

VILLAGE OF



MAMARONECK

*Village Hall*

*Mamaroneck, N. Y. 10543*

OFFICE OF THE  
BOARD OF TRUSTEES

TELEPHONE  
698-7434  
AREA CODE 914

December 4, 1985 — NOT ON AGENDA

7A AGENDA REGULAR MEETING


DEC 9 1985

To: Mayor Paul J. Noto  
and Board of Trustees

Re: Parking Task Force Report

Attached is above report which is being submitted to  
you for your consideration.

I would like to thank and commend the members of the  
Task Force for their efforts in the preparation of  
this Report.

  
Peter Agliardo, Jr.  
Trustee

PA:jd  
Enc.

cc: Parking Task Force

# **PARKING TASK FORCE REPORT**

**November  
1985**

## INTRODUCTION

Our Village, from its inception has and continues to grow and expand into a modern day metropolis.

It is our obligation as residents and merchants of this community, to seek effective means to manage our growing pains. This is particularly true regarding the parking problems which face all growing communities.

We, as an appointed body, addressed this issue. We divided the following report into two parts: Part one covers short-term problems to be resolved immediately. Part two covers long-term considerations which are to be continuously addressed with appropriate solutions implemented.

In establishing a Parking Task Force, we were sub-divided into three distinct groups: 1. Central Business District; 2. Washingtonville District; 3. Industrial Area.

Each group evaluated ITS areas' unique characteristics and recommended appropriate solutions. In addition, they interacted and examined the impact of their individual recommendations on the subject adjoining areas to assure continuity.

They accomplished this by analyzing situations pertaining to on and off-street parking requirements, evaluated previous research reports, including the Westchester Urban County report (Mamaroneck Village Parking Study, dated 11/14/83), the Rye Topic Study and the Washingtonville Neighborhood Analysis. In addition, they consulted with officials to ascertain viable solutions to the parking problems.

Then, each sub-committee presented its individual report to the membership of the Parking Task Force for its evaluation and approval.

At the subsequent meeting of the Parking Task Force, the committee chairman selected a member from each of the areas under study to consolidate and incorporate the adopted recommendations into this report.

As residents and merchants of Mamaroneck, parking affects us daily. It is important for our community's growth to expedite solutions pertaining to the parking problem.

The Task Force recommendations addressing these problems are as follows.

## COMMON PROBLEMS AND SOLUTIONS

### SHORT TERM (6 to 12 Months Implementation)

<u>PROBLEM</u>	<u>SOLUTION</u>
1. Random addition and/or elimination of on and off-street parking spaces throughout the Village of Mamaroneck without recognizing the proposal's impact.	1. Moratorium on the elimination of parking spaces throughout the Village of Mamaroneck until an impact study is conducted to evaluate the proposal.
2. Lack of parking for handicapped individuals at the general post office.	2. Refer this problem to the Traffic Commission for resolution.
3. Undefined and illegible parking stalls and parking lines (parallel to curb) cause improper parking	3. The painting and relining of parking places throughout the Village of Mamaroneck as required. In addition, a dot-external-dot to the front parking line stall be installed as a guide to assist in parking. (See Illustration No. 0.)
4. Drivers seeking parking space on Mamaroneck Avenue do not immediately recognize the handicap insignia or street sign, thus creating traffic flow problems as they enter and exit the handicap zone.	4. Paint each handicapped parking space entirely white with a blue insignia in accordance the with Illustration No. 1 and increase the size of the street sign designating the space as handicapped.
5. The lack of control of decal parking throughout the Village lots with common G.P. Parking Stickers.	5. Individualize and identify, by color coding, decal parking stalls for each off-street parking lot to separate and define parking usage. (See Illustration No. 2).
6. Inability to immediately identify off-street parking area and pedestrian access by general public.	6. Install clearly identifiable off-street parking signs with directional arrows. (See Illustration No. 3.)  Install reflective signs on pedestrian walkway accessing Mamaroneck Avenue. (See Illustration No. 4.)  Install reflective signs in all off-street parking areas to identify location of Central Business District.

## COMMON PROBLEMS AND SOLUTIONS (continued)

### SHORT TERM (6 to 12 Months Implementation)

<u>PROBLEM</u>	<u>SOLUTION</u>
	6. Clearly identify off-street general public parking with a sign. (See Illustration No. 5.)
	Installation of directories on Mamaroneck Avenue identifying a map of parking areas, stores, municipal buildings and other points of interest, etc. to the general public.
7. Vehicles parked for extended periods of time in both residential and business areas (i.e. vehicles that are disabled, under repair and/or being stored on public streets by various businesses throughout the Village in addition to out-of-town commuters parking on public streets) are taking away a substantial number of parking spaces vital to the operations of this community.	7. Implementation of an alternate side-of-the-street parking system in those areas to support snow removal, street cleaning, leaf removal and to force removal of stored vehicles. A time schedule should be established to inconvenience those vehicles which habitually use public parking as a means of vehicle storage, those vehicles which use residential parking as commuter parking, and to remove abandoned and disabled vehicles from the streets. The time schedule should be set to be convenient to residential parking.
8. Uncontrolled usage of parking lots prevents efficient parking.	8. Revamping mandatory and public parking lots to maximize usage of each area such as:
	<u>PHILLIPS PARK ROAD LOT</u>
	1. Parking on Phillips Park Road remains two hours.
	2. Parking along Phillips Park Lot access road remains decal and mandatory merchant parking.

COMMON PROBLEMS AND SOLUTIONS (continued)

SHORT TERM (6 to 12 Months Implementation)

PROBLEM

SOLUTION

8. (continued)

PHILLIPS PARK ROAD LOT

3. Existing perpendicular parking area to become two hours.
4. Remainder of lot to become sixty minutes.

EAST PROSPECT LOT

1. To remain general decal parking.

HUNTER LOT

1. Currently being studied by the Village.
2. Residential parking (overnight) to remain as is for Mamaroneck Ave. residents.

SPENCER LOT

1. Short term two-hour parking remains.
2. Remainder of lot to remain general decal parking valid for Monday through Saturday 7 a.m. to 7 p.m.
3. Residential parking (overnight) to remain as is.

BISHOP STREET LOT

1. Railroad and commuter parking to remain as is.
2. Remainder of lot shall be general decal parking.
3. Parking valid for Monday through Saturday 7 a.m. to 7 p.m.

## COMMON PROBLEMS AND SOLUTIONS (continued)

### SHORT TERM (6 to 12 Months Implementation)

<u>PROBLEM</u>	<u>SOLUTION</u>
9. General Condition of Parking Lots.	9. Improve lighting, repaving and rearranging of parking stalls for additional parking spaces including the installation of three additional parallel parking spaces to the southeast corner of the Phillips Park Road Parking Lot.  These spaces are to be directly behind the theater heading toward East Prospect Avenue.
10. Traffic congestion on Mamaroneck Avenue creating parking problems.	10. Multifaceted.  Limiting deliveries to merchants on Mamaroneck Avenue where rear store access is available.  Limiting delivery time for merchandise to off-peak hours if possible.  Limiting theater access to rear entrance during matinee performances for pickup and dropoff. This will also promote safe passage to and from the theater by our children.
11. Parking of commercial vehicles in residentially zoned parking lots.	11. Recommend the Zoning Board and appropriate Village departments address this problem.

### ENFORCEMENT

To effectively implement the aforementioned solutions and insure that they are adhered to by all, enforcement is of vital importance. This includes both on and off-street parking areas.

Continue an active program of fair and consistent enforcement. This is an important aspect of the flow of traffic in the three districts. If this is not followed, the Village will lose substantial revenue.

## ENFORCEMENT (continued)

Perpetual offenders should be ticketed repeatedly. Graduated increased parking fines should be employed to deter these continued violations. Police should visit habitual offenders and inform them what the Village is trying to accomplish and how they can help.

## LONG TERM CONSIDERATIONS

1. All future acquisitions of property for all type of construction needs to comply with Master Plan.
2. Village owned property on Ogden Avenue should be used along its entire length for parking. This will require the clearing of land, paving and painting of parking stalls. Approximately eighty spaces can be added in the Industrial area. This can be accomplished with minimum expenditure of funds since the Village currently owns the property. Therefore, a survey should be made to ascertain the exact property lines for establishing this parking area.
3. All future new construction in addition to the rezoning, revamping and remodeling of existing buildings and facilities shall comply with all off-street parking requirements.

If properties fall under multi-zoning regulations, the most stringent of the zoning code requirements shall dictate off-street parking needs.

4. To determine whether there is a need to establish a permanent body (i.e. commission) to review and co-ordinate the evolution of on-going short-term needs with long-term goals in compliance with the Master Plan.

## CONCLUSION

We strongly recommend that this report, with its solutions, be seriously considered and expediently implemented. We believe that our recommendations will temporarily ease the strained parking situation currently impacting our community.

In addition, we suggest that the parking situation be continuously monitored to assure maximum utilization of our limited facilities. It must be a combined effort - police, employers, employees and shoppers.



### **CONCLUSION (continued)**

On a long-term basis, we feel it necessary that a commission be established to work in conjunction with current Village Commissions and Boards to co-ordinate and govern the parking needs of this community and recommend appropriate solutions.

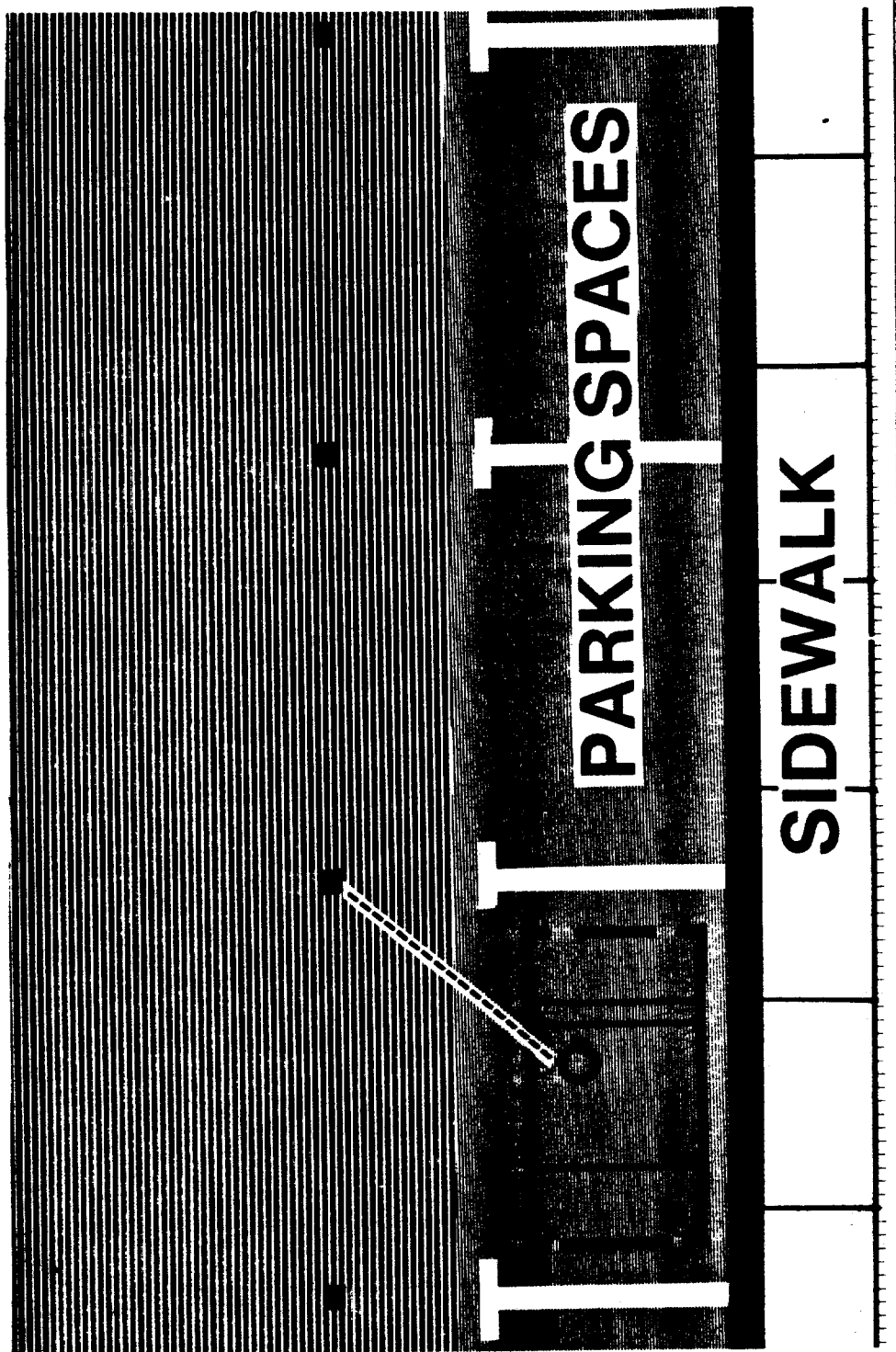
Considering our communities' approach to expanding our parking availability upward with a tier parking structure, we recommend that a traffic impact study be conducted to insure positive growth and development of the community and its needs.

With the inception of tier parking, we should consider metered parking throughout the Village specifically in parts of the Central Business District, Washingtonville District and certain parts of the Industrial Area. This would increase turnover parking while bringing revenue to the Village. This is beyond the scope of this committee and therefore should be addressed by the Board of Trustees, in conjunction with selecting a site for the tier parking.

Respectfully submitted,

PARKING TASK FORCE

ILLUSTRATION #50



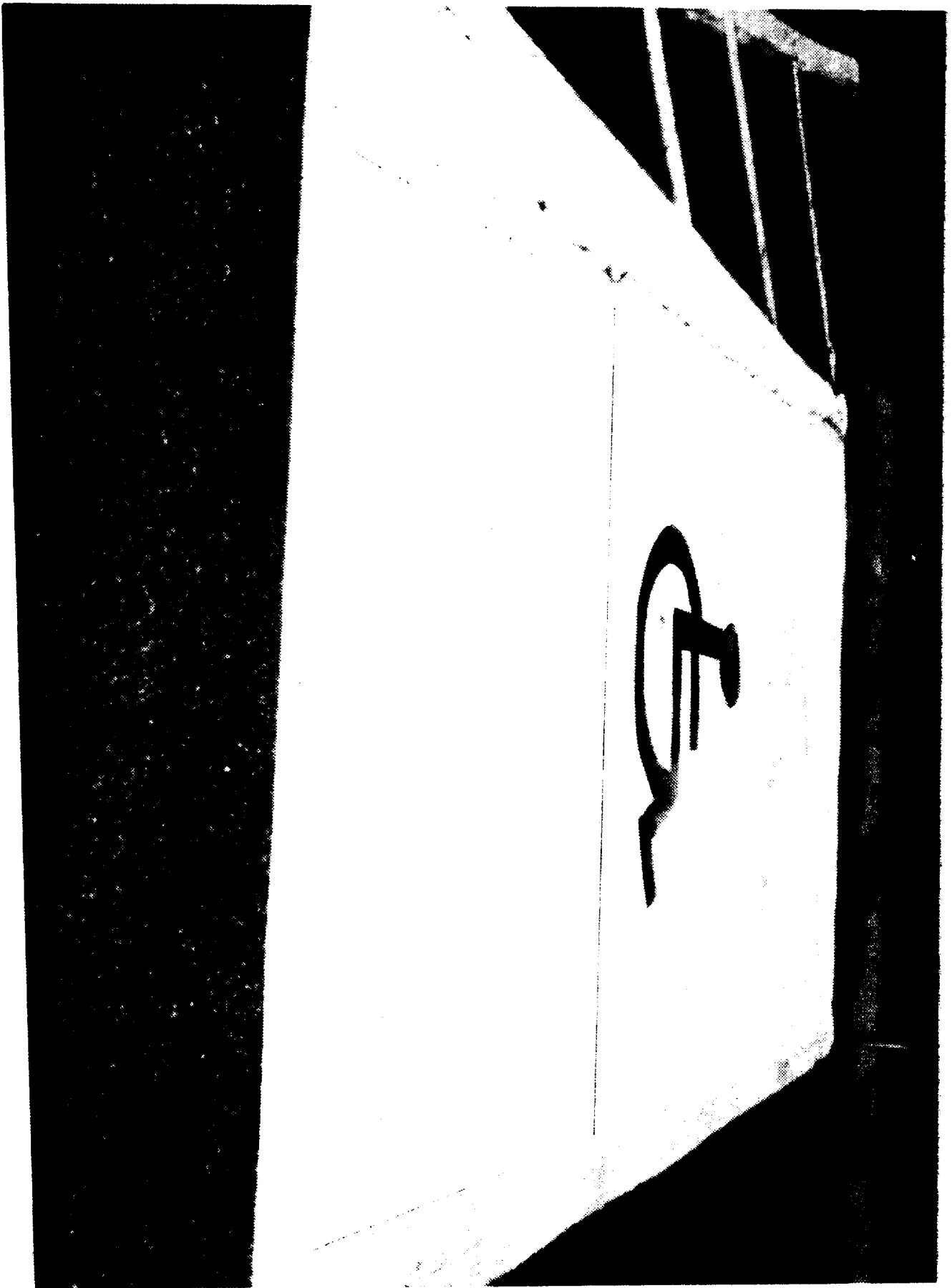


ILLUSTRATION #1

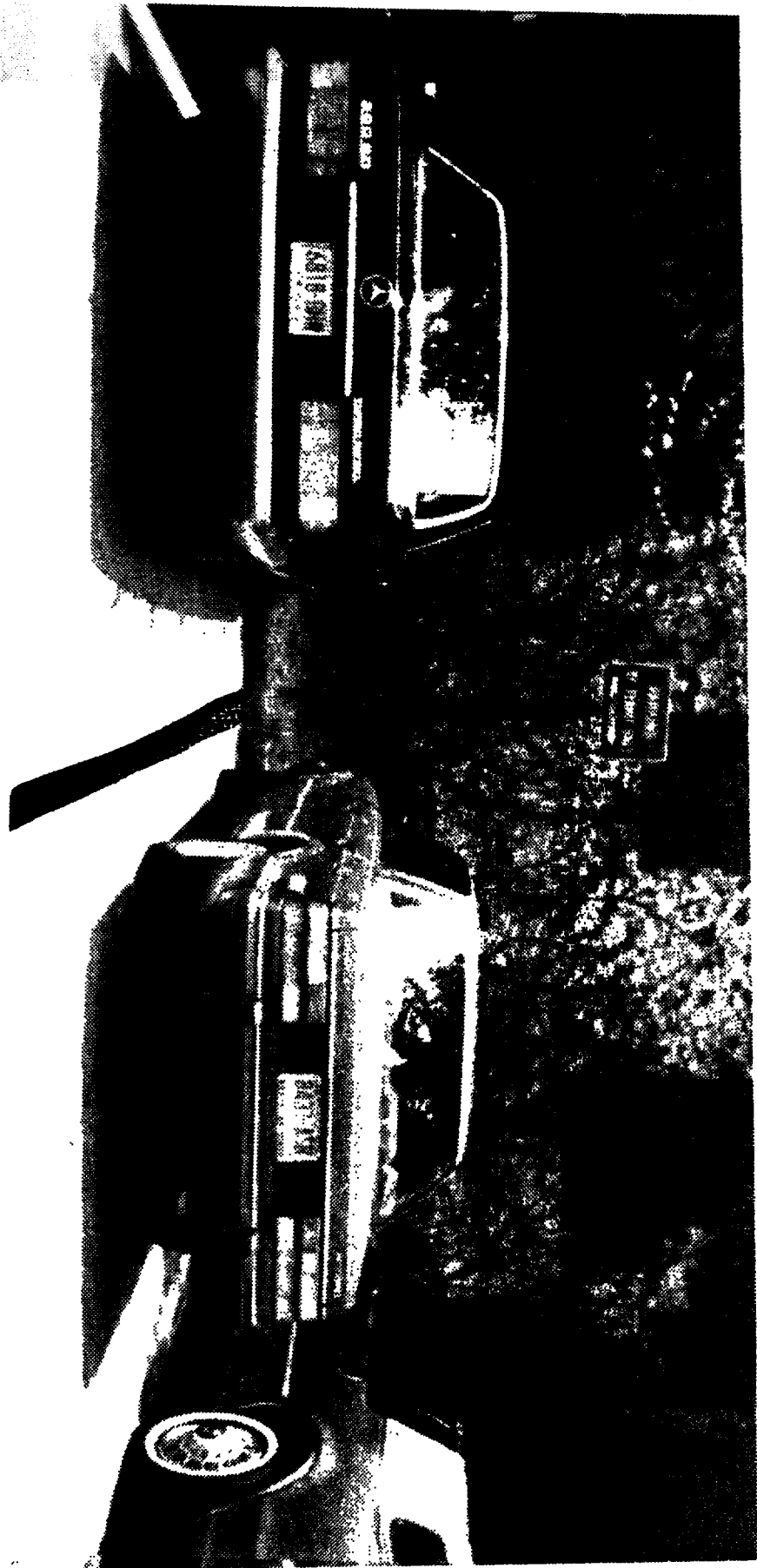
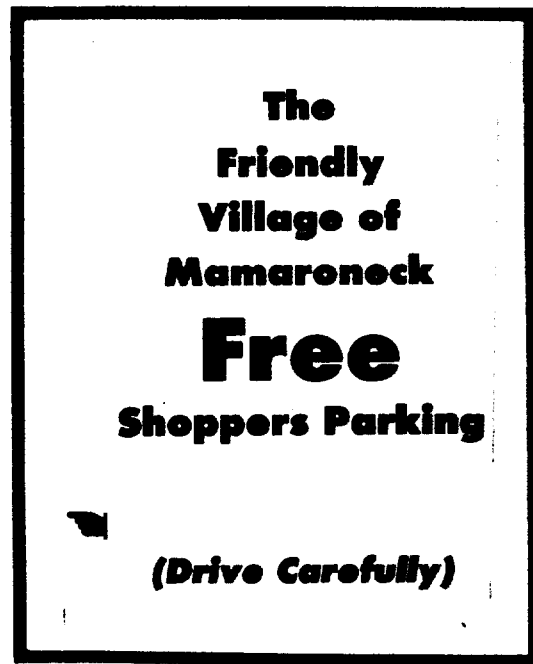


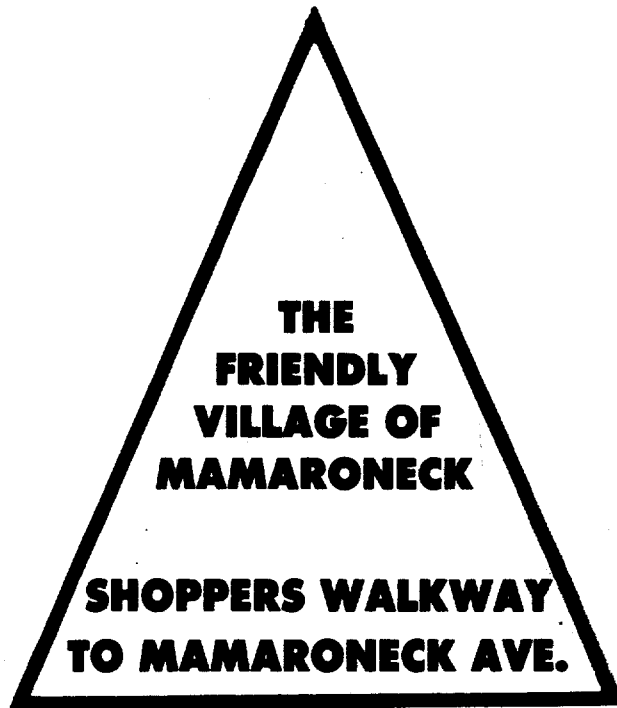
ILLUSTRATION #2

**ILLUSTRATION #3**

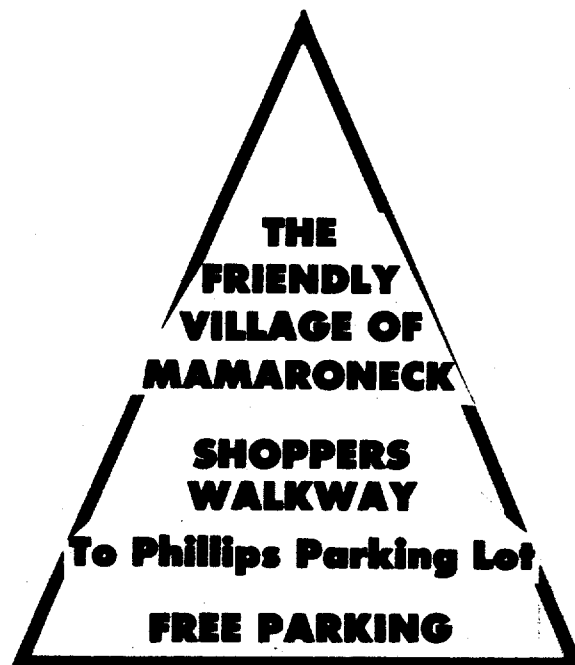


**ILLUSTRATION #4**

**WALKWAY PARKING LOT**



**WALKWAY MAMARONECK**



**ILLUSTRATION #5**

**PARKING LOTS**

**PARKING LOT (2)**

**THE FRIENDLY  
VILLAGE OF  
MAMARONECK**

**SHOPPERS  
PARKING**

**FRONT WHEELS TO CURB**

**WHITE LINES** 1, 2 HR.  
FREE PARKING

**Green Line Permit Only**

**(PLEASE DRIVE CAREFULLY)**

**RAILROAD**

**WELCOME TO  
THE FRIENDLY  
VILLAGE OF  
MAMARONECK**

**COMMUTER  
PARKING**

**(PLEASE DRIVE CAREFULLY)**