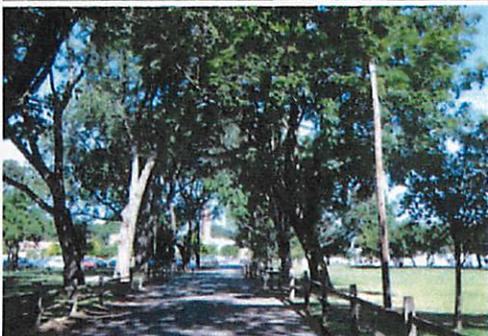




HARBOR ISLAND *Master Plan*
Village of Mamaroneck, NY



Prepared for:
Village of Mamaroneck
Harbor Island Master Plan Committee

Prepared by:
AKRF, Inc.
and
IQ Landscape Architects, P.C.

April 19, 2004

Foreword

We believe that Mamaroneck residents universally understand that Harbor Island Park is an extraordinarily valuable asset to our Village. Of the municipalities along the coast of the Long Island Sound there are precious few, if any, whose town centers are so closely tied to such ample waterfront space devoted entirely to public use. This is a unique treasure and the proper stewardship of this place is a significant responsibility that our community needs to attend to collectively and with great care.

The effort of this Master Plan arose from a drumbeat of community concern over the piecemeal development of the park over time. Good faith efforts to “improve” the park only led to a general unease that the park was, in fact, slowly and inexorably falling into an ungainly hodgepodge. As the report of April 2001 by our predecessor, the Harbor Island Advisory Committee, stated, the perception of most was of a “nagging truth that the park has failed to live up to its potential as a first rate facility.” That Committee gave as its final recommendation that a new Master Plan should be put together and, as a result and with the help of a state grant, our effort got its start. Community concern had led to this planning initiative and community input had to become the primary force behind shaping it.

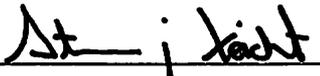
By the fall of 2002, AKRF, Inc. and IQ Landscape Architects, P.C. had been chosen for the work of the Master Plan. In early December of 2002, our committee, the Harbor Island Master Plan Committee had been established by the Mayor and the Trustees and sat down for the first time to begin working with the consultants to develop a strategy for putting together the Master Plan for Harbor Island Park.

We were a diverse group with widely divergent opinions of what should happen in the park. With our consultant’s prodding, we did agree, however, to establish a process by which the community would decide the priorities that the Master Plan should set and the community would determine the shape that the Master Plan should take. We would try, as best we could, to be facilitators so that the process would produce a coherent and complete result.

We reached out to as many groups as we could list and sampled their opinions. With our consultants, we held a public visioning session attended by a good number of Village residents. AKRF and IQ developed a preliminary design concept based on the input of that session and our previous opinion polling. That preliminary design concept was used to direct a second public session in which the community was asked to design their ideal for a park. What emerged out of these outreach efforts and the numerous public meetings we held was a remarkably clear consensus on a broad range of issues and on a central vision for the park. Looking back at the long history of planning efforts for the park, this commonly held vision should probably not have come as a surprise because many of the central themes had been discussed and put forth repeatedly in the past. It was time to acknowledge ideas that had continuously and persistently reappeared over time and to work them into a coherent design that would provide the framework for bringing them to fruition. Our job had suddenly become simpler and our divergent opinions coalesced easily into support for a single plan assembled ably by AKRF and IQ. It is this vision for the park, which we consider the community’s vision, that is presented in our Master Plan report.

Foreword

We wish to thank our consultants, AKRF and IQ, and in particular, Tracy Shepard of AKRF, a fellow Village resident and passionate defender of Harbor Island Park, for their thoroughness and commitment. We want to thank Village Manager, Lenny Verrastro, for his careful stewardship. We also wish to thank the Trustees for the opportunity to contribute to the future shape and character of the Village and in particular, Mayor Phil Trifiletti, for his encouragement, his constant attentiveness, and his unwavering support of our efforts. Finally and most importantly, we wish to thank all of the Village residents who attended our work sessions and meetings and contributed with their ideas, their disagreements, and their genuine concern for this most important part of our Village.

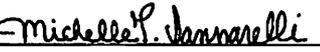

Steven Leicht, Chairman


Peter Agliardo

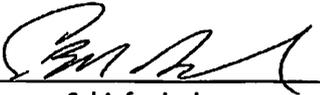

Carl Alterman


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George Schieferdecker

CHAPTER I

Introduction



The Harbor Island Master Plan establishes a long-term vision for the Village of Mamaroneck's Harbor Island Park. This vision was developed through numerous public meetings and other outreach efforts where the community expressed its concerns, ideas, and desires for the park. The Master Plan is intended to serve as a "blueprint" for future improvements to the park by promoting orderly development that is consistent with the community's goals. To this end, the Plan establishes criteria or guidelines for the location, design, and operation of park features, based on public input and other considerations such as environmental conditions and operating requirements.

AN EVOLUTION

The Harbor Island Master Plan builds upon numerous planning efforts that have been made over the years. The most recent effort involved a Village-wide survey that was issued in September 2001. Several months earlier, in April 2001, the Mayor's Advisory Committee on Harbor Island issued a report that detailed how the park and harbor were being used and recommended improvements. As noted in that report, at least seven other studies of the park were conducted before 2001, starting in the early 1960s. Therefore, the Harbor Island Master Plan presented in this document represents an evolution of various planning concepts for the park. For example, one of the major recommendations of the current plan entails relocating the tennis facility to the rear of the County wastewater treatment plant to provide unobstructed views across the park and into the harbor. This concept was first introduced in the Harbor Island Park Planning Study prepared in June 1992.

THE COMMITTEE

The Harbor Island Master Plan Committee (the Committee) spearheaded the development of the Master Plan, with assistance from its Consultants, AKRF and IQ Landscape Architects. The Committee consists of eight volunteer residents, who were appointed by the Board of Trustees, and two Village liaisons, including the Mayor and Village Manager (see Appendix A for a list of all those who were involved). The Committee's mission is stated below:

Chapter I

The Harbor Island Master Plan Committee is a group of eight Village residents reporting to the Board of Trustees.

The Committee will generate maximum community awareness and participation in the development of a mission statement and long-term master plan for Harbor Island.

The Committee will work to provide their planning consultants clear and impartial input and direction based on an objective balancing of community, Village, government, and stakeholder wants and needs.

The Committee will work to seek community ownership and establish "institutional memory" for the end product mission statement and master plan.

The Committee will work to create and recommend mechanisms/process for the on going implementation, and adherence to, the master plan.

THE PROCESS

The Harbor Island Master Plan represents the culmination of twenty meetings of the Committee, three community workshops, and numerous outreach efforts to over 30 stakeholder groups with interest in the park (see Appendices B through E for the minutes of the Committee meetings, the list of workshop participants, the list of stakeholder groups, and copies of all public comments).

The first public workshop, held in February 2003, involved a "Visioning Session," where the Committee sought input from the community on how Harbor Island should be improved and what the overall vision for the park should be. Through small focus group discussions, participants were asked to identify the strengths and weaknesses of the park, to provide ideas for improving the park, and to describe what the park means to them. One of the focus groups

entailed a "Youth Planning Session" since children are the primary users of the park and they have specific recreational needs. The workshop concluded with a presentation from each focus group. A number of common themes emerged, as described in Appendix F, "Summary of Visioning Session and Presentation Slides."

At the second public workshop, held in May 2003, the Committee presented a "Vision Statement" for the park and the Consultants introduced preliminary design concepts. This was followed by focus group discussions where participants created their own



designs for the park and then presented them to the larger audience. As shown in Appendix G, "Conceptual Designs from Design Meeting and Presentation Slides," these designs shared a number of common elements, including ideas for making the park look greener and more beautiful, and making it function in a more "pedestrian friendly" manner. The consensus was that pedestrians should take precedence over the car and that views of the harbor should be preserved and enhanced. Therefore, the existing parking arrangement—with large "supermarket" parking lots occupying the

heart of the park and prime locations directly on the waterfront—should be modified and the amount of asphalt should be reduced, if possible. To this end, the designs called for relocating the tennis facility and parking spaces and centralizing all of the athletic fields. They also called for continuous walkways around the water's edge, and a more attractive and safer park entrance.

Following the design workshop in May, the Committee showcased the preliminary design concepts at the Village's Street Fair in June. Over the summer, the Committee further developed the design and then presented a Draft Master Plan to the community in September at the Emelin Theater. During the presentation, members of the community were invited to comment on the Draft Master Plan. The Committee refined the plan based on these comments and then finalized its Master Plan at its 20th meeting in November. That final Master Plan is presented in this document.



CHAPTER II

The Vision for Harbor Island

Harbor Island is the centerpiece of the Village of Mamaroneck. It is a place where people of all ages and all incomes can relax, play, and enjoy being outdoors in a scenic waterfront setting.

The park plays an important role in bringing the community together and connecting the Village with its waterfront. The Village of Mamaroneck should build on these strengths by carefully balancing park use and development to:

- *Offer a variety of active and passive recreational opportunities and special events;*
- *Preserve and enhance views of and access to the harbor and Long Island Sound;*
- *Preserve and enhance natural resources; and*
- *Employ an attractive, integrated, and consistent design theme for all facilities.*

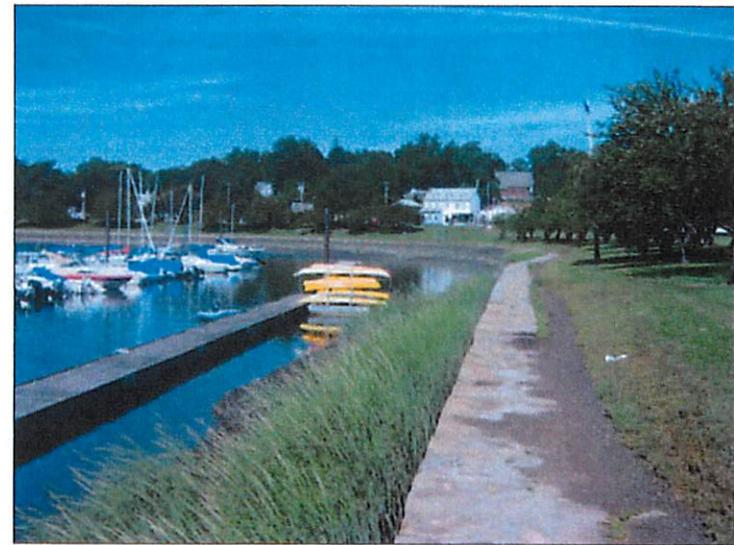


CHAPTER III

Overview of the Master Plan

This section provides an overview of the Master Plan. The major elements of the plan involve:

- *Placing the tennis bubbles in a less visible location, where they would no longer obstruct views across the park and into the harbor.*
- *Reorganizing the existing athletic fields into the center of the park and adding one new field near Boston Post Road. This field would be reinforced with appropriate materials to create an overflow parking area, to be used on a temporary basis (e.g., special events).*
- *Redistributing the parking spaces so they are no longer grouped in large “supermarket” type parking lots situated in the heart of the park or located directly on the waterfront. The new parking would be allocated in a linear fashion along the roadways.*
- *Relocating the existing roadways to enable the center of the park to be dedicated to green space, and creating a new exit-only roadway leading to Boston Post Road.*
- *Reducing the amount of impervious surface area in order to control stormwater runoff and improve water quality in the harbor.*
- *Creating a continuous walkway around the water’s edge, including a formal esplanade along the East Basin and an informal pathway along the West Basin.*
- *Renovating the County pier and fishing pier.*
- *Creating a “Maritime Village” where the Harbor Master’s offices, Department of Public Works and Parks Department are presently located. This concept could include a museum/environmental education center, a square or village green with a fountain, new offices for the Harbor Master, boat lockers, and a new location for the historic schoolhouse that is currently facing Boston Post Road.*
- *Constructing a new playground and performing arts bandshell/gazebo.*
- *Improving the safety and overall appearance of the park’s gateways from Boston Post Road.*



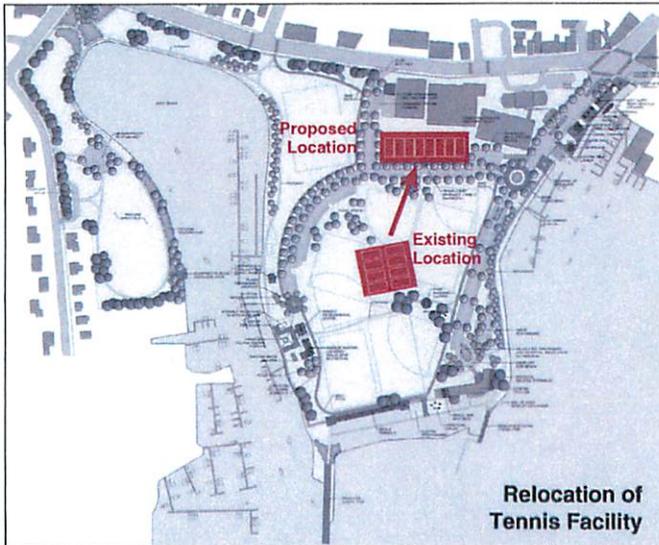
Chapter III

TENNIS COURTS

The Master Plan relocates the existing eight (8) tennis courts to the rear of the County wastewater treatment plant and reorients them into a more rectangular space.*

Guidelines:

- Preserve the existing number of tennis courts and clay surface.
- Open up scenic views across the park and into the harbor.
- Provide parking close to the tennis facility.
- Incorporate public restrooms in the tennis facility and keep them open year round with direct access from the park.



* Last year, and again this year, the Village gave Sportime (the private tennis concession) permission to build a temporary tennis stadium on the undeveloped area adjacent to the west side of the existing eight tennis courts. The Village assured the committee that this was a "one time" commitment. Therefore, in proposing that the tennis facility be moved to an area behind the County wastewater treatment plant as part of the Master Plan, the Committee allotted space for eight tennis courts and auxiliary facilities comparable to those now in place. To allocate space for a stadium, temporary or permanent, or any other development sought by the tennis concession, after or during the move envisioned by the Master Plan, would require amendments that would seriously alter the overall plan—something the Committee does not recommend. It is the Committee's opinion that, under this scenario, the Master Plan process would need to be reinitiated in order to provide adequate public review of the proposed development to determine whether it is consistent with the community's long-term goals for the park. During the latest planning process, conducted from 2002 to 2004, the community did not express demand for additional tennis facilities in the park. Their concerns about tennis primarily involved the appearance of the bubbles, and their current location in the center of the park.

PLAYGROUNDS

The Master Plan relocates and reconstructs the park's main playground. The new playground would be "themed," possibly with a nautical design, and would be located on the other side of the roadway leading to the Pavilion. It would capitalize on the views of the harbor and would allow the performing arts bandshell/gazebo to be located beneath mature trees, where noise could be absorbed, thereby minimizing potential disturbances to adjacent residential neighborhoods. The new playground should be the best playground in the Village.

Guidelines:

- Improve the functionality and appearance of the playground.
- Provide adequate fencing, shade, and benches.
- Separate equipment for appropriate age groups.
- Provide convenient access to restrooms and water fountains (e.g., those located in the Pavilion).

The playground near Rushmore Avenue would remain in its present location, although it is recommended that additional trees be planted in this area in order to provide shade. This playground should also be tied into the path system.

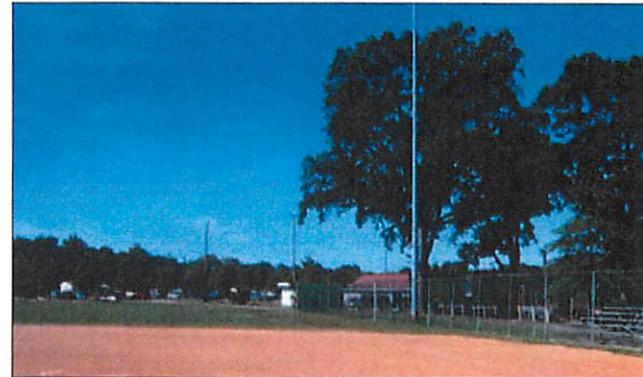
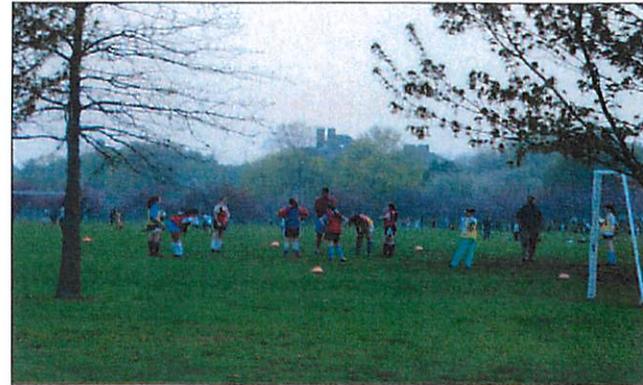


ATHLETIC FIELDS

The Master Plan centralizes most of the athletic fields and adds a new field near Boston Post Road. Lanza Field would remain in its current location, although its lighting may need to be relocated slightly with the new field arrangement. Harbor Island's fields are heavily used and they are typically booked all day long on the weekends (see Appendix H, "2003 Spring Athletic Field Schedule").

Guidelines:

- *Preserve the existing number of athletic fields and create one additional field.*
- *Reinforce additional field for temporary overflow parking (see "Passenger Vehicle Parking," below).*
- *Improve field irrigation, drainage, and maintenance.*
- *Reorient the fields to minimize sun glare.*
- *Reduce the amount of field overlap in order to prevent programming conflicts.*
- *Provide shelter near the fields.*
- *Maintain informal use of the field located near Rushmore Avenue.*
- *Plant trees along edges of fields in order to create visual variety, frame the views of the harbor, provide shade from the sun, and discourage geese.*
- *Create field space for informal play, not requiring a permit.*
- *During construction, minimize disruption to field programming schedule through careful phasing.*



Chapter III

PERFORMING ARTS BANDSHELL/GAZEBO

The Master Plan recommends relocation and replacement of the park's performing arts bandshell. The new facility should be larger and more permanent and it should be nestled beneath the mature trees where the main playground is presently located. This location was selected because the trees could absorb excess noise and the facility would be centralized and convenient to parking areas. In addition, at this location, the facility would be aligned on a visual axis with the proposed entry roundabout and beach pergola.

As compared to the existing bandshell, the new facility would be located closer to parking areas and it would have easier vehicular access for loading/unloading performance equipment. Seating would be located on an athletic field to the north of the facility. The new bandshell/gazebo would also be more accessible from the athletic fields and it could provide shelter from the sun and inclement weather.

Guidelines:

- *Situate performing arts bandshell/gazebo in a location where noise emanating out of the park would be minimized. The park should be a "good neighbor" and any off-site disturbances, such as excess noise and light, should be avoided or minimized.*
- *Incorporate adequate stage area, lighting, and acoustical design.*
- *Make the facility become a focal point in the park, with a design that echoes the architecture of the Pavilion (e.g., a foundation that uses the same stone material).*

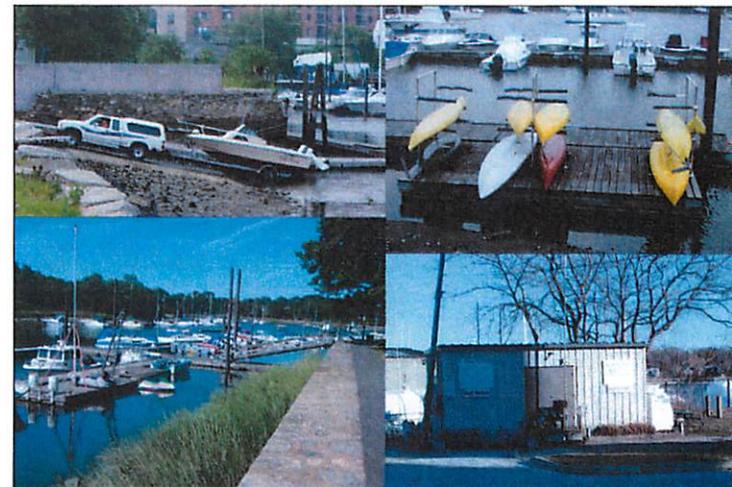


BOATING

Boating and other water-based recreational activities are critical to the success of Harbor Island since it is a waterfront park and one of the few public access points along Long Island Sound. Although the scope of the Master Plan is limited to the land-based facilities, many of them support boating and other forms of water recreation.

Guidelines:

- Retain the boat launch and pump-out stations.
 - Relocate the bait station to the existing retaining wall at the park's entrance and create a more elaborate entry plaza in this area.
 - Reconstruct the bait station in a building of similar size with more distinguished architectural features, including a pitched roof and windows.
 - Include a seasonal café and other attractions near the boat launch for regular park users and possibly transient boaters.
 - Provide boat lockers and restrooms in the new entry plaza and in the Maritime Village along the West Basin.
 - Increase the total number of boat lockers in the park.
 - Provide additional kayak storage, possibly beneath the existing entry plaza and along existing docks.
 - Dock a historic ship or schooner beside the entry plaza and offer public tours.
 - Reserve first set of parking spaces along roadway leading to Pavilion for boaters. This location would be convenient to the main public dock, pumpout station, and boat launch.
- Expand the existing Coast Guard Auxiliary building and relocate it farther away from the seawall in order to create a continuous walkway around the water's edge. Keep the Coast Guard facility located close to its dock.
 - Create a new office for the Harbor Master in the Maritime Village.
 - Provide a temporary staging area near the boat launch.
 - Provide a limited number of permanent boat trailer parking spaces (5) to the west of the County wastewater treatment plant, near the proposed maintenance garage (see "Boat Trailer Parking," below).
 - Develop a museum/environmental education center in the Maritime Village, including exhibits that showcase the history of boating in Mamaroneck.



Chapter III

NATURAL RESOURCES

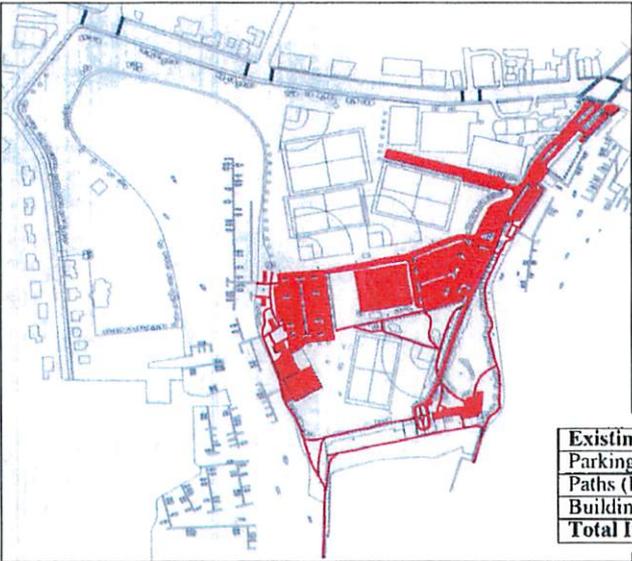
The natural resources of Harbor Island have been challenged by human activity and development since the park is located in a dense, urban setting near the center of downtown. In fact, the park was originally a small island in the center of the harbor that was connected to downtown by a causeway. In the early 1900's, parts of the harbor—including wetlands—were filled in to create today's 44-acre park. The remaining natural resources include the tidal wetlands along the park's waterfront, and the trees, grass and formal landscaping throughout the park. The park also functions as a natural floodplain due to its low elevation and flat topography. The Master Plan recommends the restoration of natural resources in the park, particularly as they relate to water quality in the harbor.

Guidelines:

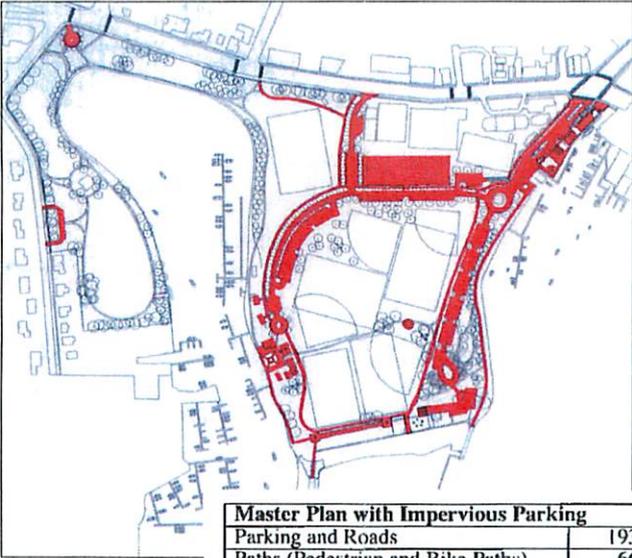
- Restore the tidal wetland (marsh) along the West Basin near Rushmore Road, where there is no seawall. This was first recommended by Westchester County's Watershed Advisory Committee 4 (WAC-4) in its 2001 report entitled "Controlling Polluted Stormwater: A Management Plan for the Sheldrake and Mamaroneck Rivers and Mamaroneck Harbor."
 - Create an overlook deck within wetland along West Basin with interpretive signage describing local waterfowl, plant and fish species, etc.
 - Plant additional trees throughout the park and replace trees that are in poor condition.
 - Continue to plant flowering trees, like the cherry trees along the East and West Basins.
 - Select native plant species that can withstand unique environmental conditions along the waterfront.
 - Create a public garden at the intersection of Orienta Avenue and Boston Post Road.
- Reduce the amount of impervious surface area in order to control stormwater runoff and improve water quality in the harbor. To this end, the Master Plan recommends:
 - Fewer asphalt parking spaces and more spaces made of pervious surface materials (e.g., gravel, reinforced lawn, porous pavement). Such parking could be provided beside the new roadways and, on a short-term basis (e.g., special events), on the new athletic field. The new field would provide overflow parking for up to 272 cars and would be reinforced to support the weight of vehicles. The following page compares the existing park layout and two Master Plan options (with and without pervious parking) with respect to total impervious surface area in the park. In either case, the Master Plan would include less impervious surface area than the existing park layout.
 - Using stonedust or other pervious material for the pedestrian path around the West Basin.
 - Using porous pavement for the new bike path.
 - Limit the amount of additional development in the park (e.g., buildings, roadways, parking lots) and maximize the amount of green space.
 - Establish a museum/environmental education center in the Maritime Village, including exhibits that highlight the area's coastal ecology.



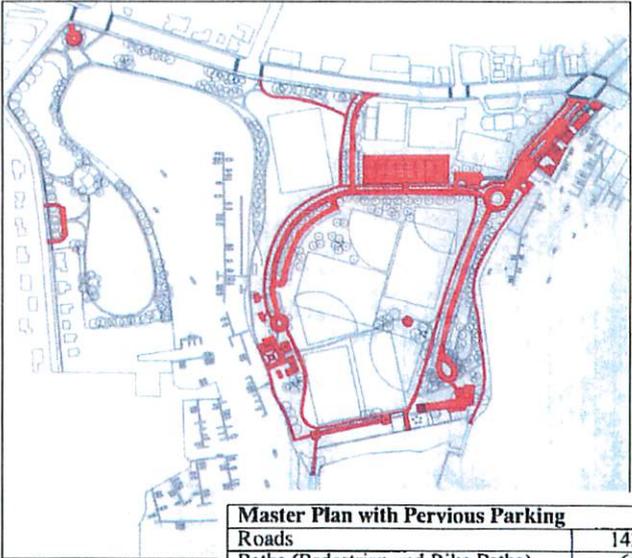
COMPARISON OF IMPERVIOUS SURFACE AREA



Existing Park Layout	
Parking and Roads	309,575 sf
Paths (Pedestrian and Bike Paths)	36,380 sf
Buildings, Plazas and Tennis Courts	66,300 sf
Total Impervious Surface Area	412,255 sf



Master Plan with Impervious Parking	
Parking and Roads	193,163 sf
Paths (Pedestrian and Bike Paths)	66,750 sf
Buildings, Plazas and Tennis Courts	113,345 sf
Total Impervious Surface Area	380,258 sf



Master Plan with Pervious Parking	
Roads	143,653 sf
Paths (Pedestrian and Bike Paths)	66,750 sf
Buildings, Plazas and Tennis Courts	113,345 sf
Total Impervious Surface Area	323,748 sf

Chapter III

BEACH, PAVILION, SWIMMING AND PIERS

The Master Plan acknowledges that the beach is a vital part of Harbor Island, although it has been challenged by water quality problems in recent years. The Master Plan assumes that water quality will improve as a result of continuing pollution control efforts that are being employed by the Village. Therefore, swimming is expected to continue at the beach. The Master Plan seeks to promote an active and vibrant beach.

The Committee considered the possibility of a swimming pool and recognized that numerous pool feasibility studies have been conducted by the Village in the past. However, the Committee did not include a pool in the Master Plan for the following reasons:

- *A swimming pool would occupy a substantial amount of land area for the pool itself, locker rooms, maintenance and administrative facilities, and additional parking. This would potentially require the removal of an athletic field or other existing recreational facilities.*
- *A pool could impede pollution control efforts to return swimming to the beach.*
- *Based on several studies conducted by the Village in the past, it was determined that a pool would be very expensive to construct and operate and admission fees could be unaffordable.*
- *A pool would add a substantial amount of development to the park, reducing the amount of open space.*
- *The overall appearance of a pool could reduce the aesthetics of the park, particularly if the pool only operates on a seasonal basis. It could be an eyesore during the off-season. If it is a year-round facility, it would need to be covered and therefore the park would look even more developed.*

- *There are several swimming pools available in the area, including the Saxon Woods pool, the Hommocks pool, and the Rye YMCA.*

A saltwater pool was also considered for the beach but this type of pool is very costly to maintain as it requires an extensive filtration system. Moreover, the New York State Department of Environmental Conservation (DEC) would not permit construction at the beach because it is a regulated tidal wetland. The DEC prohibits construction in the tidal wetland itself and within a 300-foot adjacent area.

To increase the attractiveness and overall activity level in the vicinity of the beach, the following guidelines are recommended.

Guidelines:

- *Improve the existing sidewalk across the beach by adding a smooth, hard surface on top, creating a more stable path for pedestrians and baby strollers. (The sidewalk is actually the top of an old seawall that is buried beneath the sand.) Create a more distinct edge on both sides of the sidewalk to minimize the amount of sand that collects on the surface.*
- *Construct an open-air pergola (i.e., trellis structure) with two enclosed ends beside the beach. Each end of the pergola would provide shade for beachgoers and sprayground users who want to take a break from the sun.*
- *Consider expanding the Pavilion on the eastern end by a maximum of 2,000 square feet. In its present condition, the outdoor space next to the Pavilion's eastern end functions as "dead space" and is often subject to loitering and graffiti. Expansion from*

Chapter III

the eastern end of the Pavilion would preserve the building's overall historic character, particularly if the same type of stone material is used on the facade. The Pavilion is an historic structure that was built during the 1930's by the federal Works Progress Administration as part of FDR's New Deal. Current demand for space in the Pavilion is very high (see Appendix I). Expansion of the Pavilion could accommodate additional activities making the park a more year-round destination.

- *Create a seasonal snack bar on the western end of the Pavilion at the existing deck. One third of the deck should be dedicated to food preparation and the remainder should be dedicated to seating.*



- *Beside the snack bar and sprayground, create a lawn with picnic tables.*
- *Renovate the County pier as follows:*
 - *Retain the overall height/elevation of the pier to take advantage of views of Long Island Sound. The pier is the only location within Harbor Island where views out of the harbor and into the Sound are available.*
 - *Remove sewage outfall pipe and replace metal rip rap with wood pilings.*

- *Consider allowing water to circulate beneath the pier but first determine what is best for preservation of the beach, natural resources (wetlands), and water quality. Additional circulation may help flush pollutants from the beach, where the water is currently stagnant.*

- *Add lighting, benches, trash receptacles and a railing, consistent with the design for the entire park (see "Furnishings," below). Avoid chain-link fencing like that which currently lines the fishing pier.*

- *Renovate the fishing pier.*
 - *Mirror the design of County pier renovation.*

- *Retain existing stone base.*

- *Remove chain-link fence and add lighting, benches trash receptacles, and a railing, consistent with the design for the entire park (see "Furnishings," below).*





COUNTY PIER

Chapter III

“MARITIME VILLAGE” IN THE HARBOR MASTER AREA

The Master Plan envisions a Maritime Village that would include uses and activities that are more appropriate for a waterfront setting in a public park. The Maritime Village would consist of a group of interrelated buildings in the existing Harbor Master Area that would be organized around a Village green, square or plaza with a fountain or some other public amenity in the center.

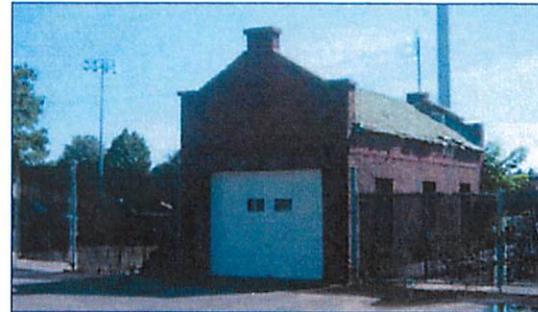
The Maritime Village area is currently occupied by maintenance and storage functions, including the Harbor Master’s office building and storage yard for derelict boats, a carpentry shop, the Parks Department garage, and the Department of Public Works. The area currently functions as an active work space covered with asphalt and vehicles, including a large crane. Some of these uses do not need to be located on the waterfront or even within the park. Pedestrian access along the waterfront in this area is permitted but it is not particularly inviting.

Guidelines:

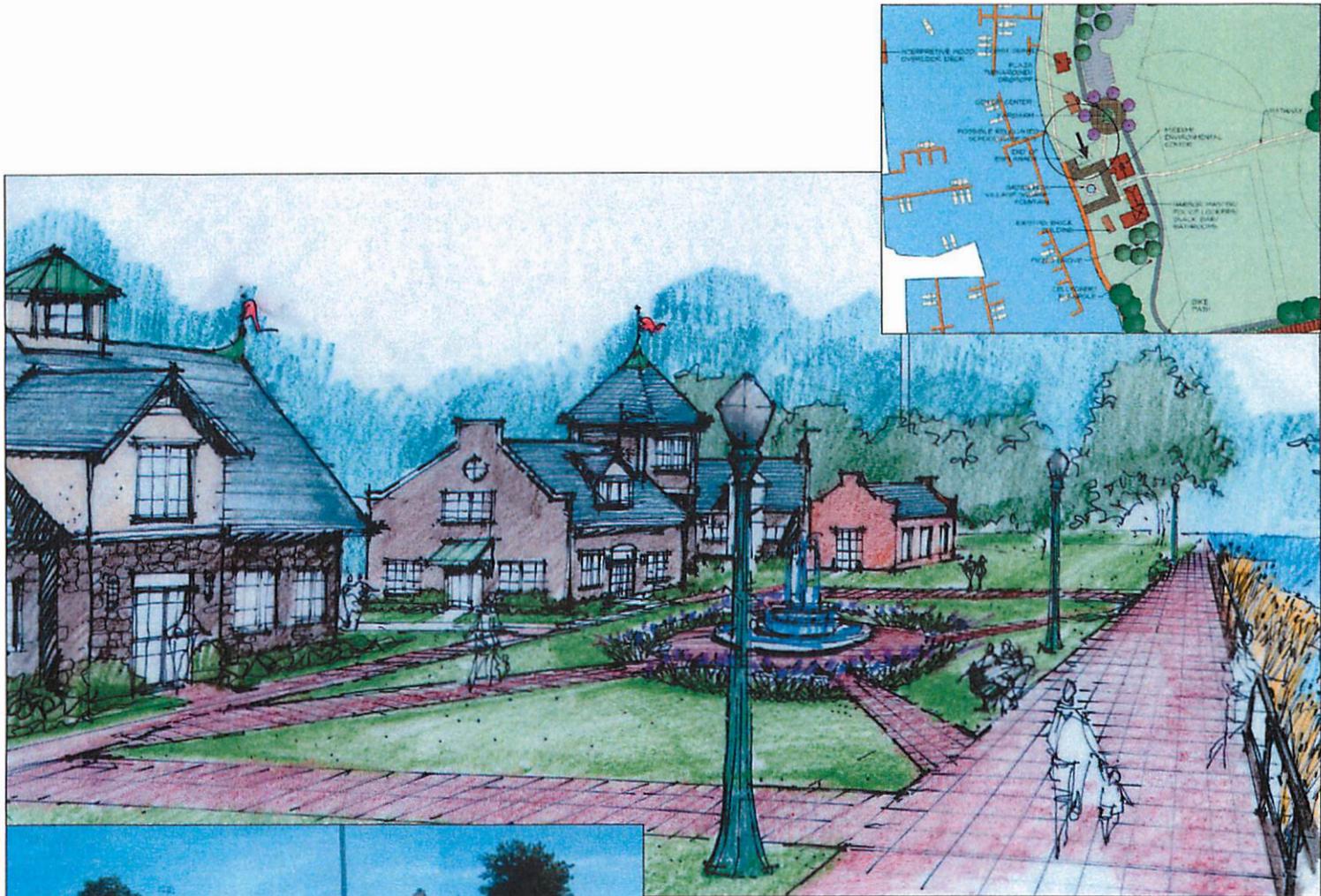
- Relocate Harbor Master’s storage yard and Parks Department/Department of Public Works facilities to western side of County wastewater treatment plant and provide direct access to Boston Post Road.
- Integrate Harbor Master’s office with other related uses such as a museum/environmental education center, boat lockers, snack bar, and restrooms.
- Reuse and refurbish the existing brick building, a historic structure that once housed the Village’s wastewater treatment operations.
- Require visual breaks in the building layout so views of the harbor can be available from the eastern side of the Maritime Village. The existing Parks Department/ Department of Public Works garage is a long horizontal

structure that effectively functions as a wall obstructing views.

- *Reduce the amount of impervious surface and use different surface materials that clearly differentiate between pedestrian and vehicle paths.*
- *Consider relocating historic schoolhouse from Boston Post Road to the Maritime Village, where it could benefit from proximity to restrooms, the museum/ environmental education center and other uses.*
- *Create a picnic grove next to the Maritime Village.*
- *Terminate the formal esplanade at the Maritime Village and create an effective transition to a less formal pathway as the path veers northward along the West Basin.*
- *Terminate the roadway leading to the Maritime Village with a turnaround and link bike path system to the Maritime Village.*
- *Retain existing cell tower/flagpole and associated equipment panels.*



Overview of the Master Plan



MARITIME VILLAGE

Chapter III

GATEWAYS

The two principal gateways to the park are from Mamaroneck Avenue, where the park is directly connected to downtown, and from the Orienta Avenue/Boston Post Road intersection. The Master Plan recommends the following improvements to these areas.

Guidelines for the Primary Gateway (Mamaroneck Avenue/Boston Post Road):

- *Retain landscaped median and guardbooth in the center of the roadway.*
 - *Coordinate closely with County on landscaping for the western side of the roadway, on the County's property.*
 - *Create a larger and more inviting entry plaza that incorporates the area directly on the waterfront near the current location of the bait station.*
 - *The waterfront side of the plaza should be dedicated to public access and it should not function as the "back door" of concessions. All trash collection and other maintenance functions should be adequately screened.*
 - *Relocate the bait station to the existing retaining wall.*
 - *Reconstruct the bait station in a building of similar size with more distinguished architectural features, including a pitched roof and windows.*
 - *Include a small, seasonal café and other attractions (e.g., vendor kiosks) near the boat launch for regular park users and possibly transient boaters.*
 - *The café should be no larger than 500 square feet.*
 - *Outdoor seating for the café should be provided on a terrace overlooking the harbor.*
 - *No indoor seating should be provided.*
- *Provide boat lockers and restrooms in the new entry plaza.*
 - *Dock a historic ship or schooner beside the entry plaza and offer public tours.*
 - *Connect the entry plaza to a new cantilevered walkway next to the Boston Post Road bridge. Pedestrian access across the southern side of this bridge is currently unsafe since pedestrians are forced to walk in the roadway.*
 - *Construct a gazebo near the public boat launch where the existing bulkhead juts out into the harbor. This is a prime location for viewing the harbor.*
 - *Repair bulkhead from Boston Post Road to boat launch.*
 - *Improve pedestrian safety at crosswalks across Boston Post Road and Mamaroneck Avenue (see "Pedestrian Circulation," below).*
 - *Remove existing restroom building near public dock, preserving only the pumpout station at that location, covered by a smaller structure. Instead, consolidate restrooms in the entry plaza and require the tennis facility to provide public restrooms opening toward the park.*

Guidelines for the Secondary Gateway (Orienta Avenue/Boston Post Road) Entrance to the Park:

- *Create public gardens that encircle an entry plaza.*
- *Improve the pathways in this location, tying them into the main pathway system around the West Basin.*
- *Improve pedestrian safety at crosswalks across Boston Post Road and Delancey Avenue (see "Pedestrian Circulation," below).*

Chapter III

QUIET SPACES

The Master Plan recognizes the importance of balancing the needs for both active and passive recreation. Fortunately Harbor Island is large enough to accommodate both needs. Passive recreation can include anything from strolling, to bird-watching, sunbathing, and to simply enjoying views of the harbor. Active recreation refers to athletic activities.

Guidelines:

- *Preserve the quiet nature of the West Basin section of the park, particularly in the areas where there are memorials.*
- *Maintain underdeveloped character of informal field along Rushmore Avenue (e.g., no buildings, restrooms, parking areas, etc.)*
- *Create an overlook deck within wetland along West Basin with interpretive signage describing local waterfowl, plant and fish species, etc.*
- *Improve the walking paths along the water's edge and throughout the interior of the park. Use pervious materials for west basin path.*
- *Provide additional benches and trees for shade.*
- *Create picnic groves at key locations, including the Maritime Village, near the bandshell/gazebo, and between the athletic fields.*

- *Enhance public access to the County pier and fishing pier by providing appropriate lighting, benches, and trash receptacles.*
- *Construct an open-air pergola along the beach, following the path of the esplanade.*
- *Preserve the existing senior center and consider placing a bocce court next to this building.*

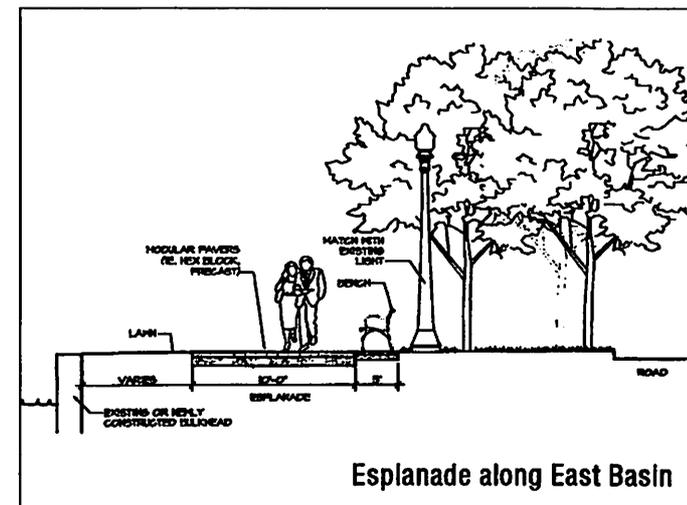
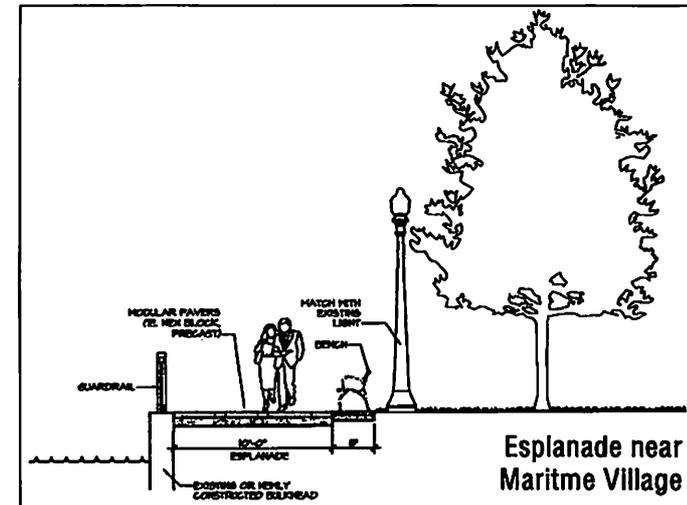


PEDESTRIAN CIRCULATION

As noted in Chapter I, the consensus among participants of the planning process was that pedestrians should take precedence over the car in Harbor Island Park. A park is where pedestrians should feel safe and unthreatened by moving vehicles. Access to the park from adjacent roadways such as Mamaroneck Avenue and Boston Post Road should also be made safer for pedestrians.

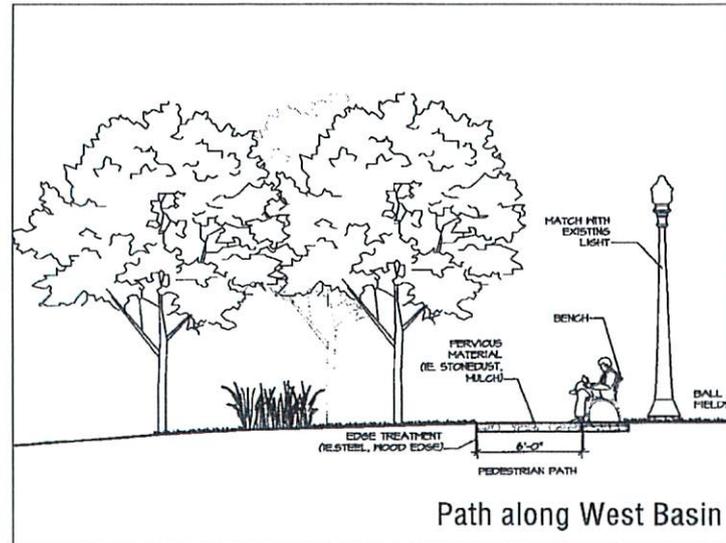
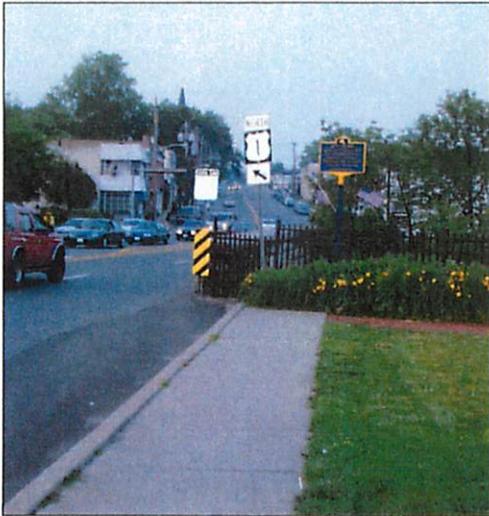
Guidelines:

- *All walkways should be attractive and inviting with proper lighting, grading, width, and surface materials (where possible, pervious surfaces) with a sufficient number of benches along the way.*
- *Create a continuous walkway around the water's edge, including a formal esplanade along the East Basin to the Maritime Village and an informal pathway along the West Basin.*
 - *Create effective transitions where the existing walkways are fragmented and the route for pedestrians is unclear, e.g., beside the boat launch, behind the Pavilion, near the Coast Guard Auxiliary building where the asphalt path ends, and along the West Basin where the seawall ends.*
 - *Provide pedestrian access behind the Pavilion from the esplanade onto the beach during after-hours when the beach is operating and all day during the off-season. The existing fence would need to be upgraded with a gate.*



Chapter III

- Improve the safety of pedestrian crossings along Boston Post Road by:
 - Installing crosswalks that are textured and possibly illuminated to clearly delineate where pedestrians should walk;
 - Updating the pedestrian signal equipment;
 - Investigating the feasibility of employing traffic calming techniques along Boston Post Road, such as pedestrian refuge islands and curb extensions; and
 - Redesigning the Mamaroneck Avenue/Boston Post Road intersection to better channelize traffic flows.
 - Installing a cantilevered walkway beside south side of existing Post Road bridge, where the sidewalk currently ends.



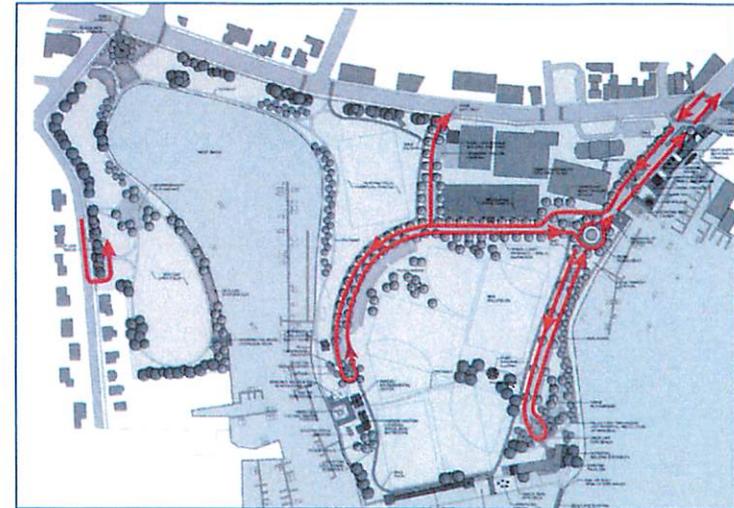
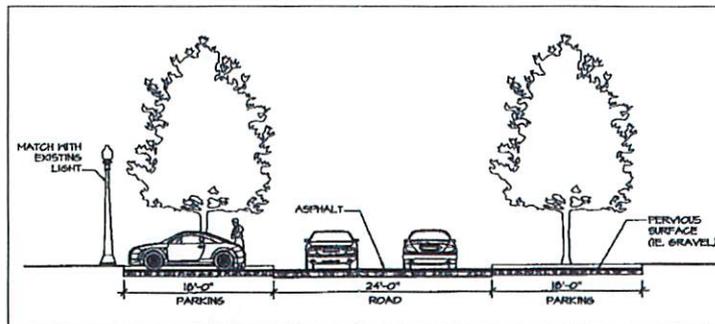
- Create an informal walkway through the center of the park between the athletic fields.
- Prohibit parking and roadways directly on the waterfront. Reserve these scenic areas for pedestrians.
- Create a bike path that is wide enough (8 feet) to accommodate two lanes of traffic so that bike/pedestrian conflicts are minimized or avoided.

VEHICULAR CIRCULATION

The Master Plan builds on the existing circulation patterns in the park, with a roadway leading to the Pavilion and another roadway leading to the Harbor Master Area and proposed Maritime Village.

Guidelines:

- *Design the new roadways in a manner that slows down traffic. To this end, the Master Plan includes relatively narrow roads with parking on each side and curb extensions/bump-outs where pedestrians are directed to cross. The Plan also includes a roundabout located just beyond the boat launch. This would serve as a secondary gateway to the park, where signage could be installed.*
- *Realign roadway leading to the Harbor Master Area and proposed Maritime Village to avoid cutting through the center of the park. The existing roadway essentially divides the park in half. The new roadway would allow most of the athletic fields to be centralized, creating a wide, green expanse that would replace the large parking lots and tennis courts.*
- *Realign roadway leading to the Pavilion and terminate directly in front of the Pavilion with a turnaround. The memorial could be relocated to the center of the new turnaround. The new location for the turnaround*



would create a better drop-off for visitors to the Pavilion and beach, leaving the beach area entirely devoted to pedestrian traffic.

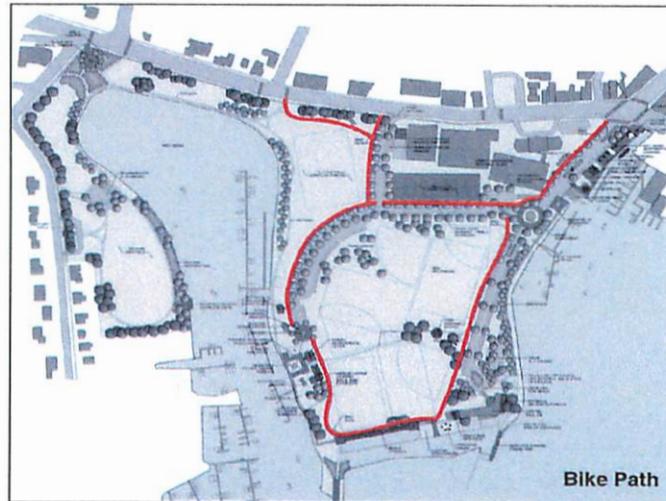
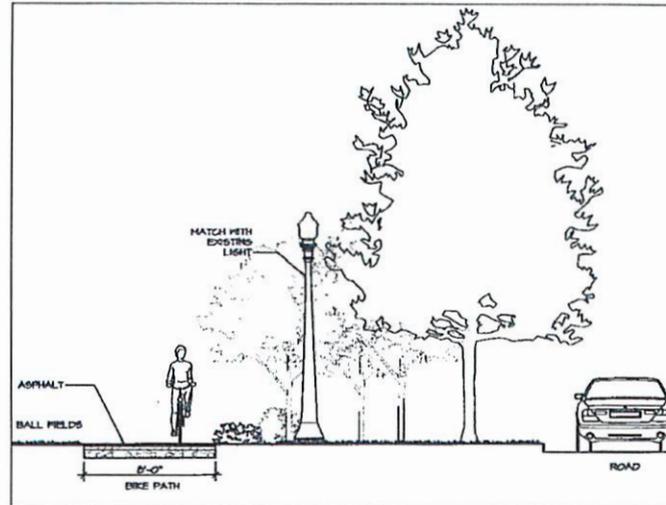
- *Create a new roadway beside the western side of the County wastewater treatment plant with an exit-only/egress to Boston Post Road. The physical geometry of the curved exit would only permit right turns out of the park. The new exit would relieve pressure from the main entrance/exit of the park, particularly during special events. In addition, it would provide better emergency egress. The relocated Department of Public Works and Parks Department garage would be accessed from this new roadway, and the departments could benefit from direct access to Boston Post Road.*
- *Install a drop-off drive along Rushmore Avenue, where unloading/loading activities currently interfere with traffic flows along the narrow, two-lane roadway. Currently, when a vehicle stops to drop off or pick up children and sports equipment, vehicles behind must wait until the standing vehicle begins to move again or*

Chapter III

pass on the other side in the opposite lane, potentially facing on-coming traffic. The proposed drop-off drive should be one-lane wide at the entrance and exit, allowing traffic to move in one direction, and two lanes wide inside the park, so moving vehicles can pass a standing vehicle.

- The Committee believes a bike path could encourage park users to cycle to/from the park, thereby reducing vehicle traffic and the demand for parking. This type of recreational activity is also compatible with a public park. The park serves as a safe haven for children to demonstrate their cycling skills. Although cycling is currently permitted in the park, cyclists are forced to share the road with cars. As envisioned in the Master Plan, a bike path system should:

- Follow the road system and direct cyclists to key activity nodes such as the Pavilion, beach and Maritime Village.
- Be at least 8 feet wide to accommodate two lanes of traffic so that bike/pedestrian conflicts are minimized or avoided.
- Consist of pervious surface materials (e.g., porous pavement).
- Include bike racks at key locations.



Overview of the Master Plan



**RELOCATED PLAYGROUND AND
ROADWAY NEAR PAVILION**

Chapter III

PASSENGER VEHICLE PARKING

With respect to parking, the Master Plan redistributes the spaces so they are no longer grouped in large "supermarket" type lots situated in the heart of the park or directly on the waterfront. It also replaces many of the asphalt spaces with pervious surface materials in order to reduce stormwater runoff and improve water quality in the harbor.

Guidelines:

- *Redistribute parking in a linear fashion along roadways. As noted above, this is intended to open up the center of the park by removing the large "supermarket" lots.*
- *Remove parking from the waterfront (e.g., the existing boater parking lot near the boat launch).*



- *Reserve first set of parking spaces along roadway leading to Pavilion for boaters. This location would be convenient to the main public dock, pumpout station, and boat launch.*
- *The park currently contains a total of 464 permanent parking spaces, excluding the 21 boat trailer spaces. Based on the Committee's monitoring efforts during the summer and fall of 2003, including monitoring during special events such as the Street Fair, it was*

determined that the park has excess parking capacity. The Committee determined that the permanent parking should be designed to accommodate average activity levels and not the peak levels that are experienced only occasionally throughout the year. To minimize the demands for parking during the peak events, the Committee determined that other methods for parking can be successfully employed, such as the shuttle system that was put into place during the Street Fair. During that event, many parking spaces were available in the parking lot on the western side of the tennis courts. Therefore, the following ideas are presented in the Master Plan:

- *Reduce the number of permanent parking spaces by approximately 30 percent or 145 spaces and "landbank" these spaces by creating a temporary overflow parking area in the new athletic field. The field could accommodate up to 272 cars. When the overflow parking is used, the total parking capacity of the park would be 591. Should the need for additional permanent parking arise in the future, the field could be converted into a permanent parking lot at that time.*
- *Reinforce the new athletic field to accommodate the weight of vehicles.*

Passenger Car Parking Capacity

	Existing	Proposed
Permanent Spaces	464 (impervious/asphalt)	319 (pervious)
Temporary/Overflow Spaces*	0	272 (pervious)
Total	464	591

* These would be "landbanked" and could be converted to permanent spaces in the future, if necessary. However, on a short-term basis, they could be used for temporary overflow parking.

BOAT TRAILER PARKING

The boat trailer parking area is presently located just beyond the entrance to the park and it includes about 21 paved spaces, which are double the length of regular passenger vehicle spaces. The boat trailer spaces are primarily used by day-trippers who do not have dock space in the harbor. The day-trippers consist mostly of non-residents (see Appendix J, “2002 Applications for Ramp Service”). In contrast, residents typically use the trailer spaces on a temporary basis (1 to 2 hours) for launching and retrieving their boats at the beginning and end of each boating season.

During the public workshops, participants voiced concern about the prominent location of the boat trailer spaces and their overall appearance. It was noted that the trailer spaces and parking in general have a negative effect on the appearance of the park. Upon arrival to Harbor Island, the parking areas make the park look industrial as opposed to green and park-like.



The Committee ultimately decided that the boat trailer spaces should be reduced in number, in order to allow for more green space (e.g., athletic fields) and more pervious surface area for infiltration of stormwater. Although reducing the number of boat trailer spaces could reduce access to the Long Island Sound for boaters who do not have dock space, the additional permeable, green space could improve the park’s appearance and improve water quality in the harbor.

Guidelines:

- *Reduce the number of permanent boat trailer spaces from 21 to 5 spaces and relocate the permanent boat trailer spaces from the park entrance to the western side of the County wastewater treatment plant.*
- *Provide 5 to 6 temporary boat trailer parking spaces near the boat launch during the beginning and end of the boating season. During other times of the year, use this area—immediately east of the relocated tennis courts—for regular parking.*



Chapter III

INFRASTRUCTURE

In order to support the improvements recommended above, a number of existing facilities within the park will need to be upgraded.

SEAWALLS AND BULKHEADS

The seawalls are some 70 years old and have fallen into disrepair at several locations. For example, on the eastern side of the West Basin, water flows above the seawall during high tide, bringing sediment and debris onto the grass and causing erosion. At the entrance to the park, the stone and wooden bulkhead leading to the public dock is in poor condition.

Guidelines:

- *When repairing seawalls, use original stone material to preserve their historic integrity. The Master Plan recognizes the historic significance of the seawalls as they were constructed by the federal Works Progress Administration as part of FDR's New Deal in the 1930's. The stone was extracted from a local quarry.*
- *Regarding the stone and wooden bulkhead, consider replacing the structures with a natural shoreline. The shoreline could be planted with native coastal shrubs and grasses that would purify the water (including polluted stormwater that discharges from the Mamaroneck River) and reduce erosion and flooding.*



LIGHTING

Lighting in the park currently consists of cast iron streetlamps beside some of the walkways and parking lots, taller wooden light poles that direct light onto the docks, and even taller athletic field light poles along Lanza field.

Guidelines:

- *Prohibit outdoor lighting at the tennis courts and additional athletic field lighting given the proximity of residential neighborhoods to the park. Excessive lighting can also interfere with navigation in the harbor.*
- *Replace broken streetlamps with historically sensitive streetlamps, following the design from the recent streetscape improvements along Mamaroneck Avenue.*
- *Add lighting to the fishing pier and County pier.*
- *Prohibit lighting along the informal walkway around the West Basin.*
- *Provide sufficient lighting (using streetlamps) along the formal esplanade.*

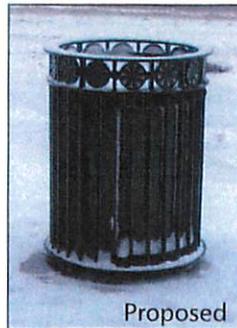


FURNISHINGS

The existing furnishings of the park—including benches, fencing, trash receptacles—involve a hodgepodge of designs. The Master Plan seeks to create a consistent design theme throughout the park, which echoes the design of the Mamaroneck Avenue streetscape.

Guidelines:

- *Install new benches and trash receptacles following the design of the Mamaroneck Avenue streetscape.*
- *Remove furnishings that are inconsistent.*
- *Select one fencing design and employ same design throughout park.*



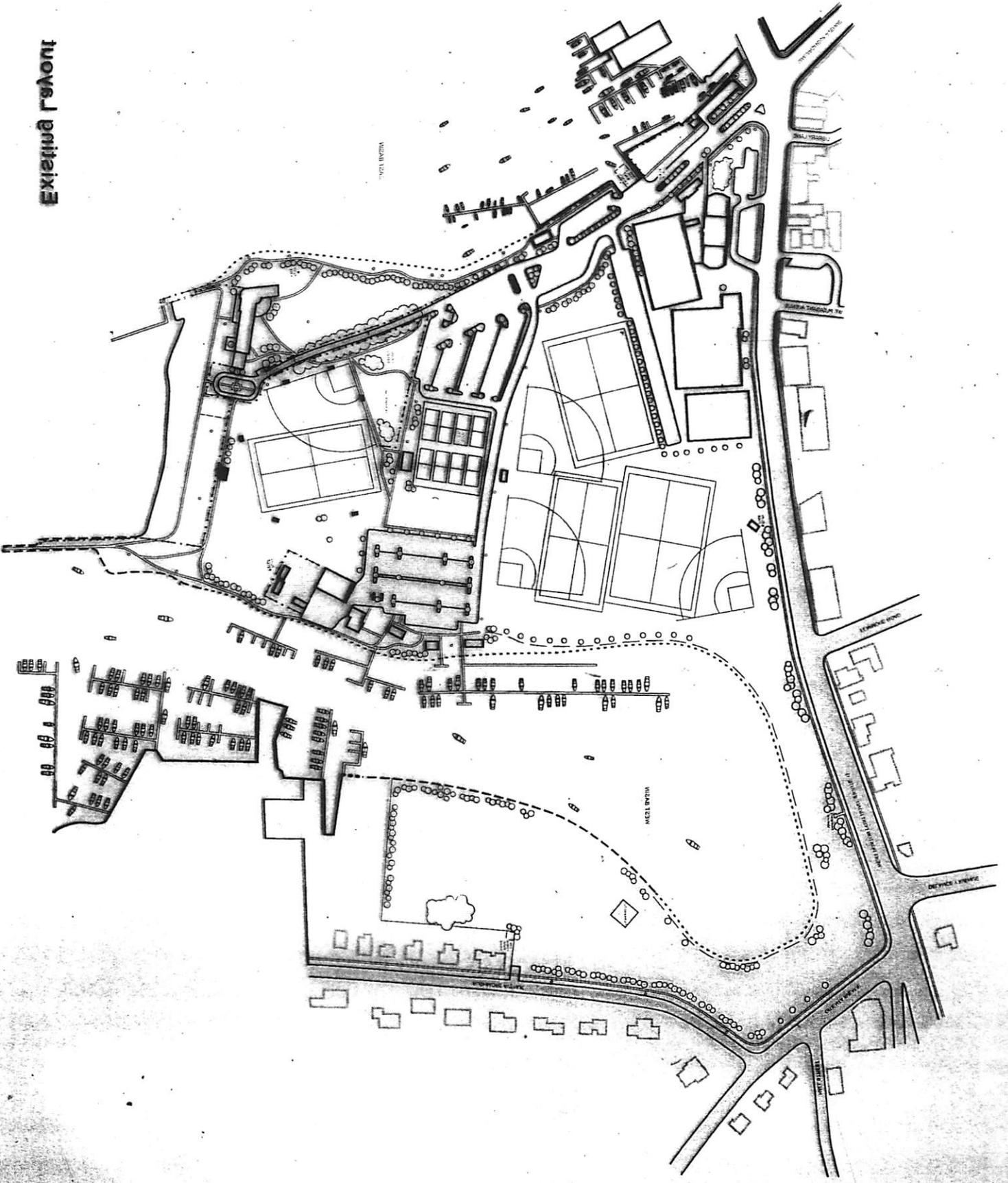
- *Prohibit chain-link fencing and remove such fencing from fishing pier.*

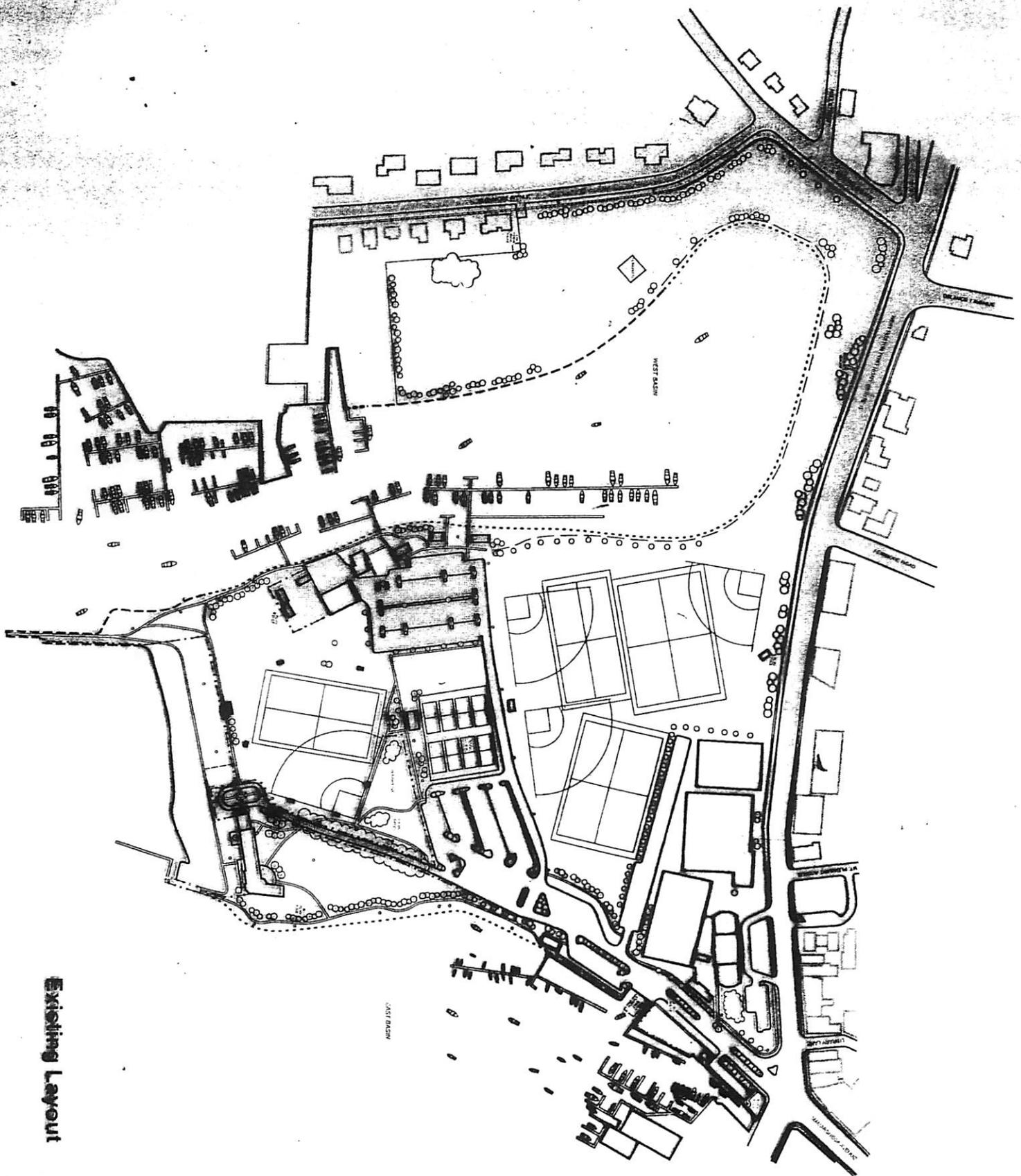


- *Screen dumpsters with landscaping or fencing. For example, one of the first impressions of visitors to the park is the large dumpster that sits in front of the restroom building next to the boat launch.*

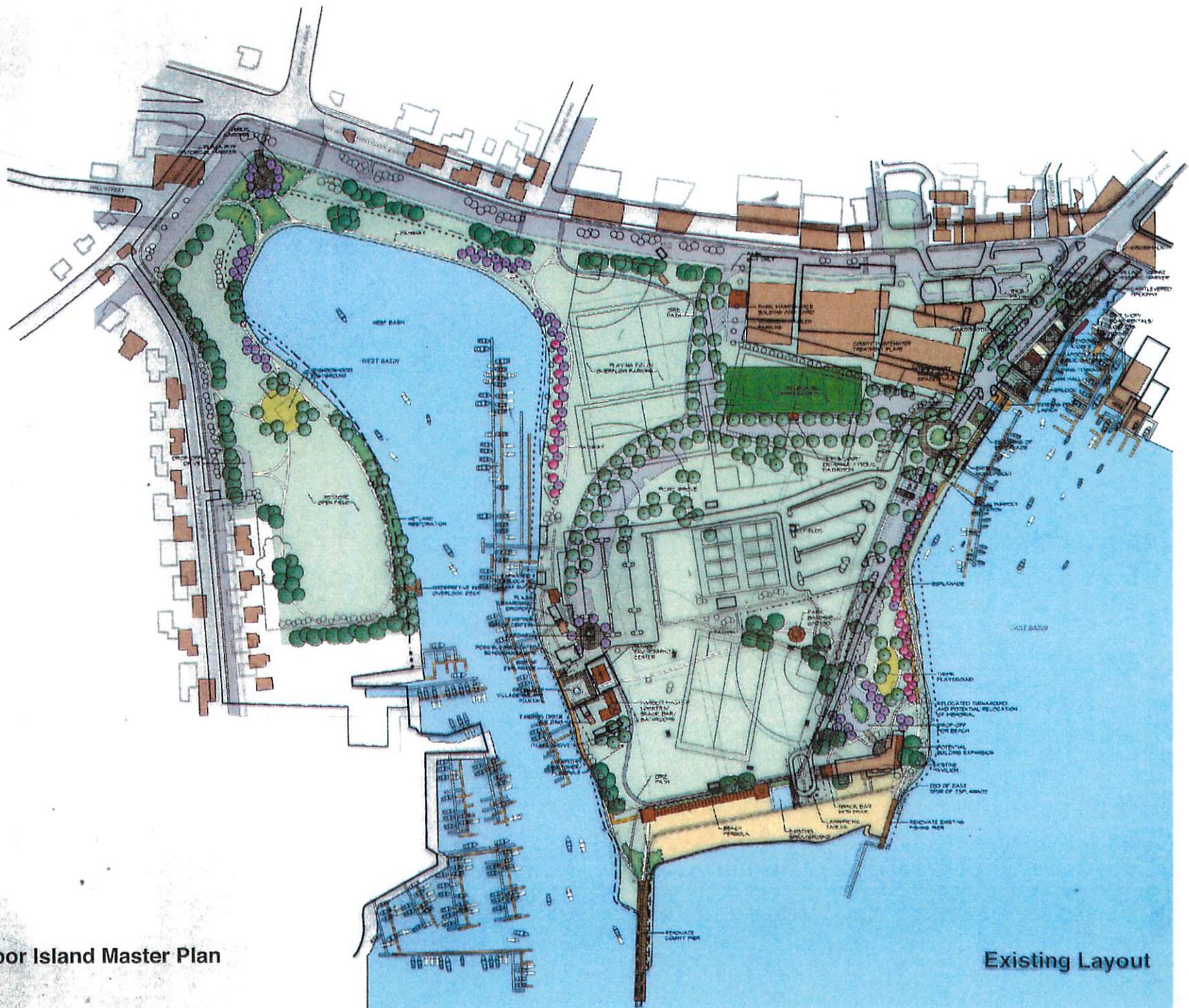


Existing Layout





Existing Layout



Harbor Island Master Plan

Existing Layout

CHAPTER IV

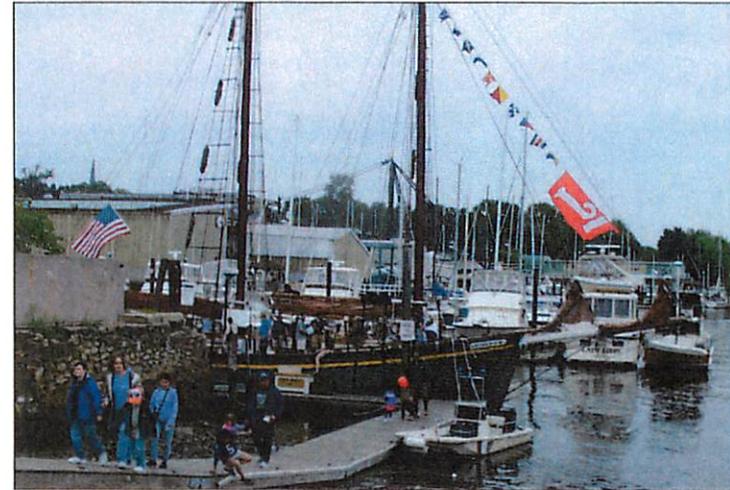
Special Events

Harbor Island hosts many special events throughout the year. These events are important community gatherings, which contribute to the overall quality of life in the Village.

Appendix K includes a list of the events that were held in 2003. In addition to these events, the operator of the tennis facility (Sportime) held seven tennis matches for the NYSPORTIMES World Team Tennis in August 2003. For these events, a temporary stadium was erected beside the existing eight tennis courts.

By drawing large crowds to Harbor island, special events can generate substantial demand for parking. They also require a higher level of security and maintenance, and can have a negative impact on surrounding neighborhoods because of the higher noise levels, brighter lights and increased traffic congestion. The tendency for these events to take place during evenings and weekends when residents are home tends to exacerbate their impact. Emergency access is also critical when large numbers of people are in the park for special events.

The Master Plan addresses the physical layout of the park as it relates to these important issues. To this end, the Master Plan provides a sufficient amount of parking, including the permanent spaces (319 spaces) that are incorporated into the park roadways, and temporary spaces (up to approximately 272 spaces) that would be provided on the the additional athletic field near Boston Post Road. As discussed in Chapter III, this field would be reinforced with appropriate materials to create a stable but permeable surface that



CHAPTER V

Maintenance

Maintenance is critical to the success of Harbor Island. The maintenance responsibilities are broad, covering routine trash pickup, irrigation and mowing of the athletic fields, sweeping of the roadways and parking areas, landscaping, and graffiti removal, among others.

In designing the Master Plan, the committee has made every effort to minimize the park's maintenance needs. For example, the proposed metal benches would require less maintenance than the existing wood and concrete benches. In addition, expansion of the Pavilion on the eastern side could remove a common loitering area, which is subject to graffiti. It is assumed that additional trash generated by the seasonal cafe, snack bar and other new facilities would be handled by the respective concession operator, without additional cost to the Village.

The challenge in master planning for the park is to balance its maintenance space needs with the beauty of its waterfront setting. Many residents have expressed a desire to remove the maintenance facilities from the park altogether or at least make them less visible. There is particular concern about the large garage and storage yard near the West Basin, which are situated directly on the waterfront. This area is almost entirely paved with asphalt and contains derelict boats, maintenance equipment, and large vehicles. These features reduce the visual quality of the park and sometimes they even hinder pedestrian access along the waterfront. In other areas of the park, dumpsters are not screened or hidden and smaller trash receptacles are in disrepair.



Chapter V

The Master Plan provides a more appropriate location for the maintenance functions of the park. It proposes to relocate the Village's Department of Public Works (DPW) and Parks Department garage and the Harbor Master's storage yard to the west side of the County wastewater treatment plant, where they would be less obtrusive, but more accessible to Post Road. As shown in the Master Plan, the new facility would be accessed from a new exit-only roadway leading to Post Road. While the Parks Department does most of its work at Harbor Island, it services all of the other parks throughout the Village, so it could benefit from more convenient access to Post Road. The DPW is even less dependent on its current location at Harbor Island since it services roadways throughout the Village. Although the Master Plan provides space for the DPW in the proposed garage, it has been suggested that the DPW be moved out of the park altogether, to other municipal land that is not directly on the water.

The Harbor Master has maintenance responsibilities involving the Village's docks and overall operation of the harbor. While the scope of the Master Plan is limited to the parkland, not the harbor, the Plan does address the Harbor Master's office and storage yard, which are presently located on either side of the DPW/Parks Department garage. The Plan proposes new office space for the Harbor Master in the Maritime Village (see Chapter III). The storage yard for derelict boats would be relocated to the west side of the County wastewater treatment plant. While this would increase the distance between the waterfront, where the Harbor Master retrieves the boats, and the storage area, these types of activities are infrequent.

CHAPTER VI

Implementation

PHASING

The ultimate phasing of the Master Plan shall be determined by the Harbor Island Master Plan Committee and the Village Board of Trustees. However, it is recommended that the first phase include renovation of the County pier since: (1) Westchester County has indicated that it would donate the Pier to the Village and assist financially in its renovation; and (2) the Pier is in very poor condition and while officially “closed to the public,” it is still accessible. The County pier renovation is an independent component of the Master Plan, i.e., it would not rely on other elements of the plan to be completed beforehand. Other independent elements of the plan include: the proposed Rushmore Avenue drop-off drive; public gardens at Orienta Avenue/Post Road intersection; waterfront walkway and formal esplanade; fishing pier renovation; beach pergola; entrance improvements; Coast Guard relocation and expansion; and Pavilion improvements.

However, the sequencing of other Master Plan elements will need to be closely coordinated, particularly the relocation of the tennis facility, redistribution of parking, and reorganization the athletic fields. These activities would need to occur at or around the same time and they would need to be phased in a way that minimizes the effects on the field programming schedule and maintains adequate parking capacity. The bike path would need to be installed subsequently, once the roads and parking are in place.

Similarly, the themed playground would need to be undertaken at or around the same time as the bandshell/performing arts

pavilion. In addition, development of the Maritime Village would be dependent upon the relocation of the garage and storage yard to the west side of the County wastewater treatment plant.

The phasing strategy would also need to consider the Village’s schedule for capital improvements to repair the seawalls and bulkheads. The park entrance improvements and esplanade would depend on repairs to the bulkhead in those locations and the new walkways around the West Basin would depend on the repair of the seawall.

ROLE OF THE COMMITTEE

The Plan recommends the adoption of the Master Plan by the Board of Trustees and the continued existence of the Harbor Island Master Plan Committee. The purpose of keeping the committee functioning is to insure an institutional memory both of the Plan and of the public process that spawned it. We need to be constantly reminded of the fact that the Master Plan is a guide to future development that will only be successful if it is implemented consistently over time. Throughout the process of developing the Plan, one of the comments that was made over and over again by numerous individuals, boards and groups was that the vision once recorded must not be forgotten, displaced or watered down. A lovely plan is nothing more than a drawing on paper if the implementation is not attended to carefully for the long term.

The two components for insuring the success of the Plan over

REVIEW PROCESS

Before any structure may be erected, constructed, altered, repaired or demolished within the park, the proposal shall be forwarded to the Harbor Island Master Plan Committee, Planning Board, CZM Commission, and Harbor Commission. The Harbor Island Master Plan Committee shall review each proposal for conformance with the Master Plan.

COST ESTIMATES

The Harbor Island Master Plan is just that - a plan. It is not a proposal. It is a blueprint for what Harbor Island can be over a period of time. The Plan is made up of many pieces that when combined will realize the community vision for the Harbor Island of the future.

The estimated cost to implement the vision described in the Harbor Island Master Plan approaches 14 million dollars (see Appendix L for detail). While this amount may seem daunting, particularly in an environment of escalating property taxes, we must keep in mind that the achievement of this Master Plan is a long-term process that will span a decade or more. The ambitious breadth of this plan should not be perceived as fantasy, but rather a device that will help insure monies spent on future park improvements will be thoughtful improvements, and not have to be redone in the future. In other words, this plan has time on its side. Thoughtful attention to phasing will benefit the community by allowing for achievable goals with the costs spread over time.

A review of grants received by the Village of Mamaroneck for projects similar to those proposed in the Master Plan is more reason for optimism. In fact, over the last ten years, the Village received over 4.5 million dollars in grants to fund projects similar in nature (see Appendix M for detail). We believe that an adopted Master Plan will enhance the Village's ability in securing grants. Firstly,

County and State agencies value the existence of Master Plans and are more likely to award grants for projects outlined by community adopted Master Plans. Secondly, a major objective of the on-going committee's work will be to identify and apply for grants. For example, Westchester County officials are waiting for our plan to be adopted in order to discuss funding for renovations to the County pier.

Another opportunity is in the securing of private donations to complete projects outlined in the Master Plan. In particular, the Village can look toward groups such as the Harbor Island Conservancy or other private individuals to raise funds and support select projects.

Over time, with effective grant writing, strong Village management, private donations and through the strong will of our community, the execution of this Master Plan can become a reality.

FUNDING AND OTHER ASSISTANCE

A variety of funding sources and other forms of assistance may be available from several governmental agencies, park concessions and user fees, and private organizations and individuals.

GOVERNMENT AGENCIES

Westchester County

In August 2003, the Westchester County Department of Environmental Facilities (DEF) indicated that it would remove the County pier (including the abandoned wastewater outfall beneath) at its own expense, but it had been waiting for direction from the Village. As noted above, the Master Plan envisions a renovation of the pier, not removal. Nonetheless, it is likely that the County would fund this effort.

Chapter VI

Additional assistance at the County level may be provided by the Westchester Urban County Consortium, which administers the Community Development Block Grant (CDBG) Program. This program provides design assistance and grant funding for the implementation of public facilities improvements in income-eligible areas and public service projects for income-eligible clients. Eligible activities include: housing rehabilitation; code enforcement; economic development loans; park rehabilitation; infrastructure improvements; neighborhood facilities expansion and rehabilitation; employment training; day care scholarships; and senior services. For more information, contact Norma Drummond at the Westchester County Planning Department, (914) 995-2427 or nvv1@westchestergov.com.

In addition, the County may fund and/or provide technical assistance for stormwater management improvements in the park. The Master Plan incorporates one of the recommendations from the County's Watershed Advisory Committee 4 (WAC-4) report (Controlling Polluted Stormwater: A Management Plan for the Sheldrake and Mamaroneck Rivers and Mamaroneck Harbor), namely the proposed tidal wetland restoration in the West Basin. Appendix N contains a list of the funding sources that were summarized in the WAC-4 report. For more information, contact Robert Doscher of the Westchester County Planning Department, (914) 995-4423 or rrd1@westchestergov.com.

New York State

The New York State Department of State (DOS) provided a 50/50 matching grant to the Village for the development of the Harbor Island Master Plan. Additional funds from this agency may be available for implementation of the Master Plan through the New York State Environmental Protection Fund's Local Waterfront Revitalization Program. Eligible activities under this program include: urban waterfront redevelopment; preparing or

implementing a waterbody management plan; coastal education programs; making the most of your waterfront/community visioning and development of revitalization strategies; completing or implementing a Local Waterfront Revitalization Program; and creating a Blueway Trail. For more information, contact Stephen Ridler of the DOS Division of Coastal Resources, (518) 473-3942 or sridler@dos.state.ny.us.

In addition to DOS, funding is available through the New York State Department of Transportation (DOT), which receives federal money as part of the Congestion Mitigation and Air Quality Improvement Program (CMAQ). Eligible activities for such funding include: transit

Improvements; shared-ride services; traffic flow; improvements (non-SOV construction); demand management; strategies; pedestrian and bicycle programs; and inspection and maintenance programs. For more information, contact Jean Shanahan of DOT's bicycling planning division, (845) 431-5768.

Other

Through its Walkable Communities program, the New York Metropolitan Transportation Council (NYMTC) offers workshops to local municipalities for the development of pedestrian and bicycle safety strategies. For more information, contact Larry McAuliffe at (718) 482-7529 or lmcauliffe@dot.state.ny.us

PARK CONCESSIONS AND USER FEES

Revenues generated by the park could be used to fund improvements. Although park revenues are currently directed to the Village's general fund, in the future they could be tagged to specific projects in the park. Some of the revenue sources include the tennis facility and bait station concession fees, special event revenues, and fees for the use of parking, boat lockers and the beach.

PRIVATE ORGANIZATIONS AND INDIVIDUALS

During the course of the master planning process, the Committee was introduced to the Harbor Island Conservancy, a new not-for-profit organization that is raising private funds for improvements to Harbor Island and the greater harbor area. For example, their current fundraising effort is targeted at a boom for the Mamaroneck River, which will prevent floatable debris from entering the harbor. Representatives of the Harbor Island Conservancy attended many of the Committee's meetings and the public workshops. They are seeking to work collaboratively with the Committee and Village staff to implement the Master Plan.

The Committee also envisions financial assistance from local individuals and families, following the precedent that has been set by the donation of the cherry trees along the West Basin and personalized bricks at the veterans' memorial.