Cap-2 Maneuver	490	-	-	-	-	-
Stage 1	795	-	-	-	-	-
Stage 2	745	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.2	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBTWBLn1	SBT
Capacity (veh/h)	- 633	-
HCM Lane V/C Ratio	- 0.076	-
HCM Control Delay (s)	- 11.2	-
HCM Lane LOS	- B	-
HCM 95th %tile Q(veh)	- 0.2	-

Intersection						
Int Delay, s/veh	0.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↑			↑
Traffic Vol, veh/h	18	19	177	0	0	238
Future Vol, veh/h	18	19	177	0	0	238
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	5	2	2	4
Mvmt Flow	19	20	188	0	0	253

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	441	188	0	-	-	-
Stage 1	188	-	-	-	-	-
Stage 2	253	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	-	-
Pot Cap-1 Maneuver	577	859	-	0	0	-
Stage 1	849	-	-	0	0	-
Stage 2	794	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	577	859	-	-	-	-
Mov Cap-2 Maneuver	577	-	-	-	-	-
Stage 1	849	-	-	-	-	-
Stage 2	794	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.5	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBTWBLn1	SBT
Capacity (veh/h)	- 694	-
HCM Lane V/C Ratio	- 0.057	-
HCM Control Delay (s)	- 10.5	-
HCM Lane LOS	- B	-
HCM 95th %tile Q(veh)	- 0.2	-

Intersection						
Int Delay, s/veh	0.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↑			↑
Traffic Vol, veh/h	13	25	341	0	0	284
Future Vol, veh/h	13	25	341	0	0	284
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	1	2	2	2
Mvmt Flow	14	27	367	0	0	305

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	672	367	0	-	-	-
Stage 1	367	-	-	-	-	-
Stage 2	305	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	-	-
Pot Cap-1 Maneuver	424	683	-	0	0	-
Stage 1	705	-	-	0	0	-
Stage 2	752	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	424	683	-	-	-	-
Mov Cap-2 Maneuver	424	-	-	-	-	-
Stage 1	705	-	-	-	-	-
Stage 2	752	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.9	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBTWBLn1	SBT
Capacity (veh/h)	- 565	-
HCM Lane V/C Ratio	- 0.072	-
HCM Control Delay (s)	- 11.9	-
HCM Lane LOS	- B	-
HCM 95th %tile Q(veh)	- 0.2	-

Intersection						
Int Delay, s/veh	1.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↑			↑
Traffic Vol, veh/h	40	48	273	0	0	343
Future Vol, veh/h	40	48	273	0	0	343
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	2	2	2	2
Mvmt Flow	43	52	294	0	0	369

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	663	294	0	-	-	-
Stage 1	294	-	-	-	-	-
Stage 2	369	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	-	-
Pot Cap-1 Maneuver	429	750	-	0	0	-
Stage 1	761	-	-	0	0	-
Stage 2	704	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	429	750	-	-	-	-
Mov Cap-2 Maneuver	429	-	-	-	-	-
Stage 1	761	-	-	-	-	-
Stage 2	704	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.7	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBTWBLn1	SBT
Capacity (veh/h)	- 560	-
HCM Lane V/C Ratio	- 0.169	-
HCM Control Delay (s)	- 12.7	-
HCM Lane LOS	- B	-
HCM 95th %tile Q(veh)	- 0.6	-

Intersection						
Int Delay, s/veh	1.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		↑			↑
Traffic Vol, veh/h	35	50	203	0	0	287
Future Vol, veh/h	35	50	203	0	0	287
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	0	0	1	2	2	1
Mvmt Flow	43	62	251	0	0	354

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	605	251	0	-	-	-
Stage 1	251	-	-	-	-	-
Stage 2	354	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	-	-
Pot Cap-1 Maneuver	464	793	-	0	0	-
Stage 1	795	-	-	0	0	-
Stage 2	715	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	464	793	-	-	-	-
Mov Cap-2 Maneuver	464	-	-	-	-	-
Stage 1	795	-	-	-	-	-
Stage 2	715	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.1	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBTWBLn1	SBT
Capacity (veh/h)	- 614	-
HCM Lane V/C Ratio	- 0.171	-
HCM Control Delay (s)	- 12.1	-
HCM Lane LOS	- B	-
HCM 95th %tile Q(veh)	- 0.6	-

1: Milton Road & Ingress Driveway Performance by approach

Approach	NB	SB	All
Denied Del/Veh (s)	0.2	0.0	0.1
Total Del/Veh (s)	0.2	0.1	0.2

1: Milton Road & Ingress Driveway Performance by approach

Approach	NB	SB	All
Denied Del/Veh (s)	0.2	0.0	0.1
Total Del/Veh (s)	0.3	0.4	0.3

1: Milton Road & Ingress Driveway Performance by approach

Approach	NB	SB	All
Denied Del/Veh (s)	0.3	0.0	0.1
Total Del/Veh (s)	0.3	0.5	0.4

1: Milton Road & Ingress Driveway Performance by approach

Approach	NB	SB	All
Denied Del/Veh (s)	0.2	0.0	0.1
Total Del/Veh (s)	0.2	0.2	0.2

1: Milton Road & Ingress Driveway Performance by approach

Approach	NB	SB	All
Denied Del/Veh (s)	0.2	0.0	0.1
Total Del/Veh (s)	0.1	0.1	0.1

1: Milton Road & Ingress Driveway Performance by approach

Approach	NB	SB	All
Denied Del/Veh (s)	0.2	0.0	0.1
Total Del/Veh (s)	0.3	0.4	0.3

1: Milton Road & Ingress Driveway Performance by approach

Approach	NB	SB	All
Denied Del/Veh (s)	0.3	0.0	0.1
Total Del/Veh (s)	0.3	0.5	0.4

1: Milton Road & Ingress Driveway Performance by approach

Approach	NB	SB	All
Denied Del/Veh (s)	0.2	0.0	0.1
Total Del/Veh (s)	0.2	0.2	0.2

1: Milton Road & Ingress Driveway Performance by approach

Approach	NB	SB	All
Denied Del/Veh (s)	0.2	0.0	0.1
Total Del/Veh (s)	0.2	0.2	0.2

1: Milton Road & Ingress Driveway Performance by approach

Approach	NB	SB	All
Denied Del/Veh (s)	0.3	0.0	0.1
Total Del/Veh (s)	0.3	0.5	0.4

1: Milton Road & Ingress Driveway Performance by approach

Approach	NB	SB	All
Denied Del/Veh (s)	0.2	0.0	0.1
Total Del/Veh (s)	0.4	0.6	0.5

1: Milton Road & Ingress Driveway Performance by approach

Approach	NB	SB	All
Denied Del/Veh (s)	0.2	0.0	0.1
Total Del/Veh (s)	0.3	0.8	0.6

Attachment E
Parking Data

Rye Arts Center
City of Rye, New York

Parking Utilization - Rye Arts Center - 4/26/2023

Parking spaces

	Hour	In	Out	Started with		
MIDDAY				42		
	11:00		2	14	30	
	11:15		8	4	34	
	11:30		4	7	31	
	11:45		4	4	31	
	12:00		3	3	42	Peak Demand
	12:15		2	7	37	
	12:30		2	3	36	
	12:45		3	6	33	
	13:00		2	0	35	
	13:15		1	0	36	
	13:30		1	1	36	
	13:45		5	4	37	
SCHOOL DISMISSAL	Hour	In	Out		37	
	14:00		7	8	36	
	14:15		6	7	35	
	14:30		6	2	39	
	14:45		2	3	38	
	15:00		4	5	37	
	15:15		9	4	42	
	15:30		8	5	45	
	15:45		13	9	49	Peak Demand
EVENING	Hour	In	Out		49	
	16:00		7	5	51	
	16:15		7	3	55	
	16:30		11	9	57	
	16:45		29	12	74	Peak Demand
	17:00		10	22	62	
	17:15		5	10	57	
	17:30		11	10	58	
	17:45		21	13	66	
	18:00		10	18	58	
	18:15		2	1	59	
	18:30		6	17	48	
18:45		5	4	49		

Parking Utilization - Rye Arts Center - 4/29/2023

Parking spaces

SATURDAY MIDDAY	Hour	In	Out	Started with	31
	11:00		20	24	27
	11:15		14	10	31
	11:30		4	3	32
	11:45		17	7	42 Peak Demand
	12:00		5	18	29
	12:15		5	11	23
	12:30		4	5	22
	12:45		13	10	25
	13:00		12	15	22
13:15		6	6	22	
13:30		12	9	25	
13:45		11	11	25	



SPRING
ARCHITECTURE + DESIGN




SPRING
ARCHITECTURE + DESIGN

Short Environmental Assessment Form

Part 1 - Project Information

Instructions for Completing

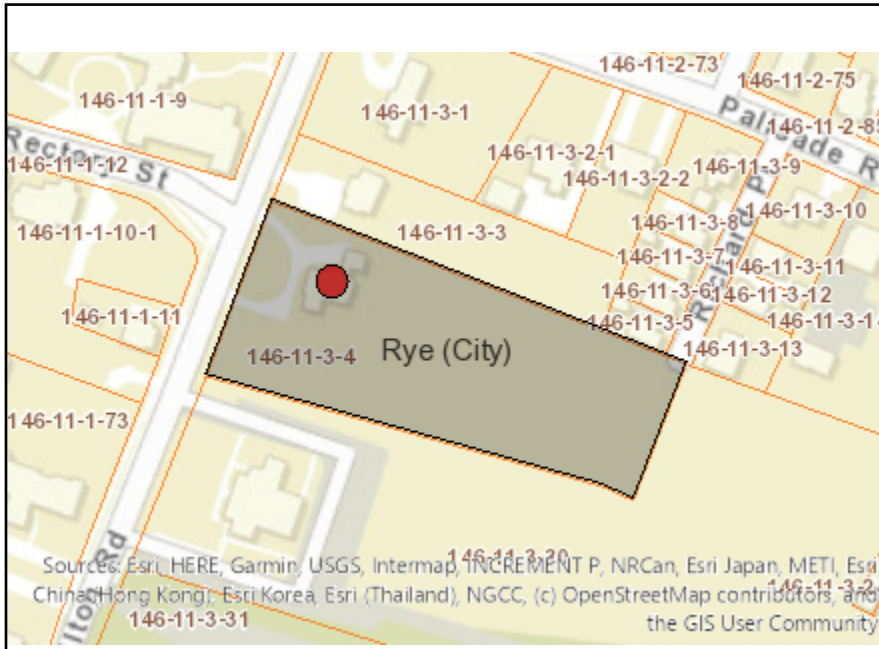
Part 1 – Project Information. The applicant or project sponsor is responsible for the completion of Part 1. Responses become part of the application for approval or funding, are subject to public review, and may be subject to further verification. Complete Part 1 based on information currently available. If additional research or investigation would be needed to fully respond to any item, please answer as thoroughly as possible based on current information.

Complete all items in Part 1. You may also provide any additional information which you believe will be needed by or useful to the lead agency; attach additional pages as necessary to supplement any item.

Part 1 – Project and Sponsor Information				
Name of Action or Project:				
Project Location (describe, and attach a location map):				
Brief Description of Proposed Action:				
Name of Applicant or Sponsor:		Telephone:		
		E-Mail:		
Address:				
City/PO:		State:	Zip Code:	
1. Does the proposed action only involve the legislative adoption of a plan, local law, ordinance, administrative rule, or regulation? If Yes, attach a narrative description of the intent of the proposed action and the environmental resources that may be affected in the municipality and proceed to Part 2. If no, continue to question 2.			NO <input type="checkbox"/>	YES <input type="checkbox"/>
2. Does the proposed action require a permit, approval or funding from any other government Agency? If Yes, list agency(s) name and permit or approval:			NO <input type="checkbox"/>	YES <input type="checkbox"/>
3. a. Total acreage of the site of the proposed action? _____ acres				
b. Total acreage to be physically disturbed? _____ acres				
c. Total acreage (project site and any contiguous properties) owned or controlled by the applicant or project sponsor? _____ acres				
4. Check all land uses that occur on, are adjoining or near the proposed action:				
5. Urban Rural (non-agriculture) Industrial Commercial Residential (suburban)				
<input type="checkbox"/> Forest Agriculture Aquatic Other(Specify):				
<input type="checkbox"/> Parkland				

5. Is the proposed action,	NO	YES	N/A
a. A permitted use under the zoning regulations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Consistent with the adopted comprehensive plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6. Is the proposed action consistent with the predominant character of the existing built or natural landscape?	NO	YES	
	<input type="checkbox"/>	<input type="checkbox"/>	
7. Is the site of the proposed action located in, or does it adjoin, a state listed Critical Environmental Area? If Yes, identify: _____	NO	YES	
	<input type="checkbox"/>	<input type="checkbox"/>	
8. a. Will the proposed action result in a substantial increase in traffic above present levels?	NO	YES	
	<input type="checkbox"/>	<input type="checkbox"/>	
b. Are public transportation services available at or near the site of the proposed action?	<input type="checkbox"/>	<input type="checkbox"/>	
c. Are any pedestrian accommodations or bicycle routes available on or near the site of the proposed action?	<input type="checkbox"/>	<input type="checkbox"/>	
9. Does the proposed action meet or exceed the state energy code requirements? If the proposed action will exceed requirements, describe design features and technologies: _____ _____	NO	YES	
	<input type="checkbox"/>	<input type="checkbox"/>	
10. Will the proposed action connect to an existing public/private water supply? If No, describe method for providing potable water: _____ _____	NO	YES	
	<input type="checkbox"/>	<input type="checkbox"/>	
11. Will the proposed action connect to existing wastewater utilities? If No, describe method for providing wastewater treatment: _____ _____	NO	YES	
	<input type="checkbox"/>	<input type="checkbox"/>	
12. a. Does the project site contain, or is it substantially contiguous to, a building, archaeological site, or district which is listed on the National or State Register of Historic Places, or that has been determined by the Commissioner of the NYS Office of Parks, Recreation and Historic Preservation to be eligible for listing on the State Register of Historic Places? b. Is the project site, or any portion of it, located in or adjacent to an area designated as sensitive for archaeological sites on the NY State Historic Preservation Office (SHPO) archaeological site inventory?	NO	YES	
	<input type="checkbox"/>	<input type="checkbox"/>	
	<input type="checkbox"/>	<input type="checkbox"/>	
13. a. Does any portion of the site of the proposed action, or lands adjoining the proposed action, contain wetlands or other waterbodies regulated by a federal, state or local agency? b. Would the proposed action physically alter, or encroach into, any existing wetland or waterbody? If Yes, identify the wetland or waterbody and extent of alterations in square feet or acres: _____ _____ _____	NO	YES	
	<input type="checkbox"/>	<input type="checkbox"/>	
	<input type="checkbox"/>	<input type="checkbox"/>	

14. Identify the typical habitat types that occur on, or are likely to be found on the project site. Check all that apply: <input type="checkbox"/> Shoreline <input type="checkbox"/> Forest Agricultural/grasslands Early mid-successional <input type="checkbox"/> Wetland <input type="checkbox"/> Urban Suburban		
15. Does the site of the proposed action contain any species of animal, or associated habitats, listed by the State or Federal government as threatened or endangered?	NO	YES
	<input type="checkbox"/>	<input type="checkbox"/>
16. Is the project site located in the 100-year flood plan?	NO	YES
	<input type="checkbox"/>	<input type="checkbox"/>
17. Will the proposed action create storm water discharge, either from point or non-point sources? If Yes, a. Will storm water discharges flow to adjacent properties? b. Will storm water discharges be directed to established conveyance systems (runoff and storm drains)? If Yes, briefly describe: _____ _____	NO	YES
	<input type="checkbox"/>	<input type="checkbox"/>
	<input type="checkbox"/>	<input type="checkbox"/>
	<input type="checkbox"/>	<input type="checkbox"/>
18. Does the proposed action include construction or other activities that would result in the impoundment of water or other liquids (e.g., retention pond, waste lagoon, dam)? If Yes, explain the purpose and size of the impoundment: _____ _____	NO	YES
	<input type="checkbox"/>	<input type="checkbox"/>
19. Has the site of the proposed action or an adjoining property been the location of an active or closed solid waste management facility? If Yes, describe: _____ _____	NO	YES
	<input type="checkbox"/>	<input type="checkbox"/>
20. Has the site of the proposed action or an adjoining property been the subject of remediation (ongoing or completed) for hazardous waste? If Yes, describe: _____ _____	NO	YES
	<input type="checkbox"/>	<input type="checkbox"/>
I CERTIFY THAT THE INFORMATION PROVIDED ABOVE IS TRUE AND ACCURATE TO THE BEST OF MY KNOWLEDGE Applicant/sponsor/name: _____ Date: _____ Signature: <u>Leo Napion</u> Title: _____		



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



Part 1 / Question 7 [Critical Environmental Area]	No
Part 1 / Question 12a [National or State Register of Historic Places or State Eligible Sites]	No
Part 1 / Question 12b [Archeological Sites]	Yes
Part 1 / Question 13a [Wetlands or Other Regulated Waterbodies]	No
Part 1 / Question 15 [Threatened or Endangered Animal]	No
Part 1 / Question 16 [100 Year Flood Plain]	No
Part 1 / Question 20 [Remediation Site]	Yes

Short Environmental Assessment Form – Narrative Description

The proposed action is limited to the consideration of a new use category in the City of Rye Zoning Ordinance. The proposed use is for “*Arts Center Use*” to be a use permitted subject to additional standards and requirements in the R-1 to RT zoning districts. The proposed use is limited to an arts center facility at sites owned and operated by not-for-profit corporations intended to provide instruction, display and performance space for the arts, which does not otherwise fit into existing use definitions. If adopted the new use category could further not-for-profit and charitable uses in the City of Rye and provide for more community access to and instruction in the arts.

The adoption of the zoning text amendment itself would not have any direct effect on environmental resources. Any property seeking permission to operate as an “*Arts Center use*” would be subject to environmental review during the site plan and special permit review procedures.



CITY COUNCIL AGENDA

DEPT.: City Manager

CONTACT: Greg Usry, City Manager

AGENDA ITEM: Open the public hearing to adopt a Local Law to override the State enacted tax levy limitation, if necessary.

FOR THE MEETING OF:

December 18, 2024

RECOMMENDATION: That the Mayor and Council open the public hearing to adopt a Local Law to override the State enacted tax levy limitation, if necessary.

IMPACT: Environmental Fiscal Neighborhood Other:

BACKGROUND: New York State enacted a 2% tax cap on June 24, 2011. A provision in the law allows a municipality to override this tax cap under certain provisions including:

- Local governments may override the tax levy limit only by first passing a local law that allows for the tax levy limit to be exceeded.
- This override vote requires a 60 percent vote of the total voting power of the governing body to pass.
- In a case where a weighted vote is used to pass the budget, the override will require a 60 percent weighted vote of the local government's governing body.
- The override vote must precede the vote on adoption of the budget although both votes may occur on the same day.

See attached draft Local Law.

LOCAL LAW NO. _____-2024

A LOCAL LAW AUTHORIZING A PROPERTY TAX LEVY IN EXCESS OF THE LIMIT ESTABLISHED IN GENERAL MUNICIPAL LAW §3-C

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

Section 1. Legislative Intent

It is the intent of this local law to allow the City of Rye to adopt a budget for the fiscal year commencing January 1, 2025 that requires a real property tax levy in excess of the “tax levy limit” as defined by General Municipal Law § 3-c.

Section 2. Authority

This local law is adopted pursuant to subdivision 5 of General Municipal Law §3-c, which expressly authorizes a local government’s governing body to override the property tax cap for the coming fiscal year by the adoption of a local law approved by a vote of sixty percent (60%) of said governing body.

Section 3. Tax Levy Limit Override

The City Council of the City of Rye, County of Westchester, is hereby authorized to adopt a budget for the fiscal year commencing January 1, 2025 that requires a real property tax levy in excess of the amount otherwise prescribed in General Municipal Law §3-c.

Section 4. Severability

If a court determines that any clause, sentence, paragraph, subdivision, or part of this local law or the application thereof to any person, firm or corporation, or circumstance is invalid or unconstitutional, the court’s order or judgment shall not affect, impair, or invalidate the remainder of this local law, but shall be confined in its operation to the clause, sentence, paragraph, subdivision, or part of this local law or in its application to the person, individual, firm or corporation or circumstance, directly involved in the controversy in which such judgment or order shall be rendered.

Section 5. Effective Date

This local law shall take effect immediately upon filing with the Secretary of State.



CITY COUNCIL AGENDA

DEPT.: City Manager

CONTACT: Greg Usry, City Manager

AGENDA ITEM: Continue the public hearing on the 2025 Budget.

FOR THE MEETING OF:

December 18, 2024

RECOMMENDATION: That the Council continue the public hearing.

IMPACT: Environmental Fiscal Neighborhood Other:

BACKGROUND: This is an annual hearing.

See attached budget amendment resolution and Memo on building permit fees.



CITY OF RYE

RESOLUTION AMENDING THE CITY OF RYE PROPOSED 2025 BUDGET

Whereas, the City Manager presented the proposed Fiscal Year 2025 Budget to the City Council on November 6, 2024; and

Whereas, the City of Rye's proposed Fiscal Year 2025 Budget originally designated \$889,162 for 2025 General Fund Workers' Compensation Expenditures; and

Whereas, on December 12, 2024, the City received information from its insurance broker that 2025 rates will decrease by 6 percent, which is below the City's original estimated increase of 5 percent; and

Whereas, this information allows the City to more accurately estimate 2025 Workers' Compensation Expenditures, reducing the Workers' Compensation Expenditure line by \$110,736, bringing the tax rate increase down to 5.41 percent.

Now, therefore, be it resolved, that the City of Rye hereby reduces the Workers' Compensation Expenditure line by \$110,736 in the Fiscal Year 2025 proposed budget.

ROLL CALL

Ayes:

Nays:

STATE OF NEW YORK)
COUNTY OF WESTCHESTER)
CITY OF RYE)

Christian K. Miller
City Planner
1051 Boston Post Road
Rye, New York 10580



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CITY OF RYE PLANNING DEPARTMENT

To: Greg Usry, City Manager
From: Christian K. Miler, City Planner
CC: Guy Carpenito, Building Inspector
Date: December 13, 2024
Re: **Increase in Building Department Fees for 2025 Budget**

The current City of Rye building permit fee is \$17.00 for every \$1,000 estimated value of improvement. A change in the fee from \$17/\$1,000 to \$18/\$1,000 is a 5.88% increase. This fee was last increased in 2013.

The total building and alteration permit revenue estimate for 2024 is \$1,795,000. Assuming the same building permit revenue for this year for 2025 and applying a 5.88% fee increase would result in a total estimated revenue of \$1,900,546 or a \$105,546 of increased revenue.



CITY COUNCIL AGENDA

DEPT.: City Manager

CONTACT: Greg Usry, City Manager

AGENDA ITEM: Resolution to adopt the 2025 Budget and establish the 2025 City tax levy and 2025 tax rate.

FOR THE MEETING OF:

December 18, 2024

RECOMMENDATION: That the City Council adopt the following resolution:

WHEREAS, on November 6, 2024, the 2025 Tentative Budget was presented to the City Council, and;

WHEREAS, no changes were made;

NOW THEREFORE BE IT RESOLVED: that the City Council does hereby certify to the City Comptroller the 2025 City of Rye tax rate of \$215.79 per \$1,000 taxable assessed valuation and the 2025 City of Rye tax levy of \$31,358,573; and

BE IT FURTHER RESOLVED, that the City Council does hereby direct the City Comptroller to apportion and extend against each taxable property listed upon the assessment roll at the tax rate certified in this resolution to produce the tax levy certified in this resolution, and to render tax notices for, and receive and collect, the several sums so computed and determined, with interest as provided by law, and any special assessments heretofore authorized and approved.

NOTE: Actual tax rate and tax levy may change depending on further City Council discussion/amendments.

IMPACT: Environmental Fiscal Neighborhood Other:

BACKGROUND: On November 6, 2024, the City Manager and City Comptroller presented the 2025 Tentative Budget to the City Council. The tentative budget has since been reviewed by the City Council at public meetings. The above resolution provides for the adoption of the 2025 Budget.



CITY COUNCIL AGENDA

DEPT.: Finance

CONTACT: Joe Fazzino, City Comptroller

AGENDA ITEM: Resolution authorizing the City Comptroller to make necessary year-end closing transfers.

FOR THE MEETING OF:

December 18, 2024

RECOMMENDATION: That the Council adopt the following resolution:

RESOLVED, that the City Comptroller is hereby authorized to make the necessary 2024 fiscal year-end budget transfers in City accounts, provided a list of such transfers over \$10,000 is furnished to the City Council after the completion of such transfers.

IMPACT: Environmental Fiscal Neighborhood Other:

BACKGROUND: While at the fund level, total actual expenditures do not exceed the total budgeted amount, there may be several detailed budget lines that show various over and under expenditure amounts. Funds that are not encumbered or reserved for a specific expense will be moved to Fund Balance from individual financial lines. This resolution authorizes the City Comptroller to make the necessary year-end budget adjustments to ensure that the line-item budgets are properly allocated.



CITY COUNCIL AGENDA

DEPT.: City Manager

CONTACT: Greg Usry, City Manager

AGENDA ITEM: Consideration of a request by the Midland Fair Committee to approve a parade to precede the Midland Elementary School Fair on Sunday, May 4, 2025, from 10:30 a.m. to 11:10 a.m.

FOR THE MEETING OF:

December 18, 2024

RECOMMENDATION: That the Council consider the request.

IMPACT: Environmental Fiscal Neighborhood Other:

BACKGROUND: The Midland Fair Committee is requesting the Council approve a parade to precede the Midland Elementary School Fair on Sunday, May 4, 2025, from 10:30 a.m. to 11:10 a.m.

See attached request.

Hi John,

I actually wanted to reach out to you. We are changing the date of the Midland Fair to Sunday, May 4, 2025 from 11am-3pm. Can you please amend our request for the parade to be on 5/4 with the lineup at 10:30 and parade starting at 10:45. That start time is an hour early but on the Sunday of that weekend instead. Hopefully that works better for everyone.

Thanks,
Rosa Rotondi

On Wed, Dec 11, 2024 at 2:34 PM Sullivan, John P. <jsullivan@ryeny.gov> wrote:

Hi Rosa,

Public Safety Commissioner Kopy has asked for us to move the parade portion of the event up, so it begins earlier in the day. The Police Department finds it difficult to control traffic in the area you are requesting to use at that time of day.

How much earlier is it possible to begin the parade portion of the event?

Thank You,

John Sullivan

From: Rosa Rotondi
<rotondirosa@gmail.com>
Sent: Tuesday, December 3, 2024 11:17 AM
To: Ruttenberg, Noga P.
<nruttenberg@ryeny.gov>
Cc: Valerie Ross <suzross79@gmail.com>;
Melissa Mapes <mapes@friendshop.com>
Subject: Midland Fair Parade Date
Approval Request

Hi Noga,

I hope you are doing well.

My name is Rosa Rotondi and I'm one of the chairs of the 2025 Midland Fair. I would like to submit a request to the City Counsel for Midland School's Fair Parade on Saturday, May 3, 2025. The fair will run from 12-4pm so we would like the parade lineup to be at 11:30am with the parade kicking off at 11:45am. Can we request a street closure from the Rye Train Station through town, up Palisades Road and back to Midland School from 11:30-12? I believe we have done a rolling street closure in the past.

Thank you for your help and support.

Rosa Rotondi, Valerie Lapham and
Melissa Mapes



CITY COUNCIL AGENDA

DEPT.: City Manager

CONTACT: Greg Usry, City Manager

AGENDA ITEM: Consideration of a request to have 2-3 food trucks for the Midland Fair on Sunday, May 4, 2025, from 11:00 a.m. to 3:00 p.m. The City Council will have to waive § 144-8D and G of the City Code.

FOR THE MEETING OF:

December 18, 2024

RECOMMENDATION: That the Council consider approving the request for food trucks.

IMPACT: Environmental Fiscal Neighborhood Other:

BACKGROUND: The City Manager's Office received a request from the Midland School PTO to have 2-3 food trucks for the Midland Fair on May 4, 2025. The Council will have to waive § 144-8D and G which states;

§144-8 Restrictions states that licensed hawker, peddler or solicitor shall: D. Not stand nor permit the vehicle used by him or her to stand in one place in any public place or street for more than 10 minutes or in front of any premises for any time if the owner or lessee of the ground floor thereof objects.

G. Not create or maintain any booth or stand, or place any barrels, boxes, crates or other obstructions, upon any street or public place for the purpose of selling or exposing for sale any goods, wares or merchandise.



CITY COUNCIL AGENDA

DEPT.: City Manager

CONTACT: Greg Usry, City Manager

AGENDA ITEM: Resolution authorizing an Equitable Business Opportunities (EOB) System Administrator as required by the NYSDOT.

FOR THE MEETING OF:

December 18, 2024

RECOMMENDATION: That the Council consider the resolution.

IMPACT: Environmental Fiscal Neighborhood Other:

BACKGROUND: This resolution will designate the City Manager as the administrator for the Equitable Business Opportunities System, which is required to comply with the NYSDOT's civil rights reporting requirements associated with Federal Aid projects.

Per NYSDOT, civil rights reporting is required throughout the construction of the Theodore Fremd Wall project, as well as other construction projects the City may undertake with the NYSDOT in the future. This reporting includes data such as Disadvantaged/Minority/Women-owned business goals and attainment, and Minority/Female Employment Utilization, and prompt payment.

See attached resolution.



CITY OF RYE

RESOLUTION OF THE CITY OF RYE AUTHORIZING GREG USRY, AS CITY MANAGER, TO SERVE AS THE RESPONSIBLE LOCAL OFFICIAL (RLO) AND EQUITABLE BUSINESS OPPORTUNITIES (EBO) SYSTEM ADMINISTRATOR FOR THE CITY OF RYE AS REQUIRED BY THE NEW YORK STATE DEPARTMENT OF TRANSPORTATION (NYSDOT)

Whereas, the City of Rye periodically participates in contracts awarded by the NYSDOT, which contracts are required to utilize the EBO System to comply with civil rights requirements associated with Federal Aid projects; and

Whereas, the NYSDOT requires designation of an EBO Administrator to enter into a user agreement with NYSDOT for use of the EBO System;

Now, therefore be it resolved, that Greg Usry, as Rye City Manager, is authorized to serve as the RLO and EBO Administrator as required by the New York State Department of Transportation; and it is further

Resolved, that this Resolution shall take effect immediately.